



## TECHNICAL MEMORANDUM

**TO:** Ms. Nan Balmer, Town Administrator  
Town of Wayland  
41 Cochituate Road  
Wayland, MA 01778

**DATE:** December 10, 2015

**FROM:** Kevin R. Dandrade, P.E., PTOE, Principal

**PROJECT NO.:** T0558.05

**RE:** Follow-up Glezen Lane Neighborhood Traffic Assessment  
Traffic Volume Comparison of Pre- and Post-Development Conditions

### INTRODUCTION

This memorandum provides a data-driven update associated with the traffic conditions along Glezen Lane following the removal of turn restrictions at the intersection of Old Sudbury Road (Route 27) at Glezen Lane. The previously introduced restrictions were part of the settlement agreement for the Town Center Project ("the Project"). This analysis builds upon the memorandum and recommendations issued by TEC, Inc. with the April 6, 2015 memorandum to the Town of Wayland. The Town petitioned the Court and was granted permission for temporary relief of the turn restrictions in order to quantitatively assess current traffic conditions within the neighborhood.

In early September 2015, following the decision of the Court, the Town immediately removed the regulatory and guide signs requiring motorists to use an alternative route for access to, and egress from, the Project. On September 11, 2015, the Wayland Police Department issued a 'Reverse-911' call to inform residents that the turn restrictions were removed at the westerly end of Glezen Lane. Following an approximate two-month period for traffic to redistribute back to previously allowed travel trends, TEC organized and implemented an intensive data collection effort between November 4 and 8, 2015 to collect, document, and summarize the traffic volumes under current unconstrained operating conditions.

### DATA COLLECTION SCOPE AND FINDINGS

TEC staff and its data vendor, Precision Data Industries, LLC, performed the following data collection activities in early November:

- Collected peak hour turning movement counts (TMCs) at the intersections of Old Sudbury Road (Route 27) / Glezen Lane and Old Sudbury Road (Route 27) / Andrew Avenue during the following peak hour intervals:
  - Weekday morning period (7:00 AM to 9:00 AM)
  - Weekday evening period (3:00 PM to 7:00 PM)
  - Saturday midday period (11:00 AM to 1:00 PM)



- Collected continuous traffic data using an automatic traffic recorder (ATR) unit at the following location:
  - Glezen Lane, just west of Concord Road (Route 126)
- Collected detailed origin-destination data, using license plate information, for the following travel routes:
  - Motorists turning left from Glezen Lane westbound onto Old Sudbury Road southbound, and turning right into the Project;
  - Motorists turning left from Andrew Avenue (Project) eastbound onto Old Sudbury Road northbound, and turning right onto Glezen Lane.

The origin-destination data was collected by TEC staff during the weekday morning (7:00 AM to 9:00 AM), weekday midday (11:00 AM to 1:00 PM), weekday evening (3:00 PM to 6:00 PM), and Saturday midday (11:00 AM to 1:00 PM) peak periods. These periods represent the traditional peak generating time periods for mixed-use development projects including retail, office, and residential uses.

### **PROJECT TRIP GENERATION CHARACTERISTICS**

The April 6, 2015 memorandum included detailed analysis of the trip generating characteristics for the Project, and the remaining potential to generate trips based on the undeveloped office, retail, institutional, and residential areas. Since the issuance of that memorandum, the Project opened an approximate 15,000 SF hardware store and several additional residential units have been occupied. The level of trip generation from the Project remains well below original estimates. Due to the observed and documented daily traffic trends, and the shared-trip nature of mixed-use projects, it is very unlikely that the ultimate trip generation at project build-out will exceed 60-73% of the originally (conservatively) projected traffic volumes. As of April 2015, the originally planned 40,000 SF library would contribute more than half of the remaining (projected) trips shown above. Understanding that the proposed civic use(s) on the site may be different, and less intensive, the resultant future trip generation for the Project could be considerably lower.

### **SUMMARY OF TRAFFIC DATA**

The recently collected 2015 traffic data for the intersection of Old Sudbury Road (Route 27) / Glezen Lane was compared to the 2006 traffic volume data collected by VAI as part of the Master Special Permit Traffic Impact and Access Study, and their subsequent Draft Environmental Impact Report (DEIR) as part of the permitting documentation for the Project. The VAI data, provided in Attachment A, was collected in May and June 2006. Figures 1 through 3 compare the peak-hour traffic volumes for the morning, evening, and Saturday peak periods, respectively.

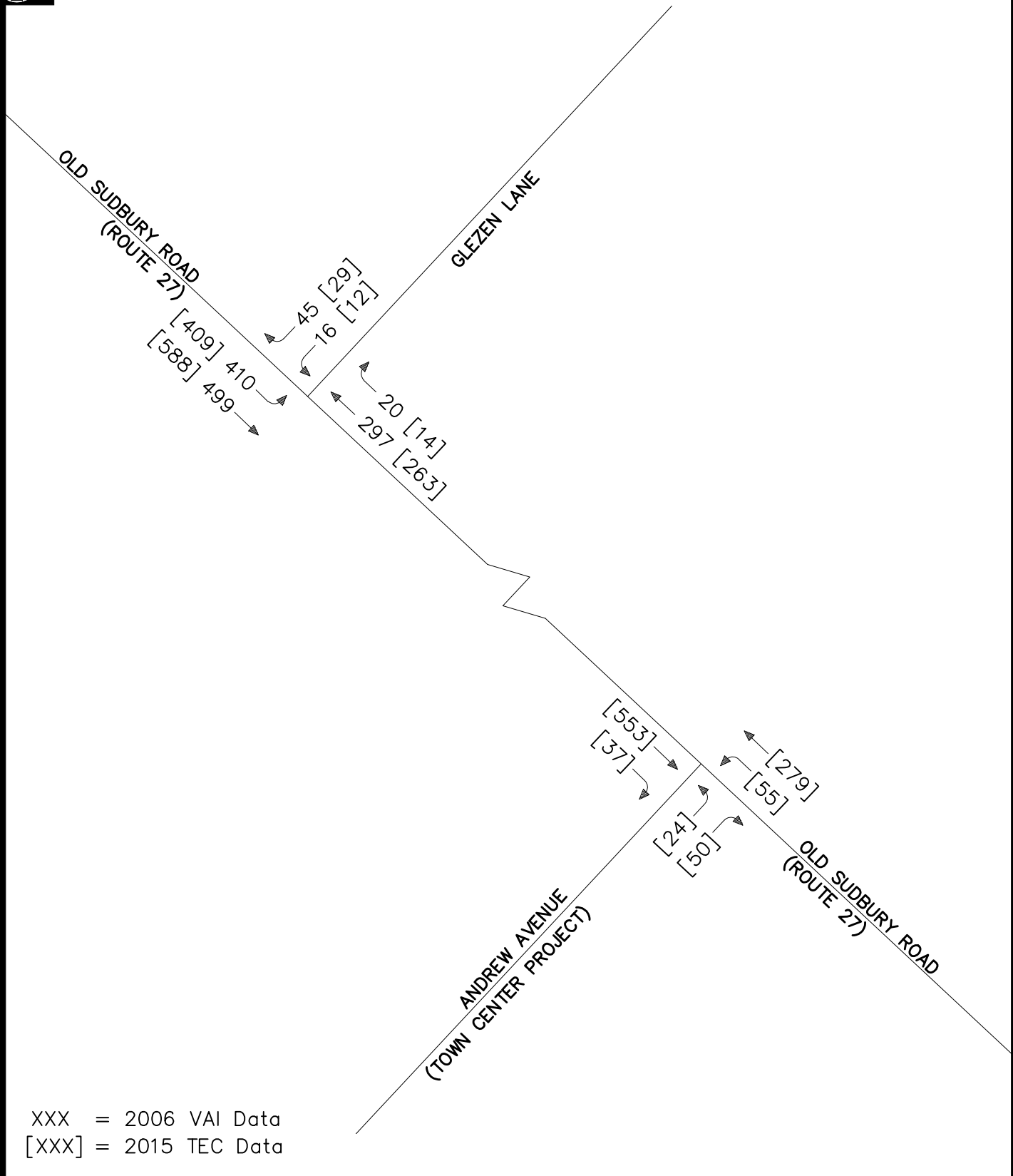
Table 1 on the following page compares the actual field-collected turning movement counts (TMCs) providing access or egress from the westerly end of Glezen Lane. The updated TMC data sheets are provided in Attachment B.





Not to Scale

# Glezen Lane - Wayland, Massachusetts Neighborhood Traffic Review



XXX = 2006 VAI Data  
 [XXX] = 2015 TEC Data

Figure 1

Comparison of Pre- and Post-Development Traffic Volumes  
Weekday Morning Peak Hour

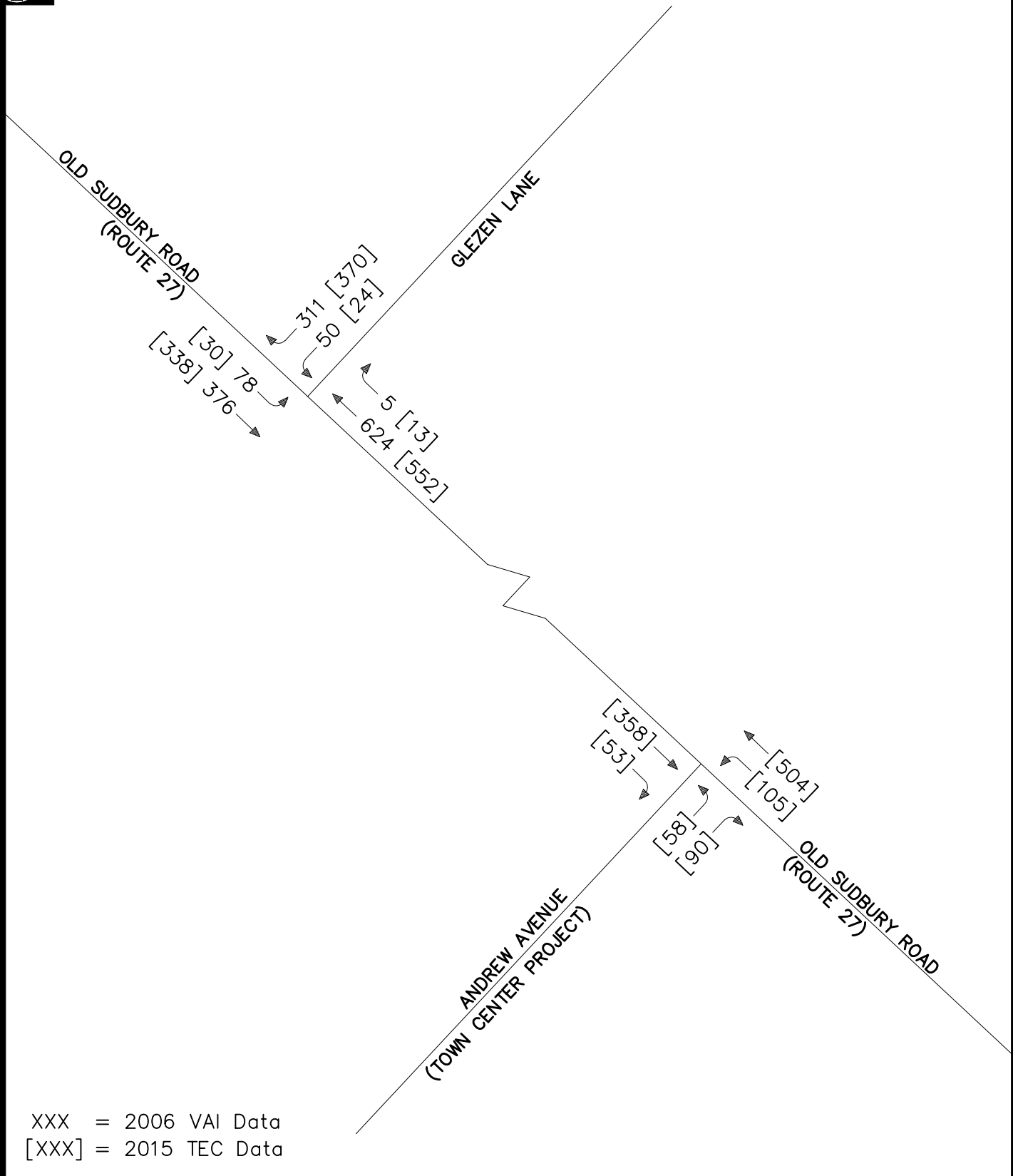


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# Glazen Lane - Wayland, Massachusetts Neighborhood Traffic Review



XXX = 2006 VAI Data  
 [XXX] = 2015 TEC Data

Figure 2

Comparison of Pre- and Post-Development Traffic Volumes  
Weekday Evening Peak Hour



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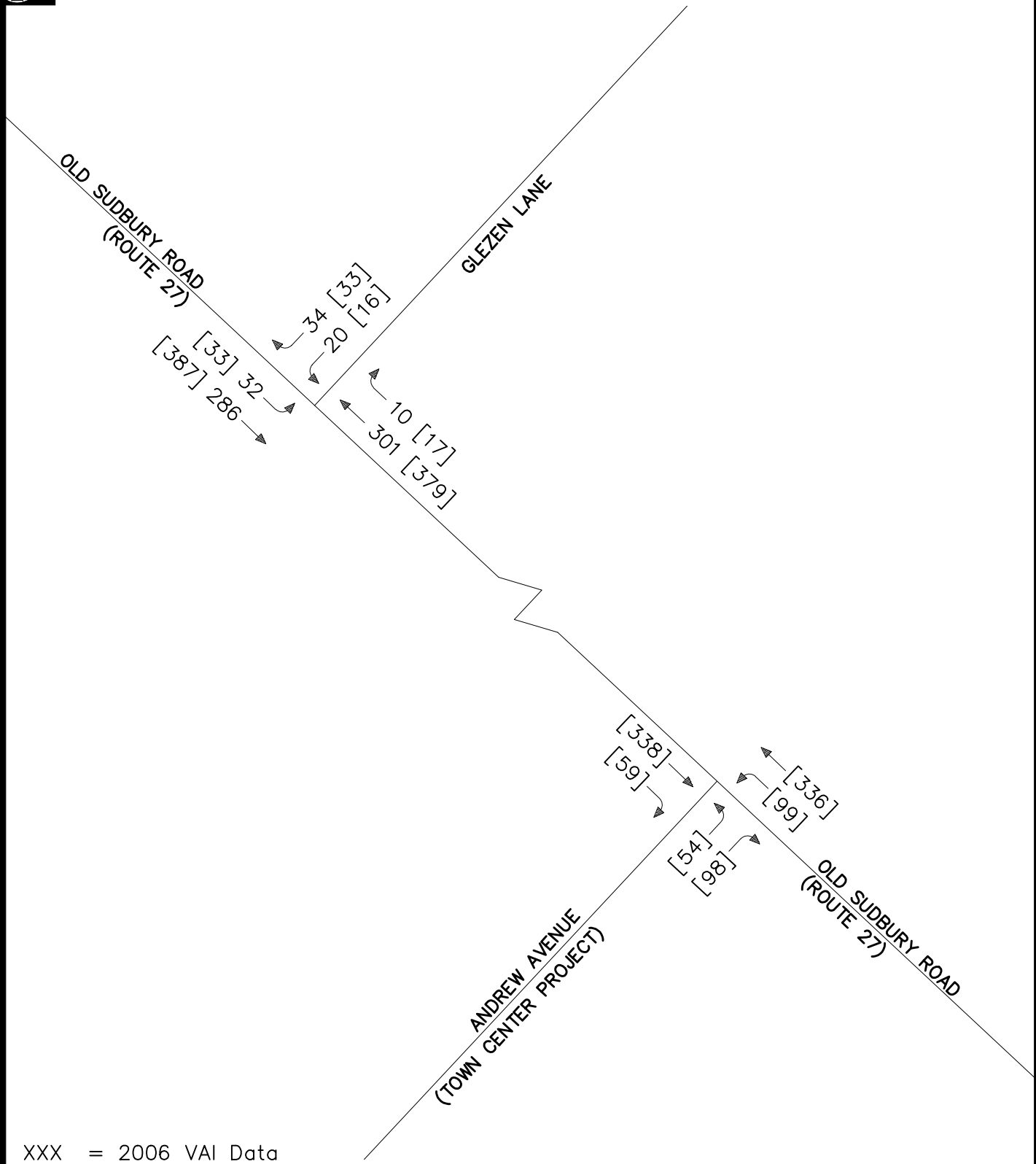
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Not to Scale

# Glezen Lane - Wayland, Massachusetts Neighborhood Traffic Review



XXX = 2006 VAI Data  
 [XXX] = 2015 TEC Data

Figure 3

Comparison of Pre- and Post-Development Traffic Volumes  
Saturday Midday Peak Hour



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The overall traffic volumes at the intersection have either dropped or remained consistent, despite the substantial build-out of the Project or over nine years of ambient traffic growth potential. It is important to note that the Glezen Lane westbound right-turn lane shown with (\*) in Table 1 is not a movement that is bound for the Project. It is more closely tied with peak-hour commuter traffic trends from other background development that may have occurred in Sudbury to the northwest in recent years. TEC and Town of Wayland staff have not observed any seasonal fluctuations in traffic in this area due to the predominant commuter traffic trends. Both sets of data were collected while area schools were in session.

**Table 1 – Turning Movement Count Comparison**

| Time Period / Movement           | VAI<br>(May 2006) | TEC<br>(Nov. 2015) | Difference  |
|----------------------------------|-------------------|--------------------|-------------|
| <i>Weekday Morning Peak Hour</i> |                   |                    |             |
| Old Sudbury Road (Rt. 27)        |                   |                    |             |
| Northbound Right-turn            | 20                | 14                 | -6          |
| Southbound Left-turn             | 410               | 409                | -1          |
| Glezen Lane                      |                   |                    |             |
| Westbound Left-turn              | 16                | 12                 | -4          |
| Westbound Right-turn             | <u>45</u>         | <u>29</u>          | <u>-16</u>  |
| <i>Total Hourly Volume</i>       | 491               | 464                | -27         |
| <i>Weekday Evening Peak Hour</i> |                   |                    |             |
| Old Sudbury Road (Rt. 27)        |                   |                    |             |
| Northbound Right-turn            | 5                 | 13                 | +8          |
| Southbound Left-turn             | 78                | 30                 | -48         |
| Glezen Lane                      |                   |                    |             |
| Westbound Left-turn              | 50                | 24                 | -26         |
| Westbound Right-turn             | <u>311</u>        | <u>370</u>         | <u>+59*</u> |
| <i>Total Hourly Volume</i>       | 444               | 437                | -7          |
| <i>Saturday Midday Peak Hour</i> |                   |                    |             |
| Old Sudbury Road (Rt. 27)        |                   |                    |             |
| Northbound Right-turn            | 10                | 17                 | +7          |
| Southbound Left-turn             | 32                | 33                 | +1          |
| Glezen Lane                      |                   |                    |             |
| Westbound Left-turn              | 20                | 16                 | -4          |
| Westbound Right-turn             | <u>34</u>         | <u>33</u>          | <u>-1</u>   |
| <i>Total Hourly Volume</i>       | 96                | 99                 | +3          |

*Note: volumes above are expressed in vehicles per hour (vph)*



In addition to the turning movement counts, the daily traffic ATR counts on Glezen Lane (just west of Concord Road) show a similar drop in average traffic conditions as shown in Table 2. The ATR data sheets are provided in Attachment C.

**Table 2 – Daily Traffic Count Comparison**

|                       | VAI<br>(May/June 2006) | TEC<br>(Nov. 2015) | Difference   |
|-----------------------|------------------------|--------------------|--------------|
| Weekday Daily Average | 2,278                  | 2,189              | -89 (-3.9%)  |
| Saturday Daily        | 599                    | 508                | -91 (-15.2%) |
| Sunday Daily          | 450                    | 376                | -74 (16.4%)  |

*Note: volumes above are expressed in vehicles per day (vpd)*

The overall reduction in traffic demonstrates that the Project has not contributed any measurable traffic to the Glezen Lane neighborhood that would result in a new impact.

TEC's origin-destination data, provided in Attachment D, shows the percentage of trips that are linked between Andrew Avenue (the Project) and Glezen Lane. Due to the low volume of traffic, TEC was able to document and track all potential cut-through movements in the area. Understanding that the turning movements at Glezen Lane are predominantly now lower than the 2006 volumes, this data is not critically important to document findings related to impacts. The average turns to/from Glezen Lane during the documented peak hours is only 32 vehicles per hour. With an average of 30.8% of these trips visiting the Project as arrivals or departures, it suggests that the shopping-related trips from Glezen Lane and the adjacent neighborhoods are consistent and merely visit the Project in lieu of other shopping areas further away.

## **FINDINGS**

As the Town's professional engineering firm and traffic engineering peer reviewer, TEC has been involved in most traffic-related permitting and design discussions related to the Project. Using this extensive project history, as well as other assignments for the Town of Wayland over the past decade, TEC can reasonably conclude the following:

1. The trip generation estimates for the Project was conservatively prepared. The actual post-occupancy traffic volumes are significantly lower than anticipated.
2. The trip distribution to and from Glezen Lane and the adjacent neighborhoods is significantly lower than originally estimated.
3. The 2015 daily and peak hour traffic data for Glezen Lane shows a reduction when compared to the 2006 traffic data used in the Project's permitting documents.
4. There are no identifiable, measurable traffic-related impacts related to the Project. Although the overall traffic trends have dropped, there are some minor increases in certain traffic movements, but they are more appropriately tied to other regional developments in Sudbury or other areas to the northwest and are not tied to the Project.



## RECOMMENDATIONS

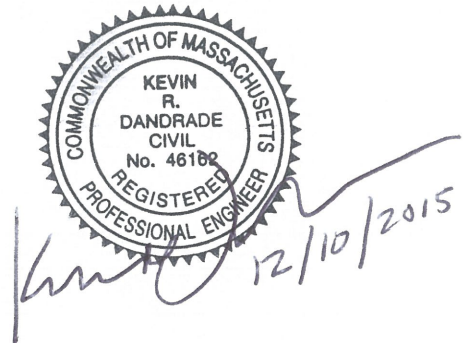
TEC recommends the following action items:

- Seek a permanent suspension of the terms of the settlement agreement to remove all turn restrictions at the intersection of Route 27 / Glezen Lane. (Town Counsel / Board of Selectmen);
- Suspend the traffic volume data collection activities that were performed by Town DPW staff, and summarized by the Plaintiff.
- Cease current activities related to the final design and permitting for physical medications to the intersection of Old Sudbury Road / Glezen Lane.

Please contact me at (978) 794-1792 with any follow-up questions regarding the recent traffic count data or our findings and recommendations. Thank you for your consideration.

### Attachments:

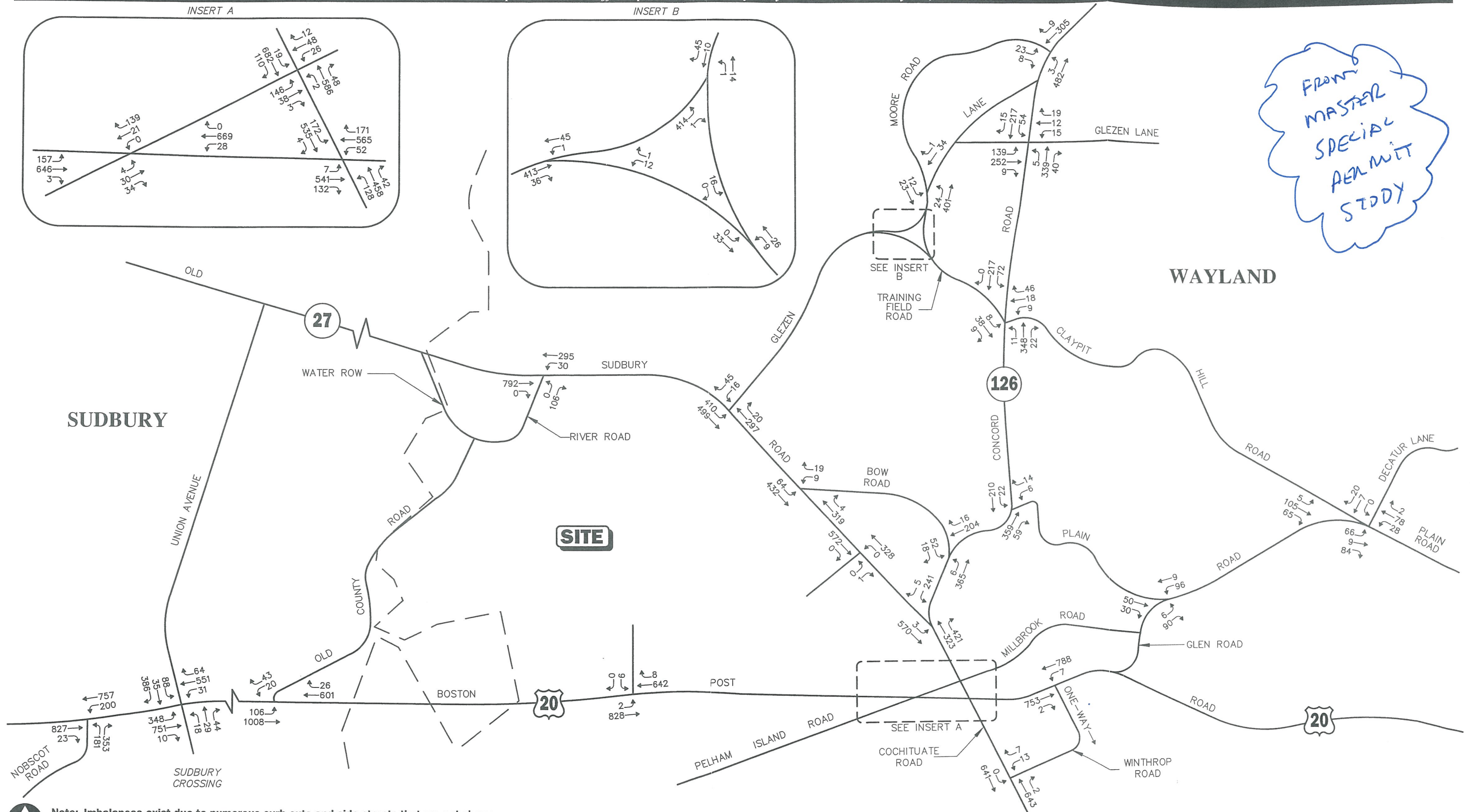
- A. 2006 Town Center Project traffic volume networks and data from the Master Special Permit and Draft Environmental Impact Report Studies (VAI / Vanasse & Associates)
- B. 2015 Turning Movement Count Data (TEC, Inc.)
- C. Daily Traffic Volume Summary & 2015 Automatic Traffic Recorder Count Data
- D. Origin-Destination Tracking Data Sheets



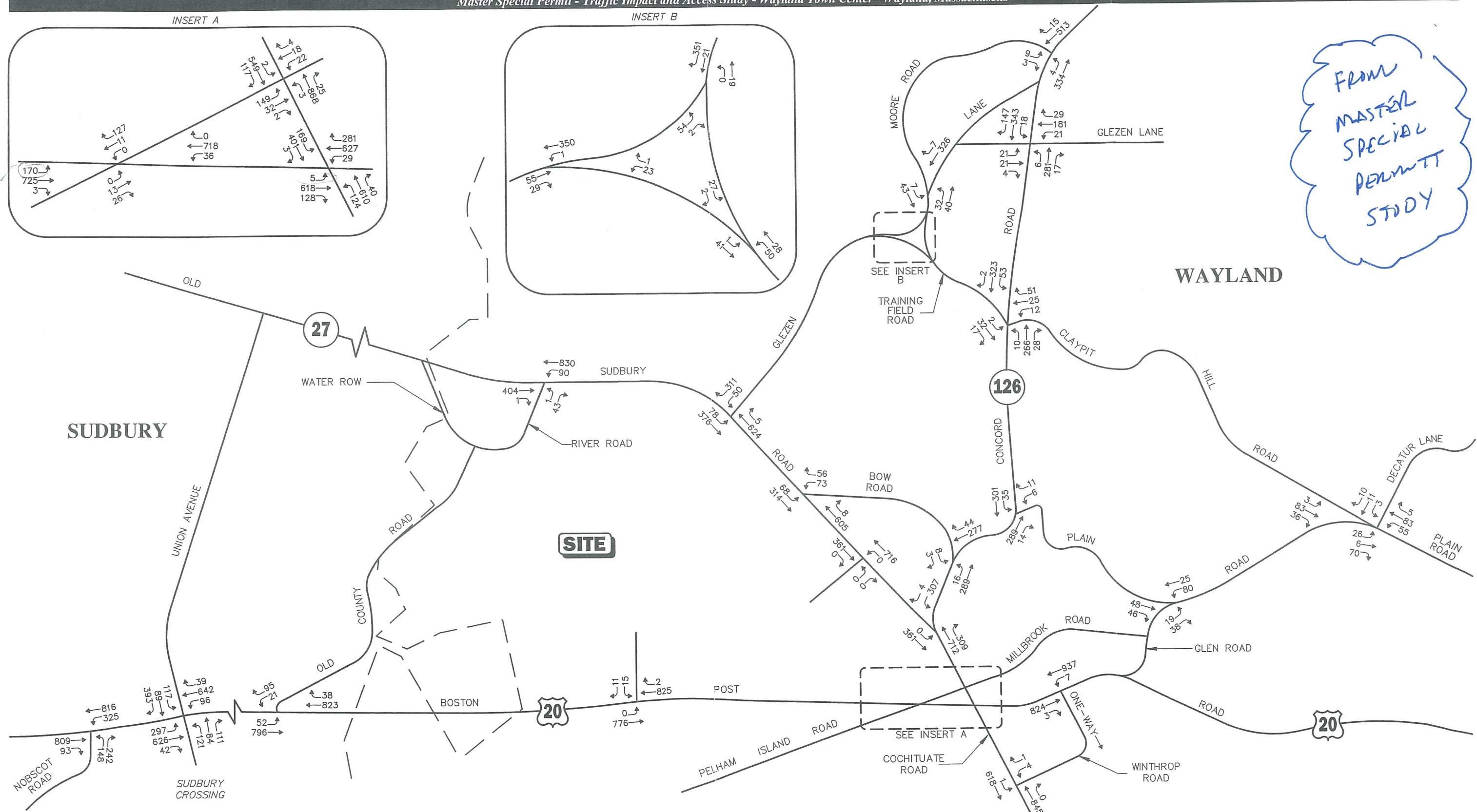
**Attachment A**

2006 Town Center Project traffic volume networks and data from the  
Master Special Permit and Draft Environmental Impact Report Studies  
(VAI / Vanasse & Associates, Inc.)





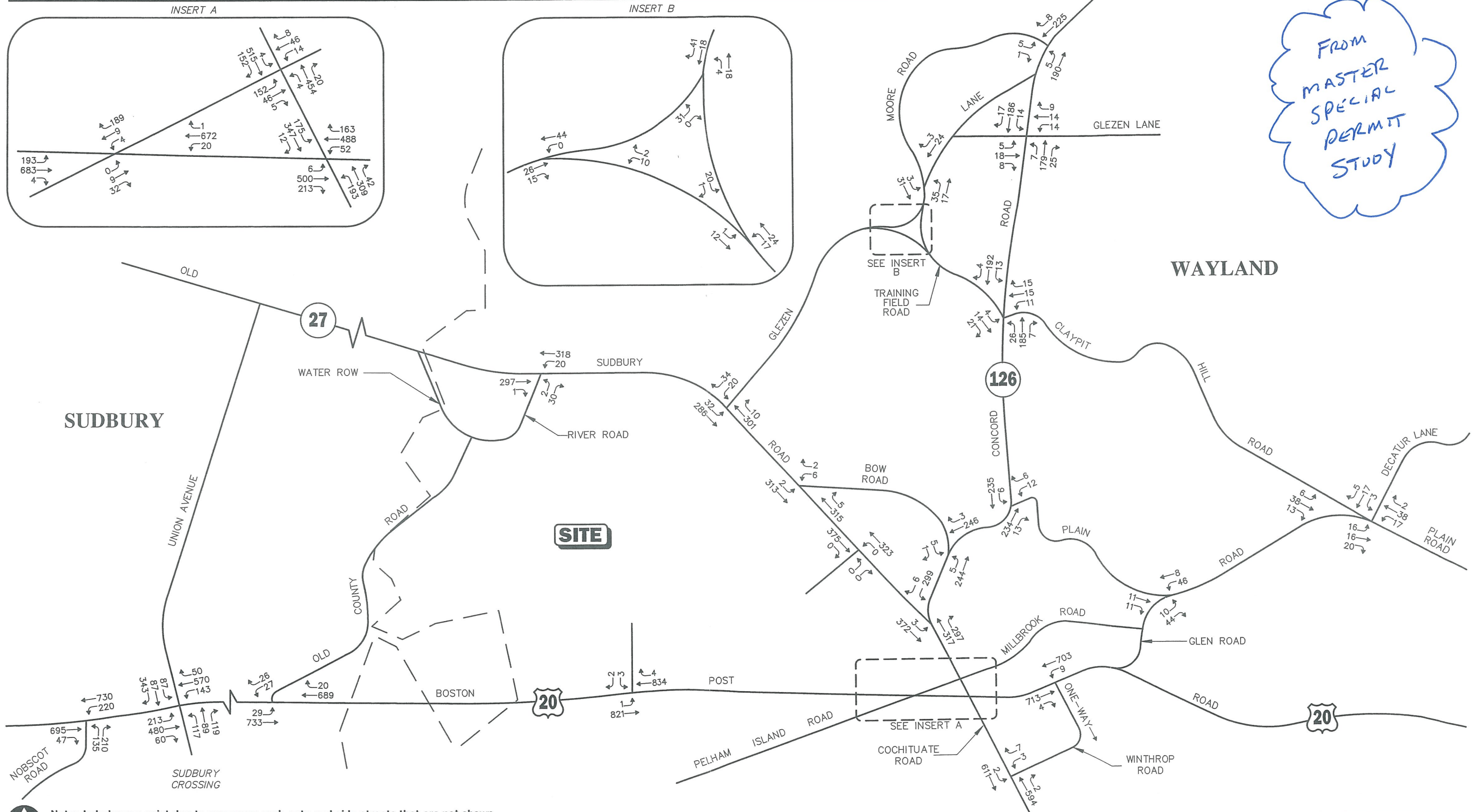
**Figure 4**  
 2006 Existing  
 Weekday Morning  
 Peak Hour Traffic Volumes



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
Not To Scale

**Figure 5**  
2006 Existing  
Weekday Evening  
Peak Hour Traffic Volumes





Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
Not To Scale

Figure 6  
2006 Existing  
Saturday Midday  
Peak Hour Traffic Volumes



# Traffic Impact and Access Study

## Wayland Town Center

Wayland, MA

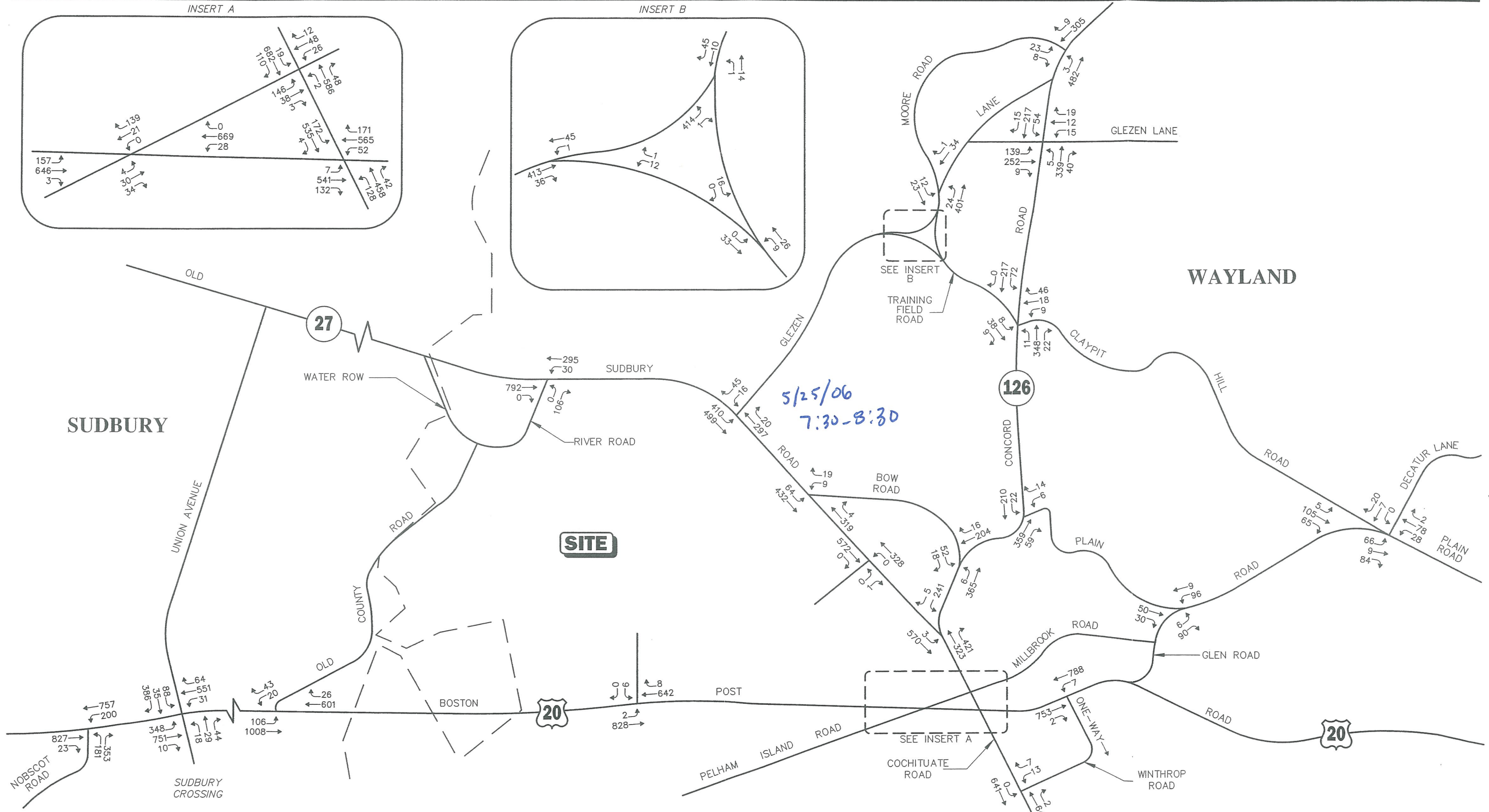
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TEC INC.

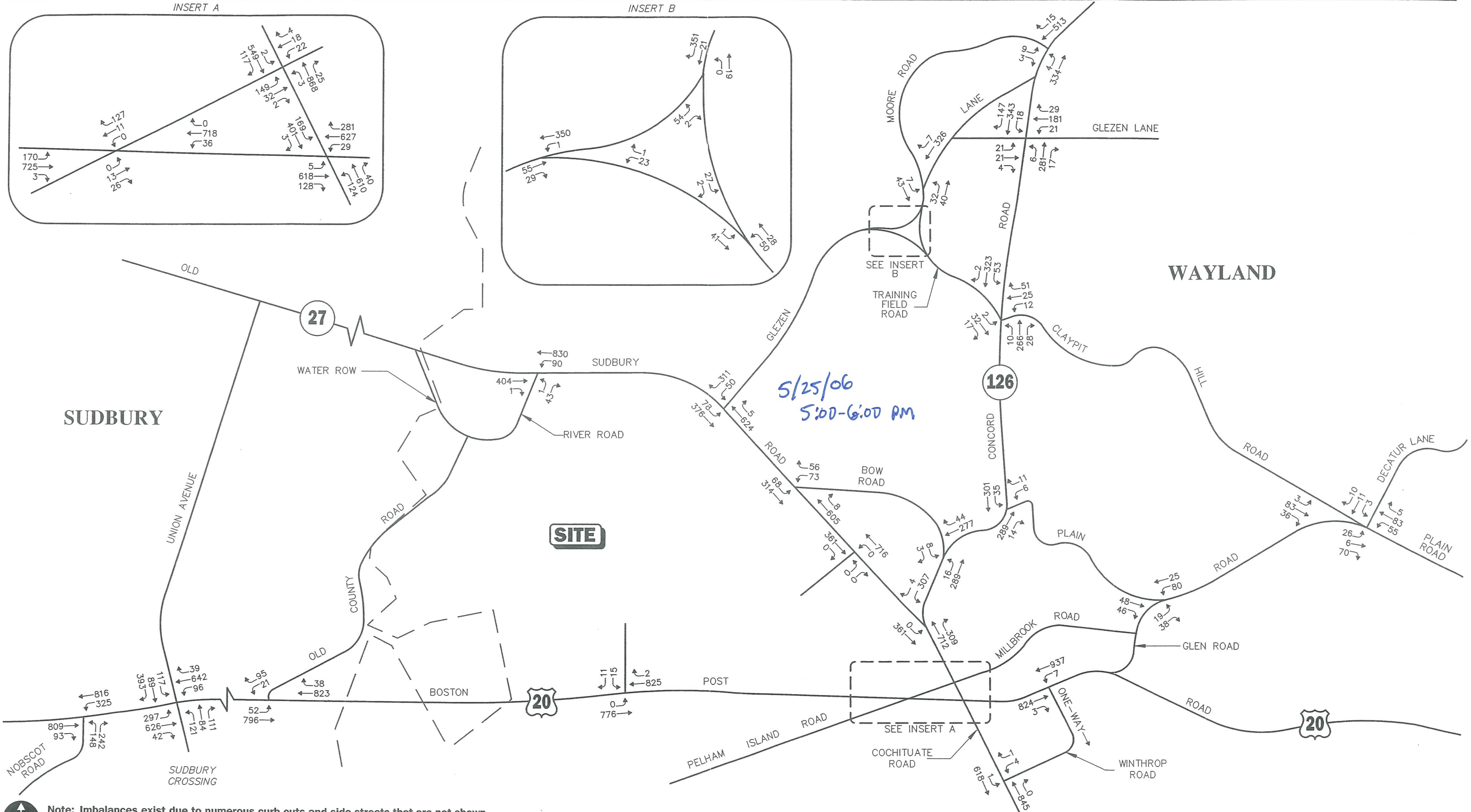
*Prepared for:*

Twenty Wayland, LLC  
Boston, MA



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
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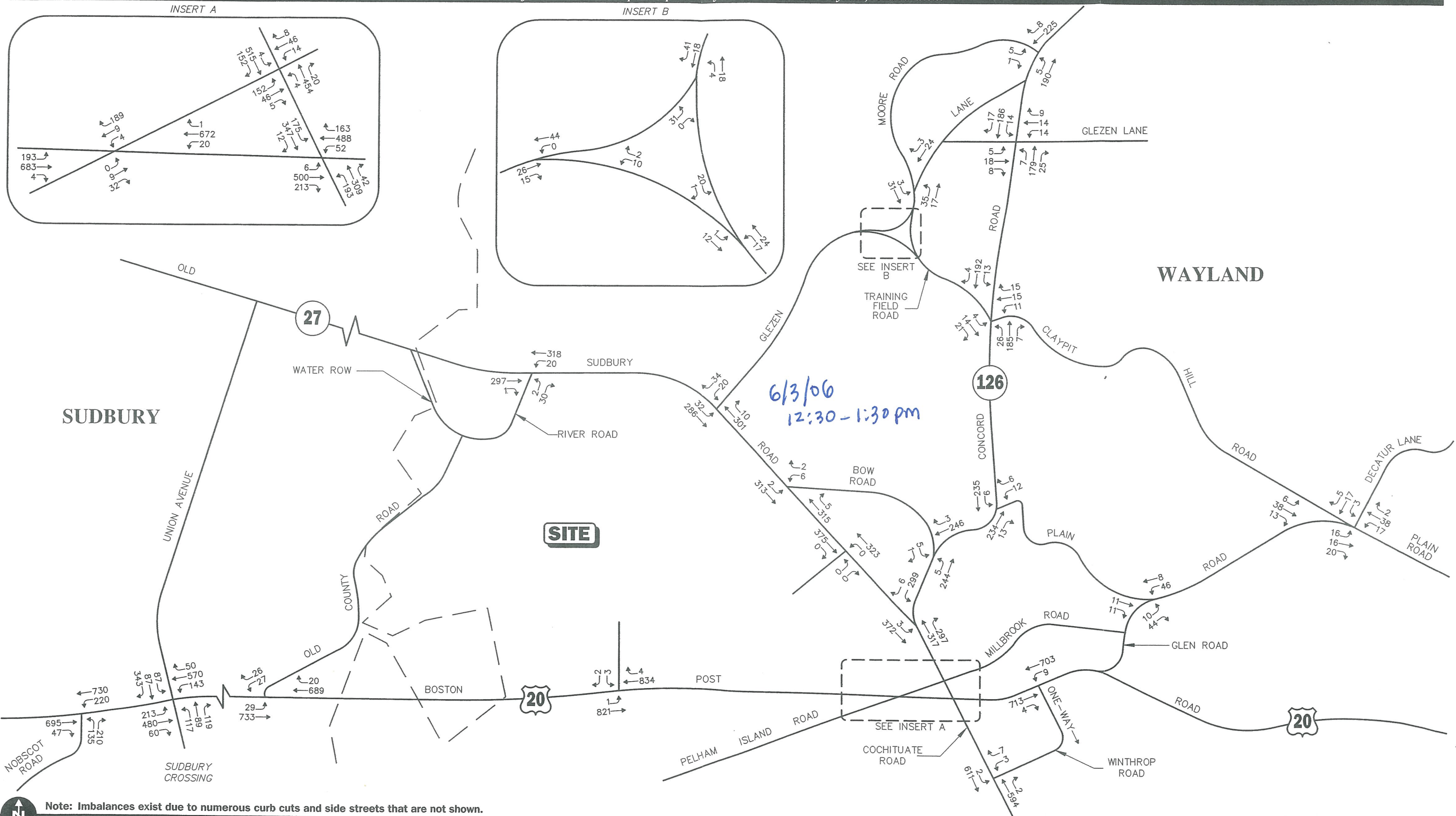
Figure 3-4  
2006 Existing  
Weekday Morning  
Peak Hour Traffic Volumes



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
Not To Scale

**Figure 3-5**  
**2006 Existing**  
**Weekday Evening**  
**Peak Hour Traffic Volumes**

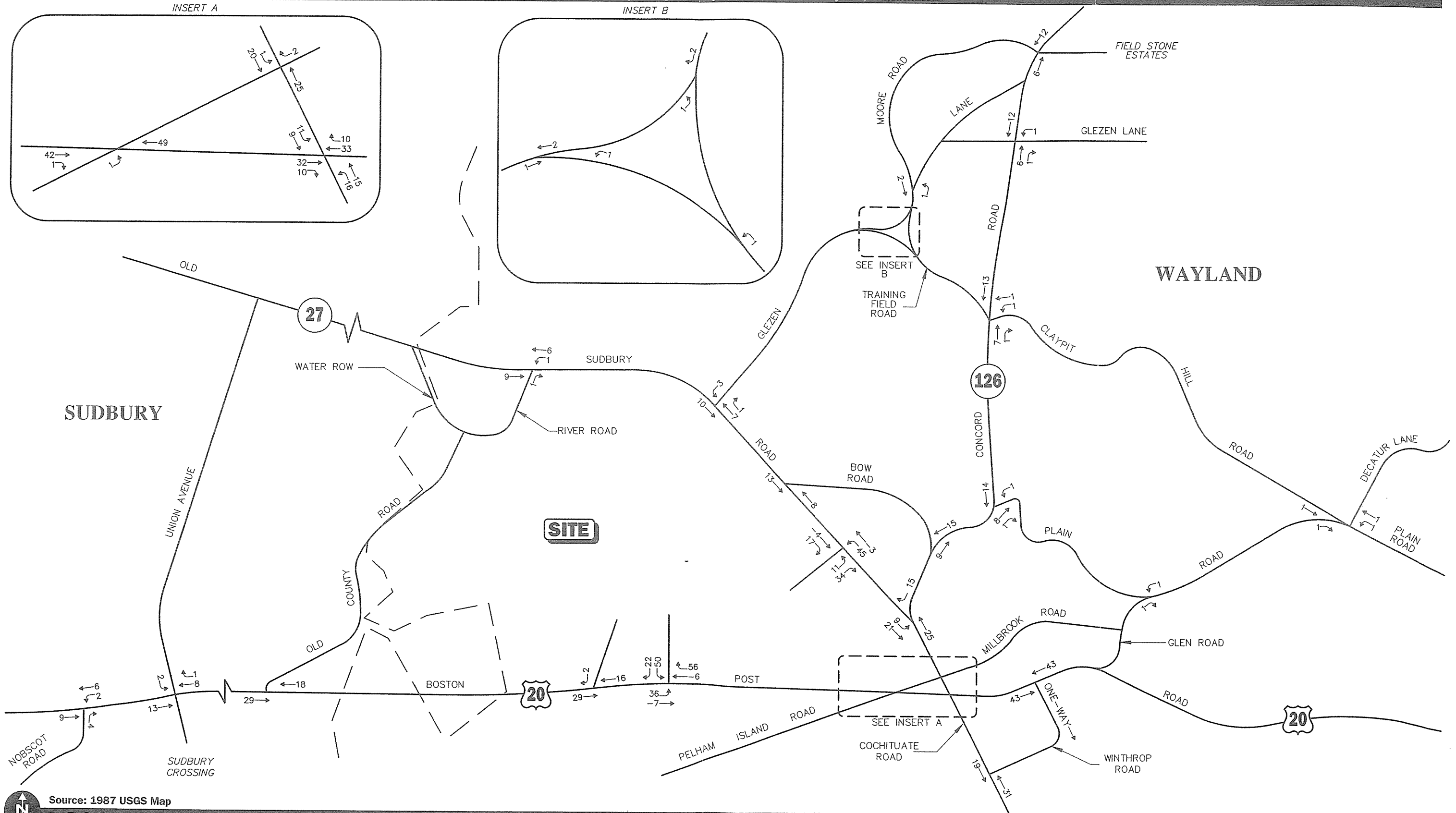




Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
Not To Scale



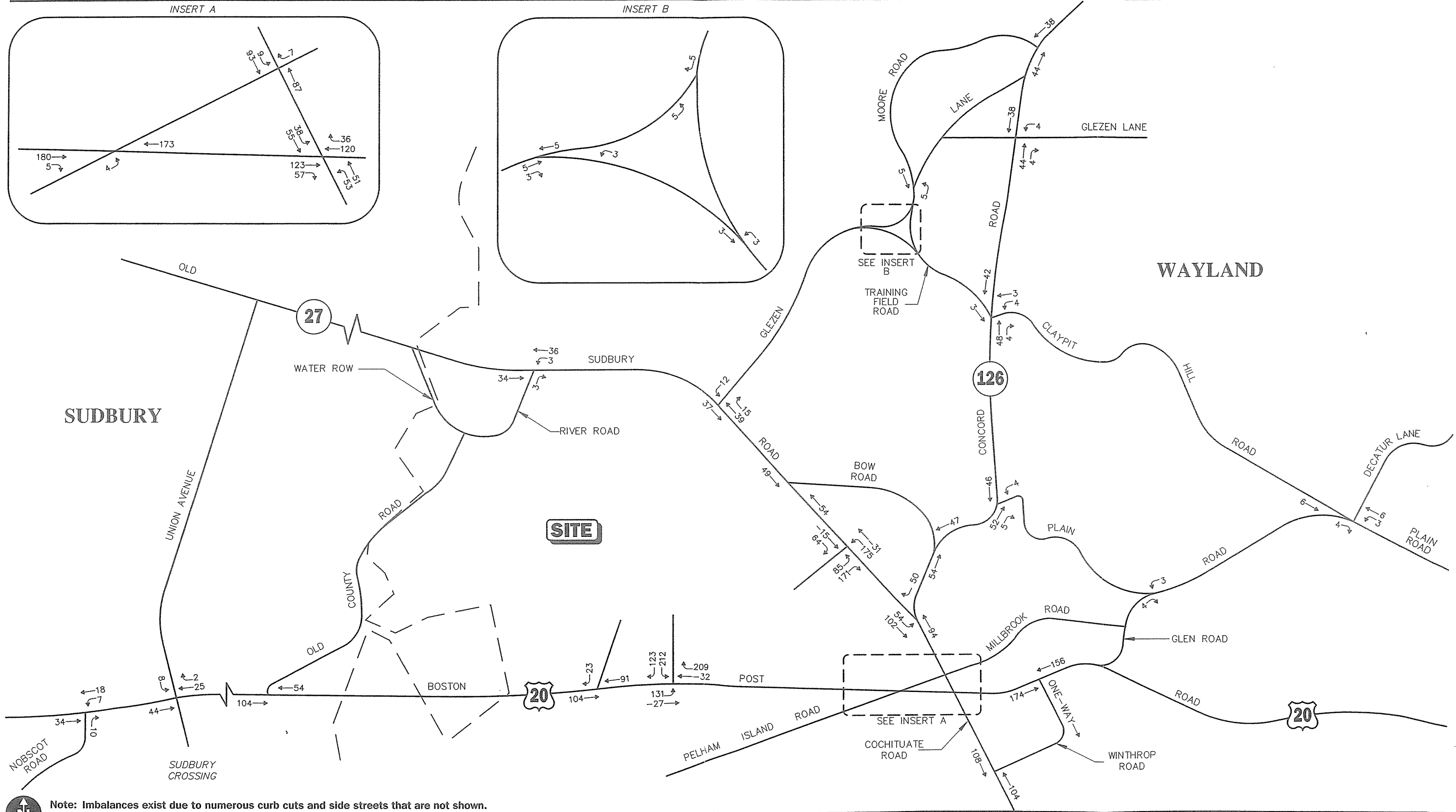
**Figure 3-6**  
**2006 Existing**  
**Saturday Midday**  
**Peak Hour Traffic Volumes**



Source: 1987 USGS Map  
Not To Scale

Figure 3-18

Site Generated  
Weekday Morning  
Peak Hour Traffic Volumes  
Access Alternative A

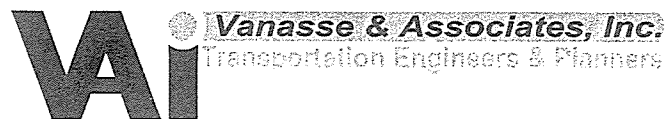


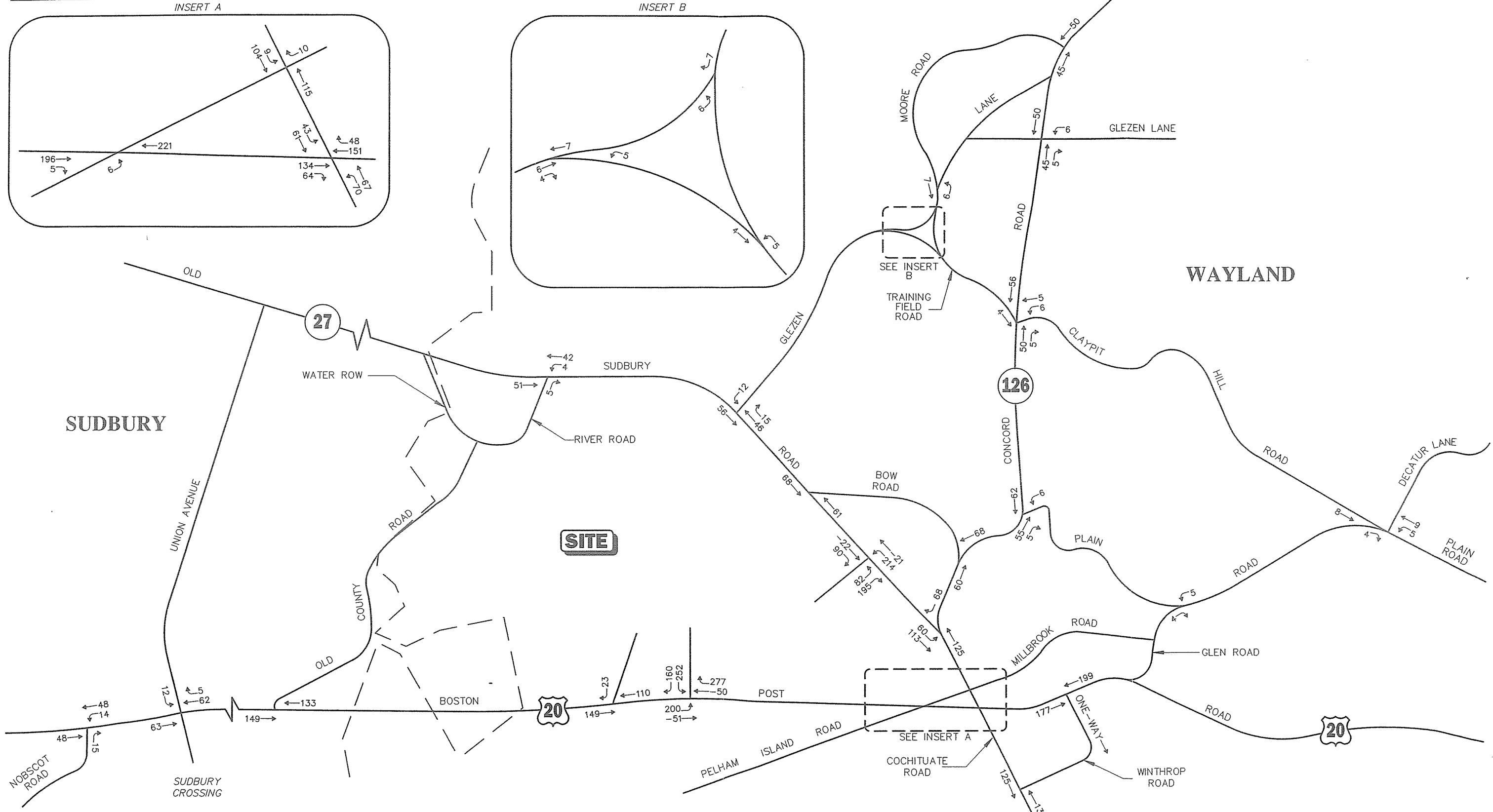
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 3-19

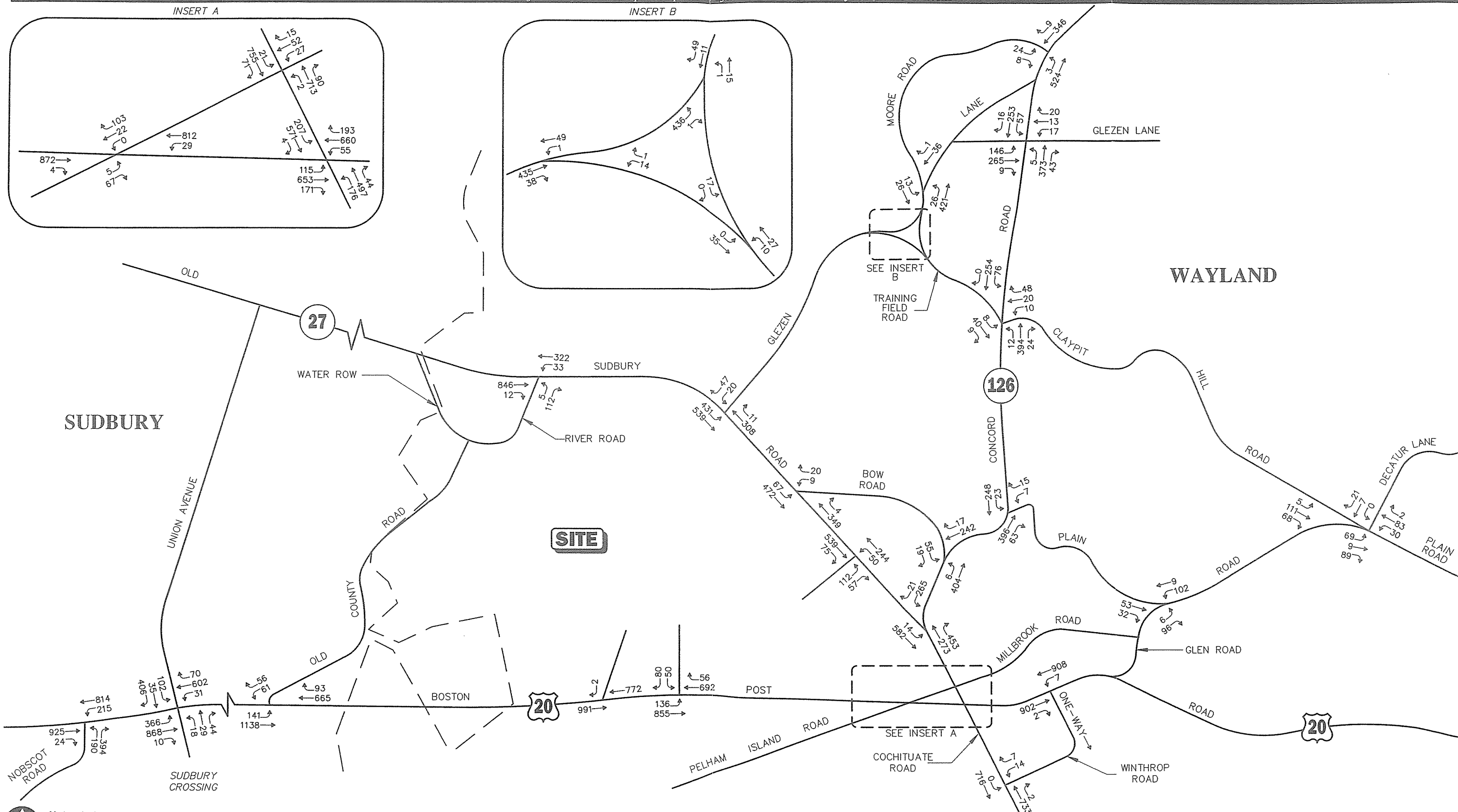
Site Generated  
Weekday Evening  
Peak Hour Traffic Volumes  
Access Alternative A





Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
Not To Scale

Figure 3-20



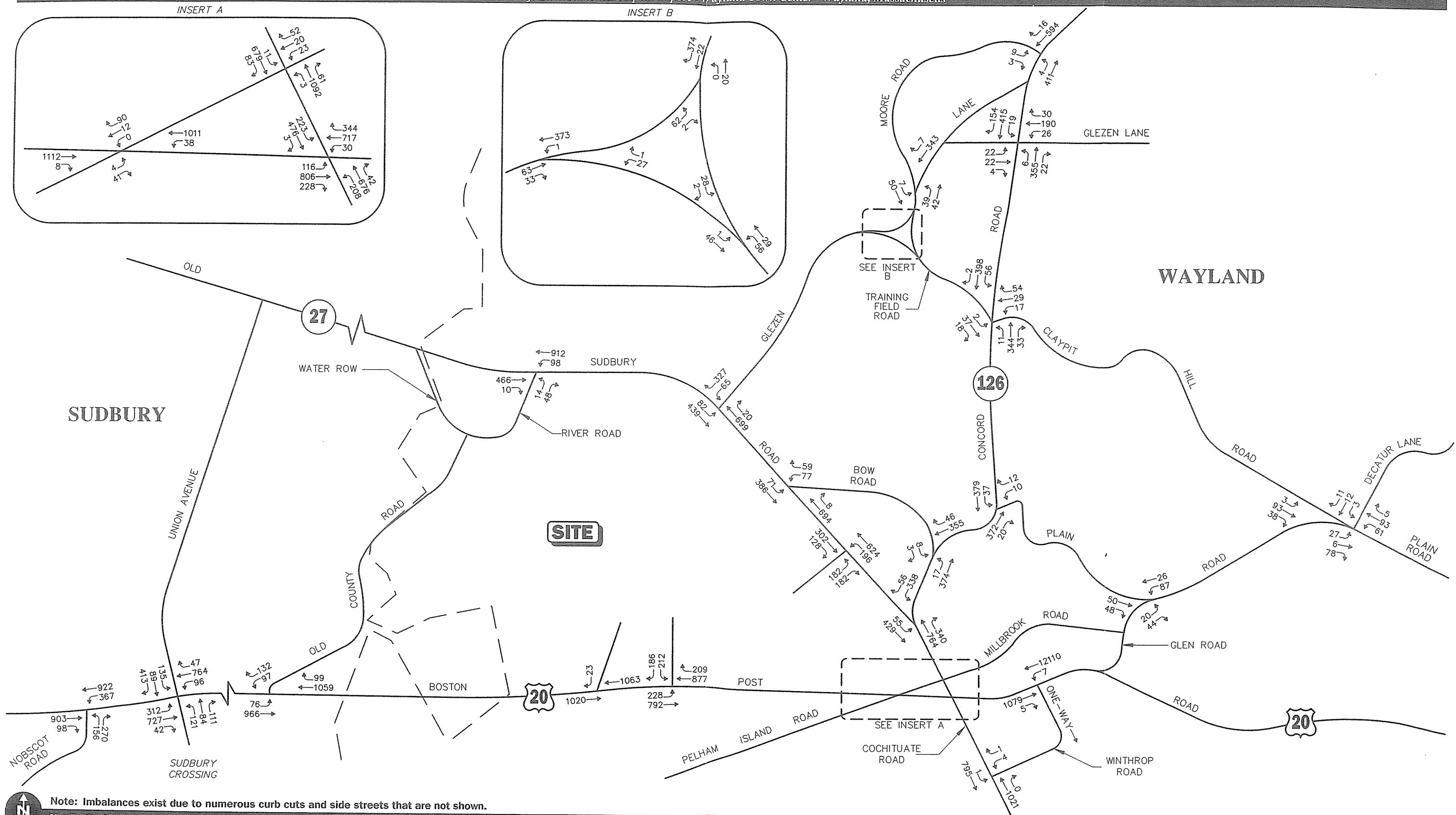
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
Not To Scale

Figure 3-30



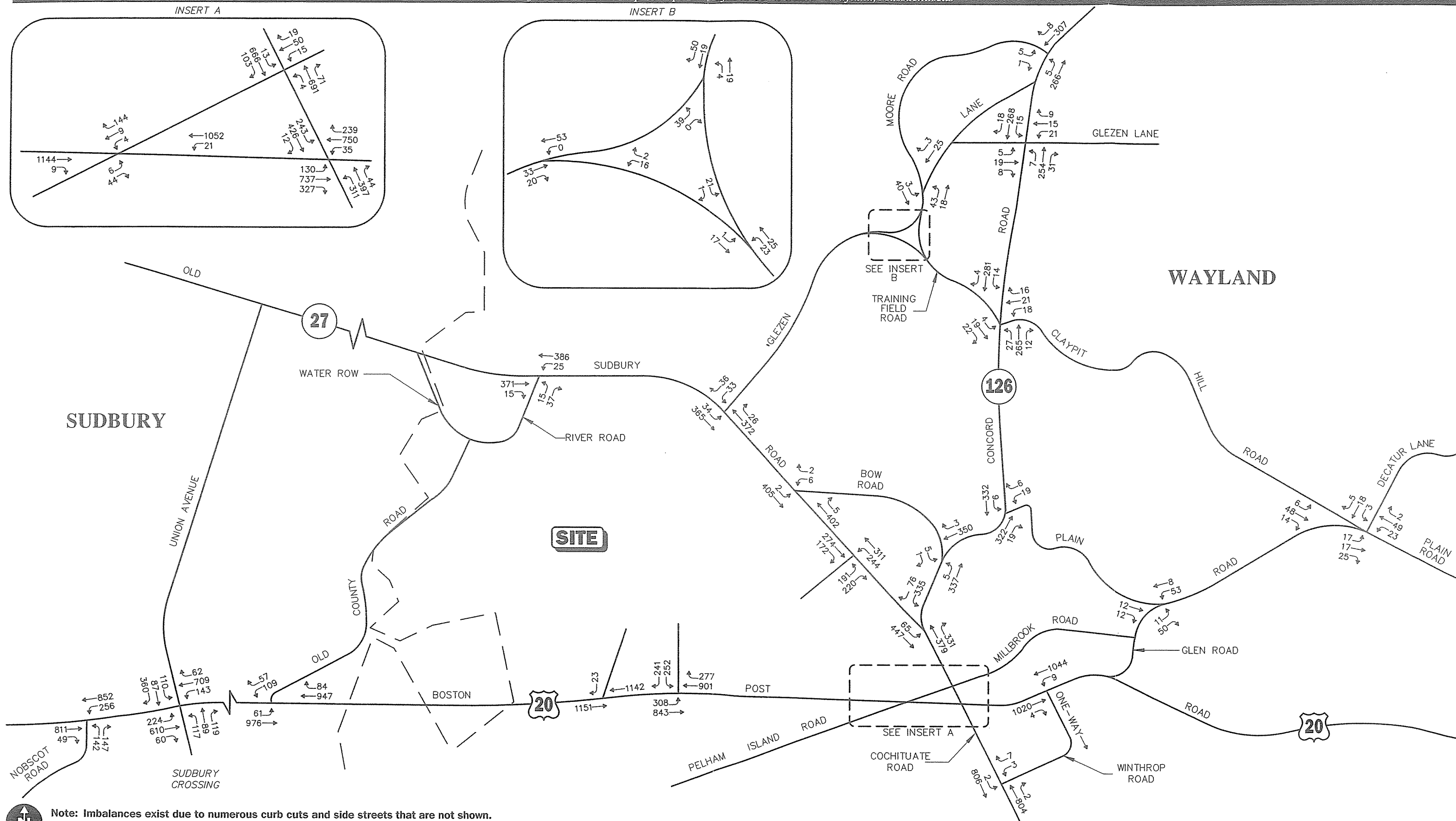
2011 Build  
Weekday Morning  
Peak Hour Traffic Volumes  
Access Alternative A





Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
Not To Scale

**Figure 3-31**  
**2011 Build**  
**Weekday Evening**  
**Peak Hour Traffic Volumes**  
**Access Alternative A**



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale

**Figure 3-32**  
 2011 Build  
 Saturday Midday  
 Peak Hour Traffic Volumes  
 Access Alternative A



**Table 3-18 Level-of-Service Summary – Access Alternative A**

| Unsignalized Intersection/<br>Critical Movement/Peak Hour | 2006 Existing       |                  |                    |                  |        | 2011 No-Build |        |     |        |      | 2011 Build |     |        |     |       |     |
|---|---------------------|------------------|--------------------|------------------|--------|---------------|--------|-----|--------|------|------------|-----|--------|-----|-------|-----|
|   | Demand <sup>a</sup> | V/C <sup>b</sup> | Delay <sup>c</sup> | LOS <sup>d</sup> | Demand | V/C           | Delay  | LOS | Demand | V/C  | Delay      | LOS | Demand | V/C | Delay | LOS |
| <b>Route 27 at River Road</b>                             |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| <i>All movements from River Road:</i>                     |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| Weekday Morning   | 106                 | 0.37             | 20.6               | C                | 116    | 0.48          | 26.8   | D   | 117    | 0.47 | 25.7       | D   |        |     |       |     |
| Weekday Evening   | 44                  | 0.09             | 11.9               | B                | 69     | 0.25          | 22.4   | C   | 62     | 0.27 | 23.5       | C   |        |     |       |     |
| Saturday Midday   | 32                  | 0.07             | 11.1               | B                | 47     | 0.13          | 13.7   | B   | 52     | 0.16 | 14.8       | B   |        |     |       |     |
| Sunday Midday   | 7                   | 0.03             | 12.4               | B                | 13     | 0.07          | 14.0   | B   | 15     | 0.08 | 14.2       | B   |        |     |       |     |
| <b>Route 27 at Glezen Lane</b>                            |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| <i>All movements from Glezen Lane:</i>                    |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| Weekday Morning   | 61                  | 0.54             | 50.5               | F                | 74     | 1.03          | 171.8  | F   | 67     | 0.70 | 76.1       | F   |        |     |       |     |
| Weekday Evening   | 361                 | 1.16             | 133.3              | F                | 382    | 1.41          | 237.4  | F   | 392    | 1.56 | 303.3      | F   |        |     |       |     |
| Saturday Midday   | 54                  | 0.16             | 13.0               | B                | 59     | 0.19          | 14.1   | B   | 69     | 0.27 | 17.2       | C   |        |     |       |     |
| Sunday Midday   | 48                  | 0.11             | 12.7               | B                | 52     | 0.13          | 13.5   | B   | 58     | 0.17 | 15.0       | C   |        |     |       |     |
| <b>Route 27 at Glezen Lane</b>                            |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| <i>All movements from Glezen Lane:</i>                    |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| Weekday Morning   | 61                  | 0.22             | 16.6               | C                | 64     | 0.27          | 19.2   | C   | 67     | 0.29 | 20.0       | C   |        |     |       |     |
| Weekday Evening   | 361                 | 0.53             | 15.2               | C                | 380    | 0.61          | 18.2   | C   | 392    | 0.72 | 25.7       | D   |        |     |       |     |
| <b>Route 27 at the Site Driveway</b>                      |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| <i>Left turns from Site Driveway:</i>                     |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| Weekday Morning   | --                  | --               | --                 | --               | --     | --            | --     | --  | 112    | 0.47 | 30.9       | D   |        |     |       |     |
| Weekday Evening   | --                  | --               | --                 | --               | --     | --            | --     | --  | 182    | 1.83 | 474.3      | F   |        |     |       |     |
| Saturday Midday   | --                  | --               | --                 | --               | --     | --            | --     | --  | 191    | 1.31 | 233.2      | F   |        |     |       |     |
| Sunday Midday   | --                  | --               | --                 | --               | --     | --            | --     | --  | 149    | 0.46 | 23.5       | C   |        |     |       |     |
| <b>Route 27 at Bow Road</b>                               |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| <i>All movements from Bow Road:</i>                       |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| Weekday Morning   | 28                  | 0.08             | 13.5               | B                | 29     | 0.09          | 14.4   | B   | 29     | 0.09 | 14.2       | B   |        |     |       |     |
| Weekday Evening   | 129                 | 0.57             | 35.6               | E                | 136    | 0.71          | 52.3   | F   | 136    | 0.77 | 63.0       | F   |        |     |       |     |
| Saturday Midday   | 8                   | 0.03             | 13.5               | B                | 8      | 0.03          | 14.3   | B   | 8      | 0.04 | 16.0       | C   |        |     |       |     |
| Sunday Midday   | 15                  | 0.06             | 14.8               | B                | 16     | 0.07          | 15.6   | C   | 16     | 0.07 | 16.5       | C   |        |     |       |     |
| <b>Route 27 at Bow Road</b>                               |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| <i>All movements from Bow Road:</i>                       |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| Weekday Morning   | 28                  | 0.15             | 23.2               | C                | 29     | 0.16          | 24.0   | C   | 29     | 0.17 | 24.4       | C   |        |     |       |     |
| Weekday Evening   | 129                 | 0.30             | 15.3               | C                | 136    | 0.35          | 17.2   | C   | 136    | 0.41 | 20.4       | C   |        |     |       |     |
| <b>Route 27 at Route 126</b>                              |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| <i>All movements from Route 126:</i>                      |                     |                  |                    |                  |        |               |        |     |        |      |            |     |        |     |       |     |
| Weekday Morning   | 246                 | 1.09             | 121.9              | F                | 322    | 2.04          | 524.0  | F   | 286    | 1.23 | 166.0      | F   |        |     |       |     |
| Weekday Evening   | 311                 | 2.19             | 594.3              | F                | 353    | 8.21          | >999.9 | F   | 394    | 6.41 | >999.9     | F   |        |     |       |     |
| Saturday Midday   | 305                 | 0.88             | 53.7               | F                | 352    | 1.29          | 187.0  | F   | 411    | 1.69 | 357.9      | F   |        |     |       |     |
| Sunday Midday   | 213                 | 0.74             | 40.3               | E                | 244    | 1.01          | 94.5   | F   | 276    | 1.42 | 253.8      | F   |        |     |       |     |

See notes at end of table.

## 3.5 Mitigation Measures and Conclusions

### 3.5.1 Mitigation Measures

The final phase of the analysis process is to identify the mitigation measures necessary to minimize the impacts of the project on the transportation system. The mitigation measures consist of improvements required to correct existing deficiencies and project related impacts.

The most challenging transportation related issue that must be addressed for the Glezen Lane and Bow Road neighborhoods is the "cut through" traffic volumes. Currently many drivers find it more convenient to utilize sections of Glezen Lane and Bow Road either to avoid the Route 20, Route 27 and Route 126 intersection or to avoid Route 20 in the Wayland area. The Route 20, Route 27 and Route 126 intersection re-construction is almost complete. Unfortunately, when the construction is complete and the site is re-occupied as an office building, the intersection will continue to operate at LOS F. Therefore, it is anticipated that drivers will continue to avoid that intersection and continue to use neighborhood streets as a "cut through". The best traffic management technique to reduce the "cut through" traffic and increase road safety is to make the use of the neighborhood streets in-convenient or impossible for use by commuters.

Tables 3-21 and 3-22 provide a summary of the potential improvements for Glezen Lane and Bow Road and the recommendations. Tables 3-23 and 3-24 provide a summary of the potential improvements for the Route 20 and Route 27 site driveway intersections.

**Table 3-21 Summary of Traffic Related Issues – Glezen Lane**

Glezen Lane

Existing Issues

- Cut through traffic (Approximately 400 vehicles per hour during commuter periods)
- Excessive speeds (up to 49 mph)
- Excessive commercial truck traffic

Possible Mitigation:

| Improvement  | Impact   | Effect  |
|--|--|---|
| Prohibit left turns from Route 27 southbound                             | Eliminate 400 vehicles per hour during morning commute   | Improved level of service Route 27 and Glezen Lane from F to B during morning peak hour. Reduction of traffic on Glezen Lane from Route 27. |
| Increase police enforcement of speed limit                               | Reduce speed   | Safer street  |
| Install speed humps  | Reduce speed   | Safer street  |
| Install stop signs at side streets                                       | Reduce speed   | Safer street  |
| Narrow sections of Glezen Lane at Route 27 and at Route 126              | Reduce speed   | Safer street  |
| Make section of Moore Road, Glezen Lane, and Training Field Road one way | More difficult access for "cut through commuter" traffic | Reduce traffic volume on street. Increase safety  |
| Prohibit commercial truck traffic  | Reduce traffic   | Safer street  |

Developer's Recommendations

- Prohibit left turns From Route 27 South to Glezen Lane during the morning peak period (6:00 – 9:00 AM)
- Make sections of Moore Road, Glezen Lane, and Training Field Road one way
- Increase police enforcement and install stop signs
- Install speed humps

### 3.5.2 *Improvements – Existing Deficiencies*

The following intersections have been analyzed without the proposed project and have been determined to require potential modifications and improvements. It should be noted that these improvements are precipitated by existing conditions and are not required solely due to the project's impacts. Intersection capacity deficiencies either exist without the project or are expected to exist at the following locations:

- ◆ Route 27 at Glezen Lane
- ◆ Route 27 at Bow Road
- ◆ Route 126 at Glezen Lane
- ◆ Route 20, Route 27 and Route 126
- ◆ Route 27 and Route 126
- ◆ Route 20 at Old County Road

Mitigation measures at these locations have been identified so that the community and local planning agencies have the tools to identify needed improvements.

#### 3.5.2.1 *Route 27 at Glezen Lane*

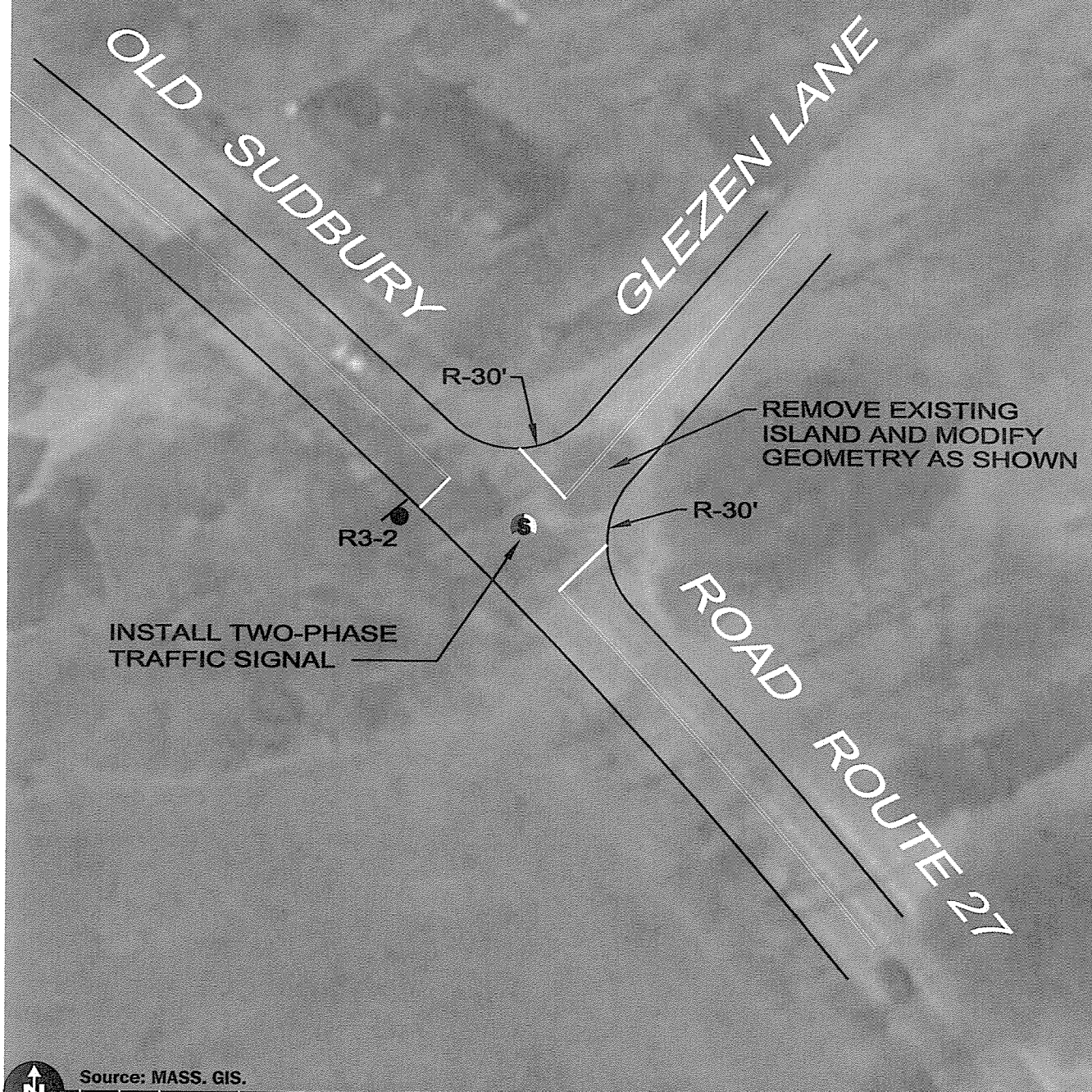
Review of the existing traffic volumes and the existing gap analysis and delay measurements indicates that this intersection currently does not operate as poorly as the HCM analysis indicates (LOS C vs LOS F). With the project, the critical movements at the intersection are projected to operate at LOS D or better during the peak hours. Several measures were reviewed in an attempt to improve operations and reduce the potential for cut-through traffic. Analyses indicate that a traffic signal would not meet the criteria established in Warrant No. 1, Eight-Hour Vehicular Volume, as established in the Manual on Uniform Traffic Control Devices<sup>19</sup> (MUTCD). MassHighway uses this warrant to determine the need for signalization. Measures were reviewed that would improve operating conditions. A signal could be installed along with a peak hour left-turn prohibition (no left-turns from Route 27 to Glezen Lane during the 7:00 to 9:00 AM hours). This would force traffic to stay on Route 27, or to stay on Route 20 (if using Old County Road and River Road as a cut-through) or to stay further to the north on Route 117 in Concord, Sudbury and Lincoln. These measures are shown conceptually on Figure 3-38.

---

<sup>19</sup>Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, DC; 2003.



| SIGN LEGEND |   |
|-------------|---|
| SPEC-1      | NO LEFT TURNS<br>7:00 AM<br>TO<br>8:00 AM |



Source: MASS. GIS.  
0 50 100 Scale in Feet

Figure 3-38



### Conceptual Improvements Glezen Lane at Route 27

Prohibition of left turns out of Glezen Lane during peak periods (16 vph during the existing morning peak hour and 50 vph during the weekday evening peak hour) would reduce vehicular conflicts and increase capacity. Additional measures to calm traffic and reduce cut-through traffic are discussed below in Traffic Calming Measures.

#### 3.5.2.2 *Route 27 at Bow Road*

Review of the existing traffic volumes and the existing gap analysis and delay measurements indicates that this intersection currently does not operate as poorly as the HCM analysis indicates (LOS E vs LOS C during the weekday evening peak hour). A weekday morning peak hour left-turn prohibition into Bow Road would force traffic to stay on Route 27.

Review of the existing traffic volumes indicate that a traffic signal would not meet the criteria established in the MUTCD for Warrant No. 1, Eight-Hour vehicular volumes. Again, prohibiting left turns out of Bow Road during peak weekday periods (9 vph during the existing weekday morning peak hour and 73 vph during the weekday evening peak hour) will reduce vehicular conflicts and increase capacity.

Another measure would be to make Bow Road a dead end. This would eliminate cut-through traffic.

#### 3.5.2.3 *Route 126 at Glezen Lane*

Review of existing traffic volumes indicates that a traffic signal would not meet the criteria established in the MUTCD for Warrant No. 1, Eight-Hour Vehicular Volume. Again, the HCS model indicates poor levels of service. Review of the existing traffic volumes and the existing gap analysis and delay measurements indicates that this intersection currently does not operate as poorly as the HCM analysis indicates (LOS E vs LOS C during the weekday evening peak hour). Measures are described in the Traffic Calming section to address concerns at this location.

#### 3.5.2.4 *Route 20 at Old County Road*

The critical movements at this unsignalized intersection, all movements from Old County Road, currently operate at LOS F during the weekday peak hours. These critical movements will continue to operate at LOS F with or without the development of the proposed project under future No-Build and Build conditions. The Wayland Town Center project is not expected to increase the critical movements, left and right turns out of Old County Road. There are several proposed developments on Old County Road which will impact this intersection and should be responsible for any future mitigation.



### 3.5.3.1 Traffic Calming Measures

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users<sup>20</sup>. Four types of measures are generally used and include vertical deflections, horizontal shifts in alignment, roadway narrowings and roadway closures. Vertical deflections, horizontal shifts in alignment and roadway narrowings are intended to reduce speed and enhance the street environment for non-motorists. Closures (diagonal diverters, half closures, full closures, and median barriers) are intended to reduce cut-through traffic by obstructing traffic movements in one or more directions.

To reduce the use of Glezen Lane, Bow Road and other local streets by residents of the Wayland Town Center project, and to slow travel speeds through these residential areas, appropriate traffic calming measures should be implemented. Suggested measures include:

- ◆ Reducing the width of the Glezen Lane between Route 27 and Training Field Road to 18 to 20 feet over a distance of approximately 100 feet to slow vehicle travel speeds.
- ◆ Modify flow through the Glezen Lane and Training Field Road intersection into a triangular shaped round-a-bout, as shown on Figure 3-44.
- ◆ Reducing the width of the Glezen Lane between Route 126 and Moore Road to 18 to 20 feet over a distance of approximately 100 feet to slow vehicle travel speeds.
- ◆ Making a portion of Glezen Lane at Route 126 one-way, as well as a section of Moore Road one-way to reduce cut-through potential, as shown on Figure 3-45.
- ◆ Reducing the width of the Bow Road between Route 27 and Route 126 to 16 to 18 feet over a distance of approximately 100 feet to slow vehicle travel speeds.
- ◆ Potential consideration of round-a-bouts, depending on availability of right-of-way.

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<sup>20</sup> I. M. Lockwood, "ITE Traffic Calming Definition," *ITE Journal*, Vol. 67, July 1997, pp. 22-24.

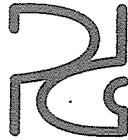
**Traffic Impact and Access Study  
Appendix (Vol. I of II)**

**Wayland Town Center**

Wayland, MA

*Prepared for:*

**Twenty Wayland, LLC  
Boston, MA**



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

Glezen Road  
west of Concord Road (Route 126)  
City, State : Wayland, MA  
Client : VAI/ K. Cram  
WB

60670Cspeed  
Site Code: 4711

| Start Time | 14   | 15   | 19   | 20    | 24    | 25   | 29   | 30   | 34   | 35   | 39   | 40   | 44   | 45   | 49   | 50   | 54   | 55   | 59   | 60   | 64   | 65   | 69   | 70   | 9999 | Total | Ave. Speed |
|------------|------|------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------------|
| 05/24/06   | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 01:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 02:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 03:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 04:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 05:00      | 0    | 0    | 1    | 0     | 0     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     | 28         |
| 06:00      | 1    | 0    | 1    | 5     | 5     | 5    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17    | 30         |
| 07:00      | 5    | 0    | 2    | 10    | 10    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 29    | 25         |
| 08:00      | 1    | 0    | 4    | 19    | 19    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 47    | 29         |
| 09:00      | 1    | 0    | 3    | 13    | 15    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 33    | 28         |
| 10:00      | 0    | 0    | 3    | 7     | 8     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19    | 29         |
| 11:00      | 1    | 1    | 3    | 6     | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15    | 26         |
| 12 PM      | 0    | 1    | 3    | 9     | 10    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25    | 29         |
| 13:00      | 2    | 0    | 2    | 18    | 10    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 34    | 27         |
| 14:00      | 0    | 3    | 4    | 25    | 12    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 46    | 28         |
| 15:00      | 1    | 0    | 4    | 32    | 21    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 59    | 28         |
| 16:00      | 4    | 2    | 6    | 63    | 47    | 13   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 135   | 29         |
| 17:00      | 2    | 1    | 8    | 96    | 125   | 8    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 242   | 30         |
| 18:00      | 4    | 3    | 19   | 96    | 114   | 9    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 245   | 29         |
| 19:00      | 1    | 0    | 3    | 21    | 22    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 51    | 29         |
| 20:00      | 0    | 0    | 2    | 3     | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11    | 29         |
| 21:00      | 0    | 0    | 1    | 3     | 3     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     | 30         |
| 22:00      | 0    | 0    | 1    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5     | 26         |
| 23:00      | 0    | 0    | 0    | 1     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     | 30         |
| Total      | 23   | 11   | 70   | 430   | 434   | 56   | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1026  |            |
| Percent    | 2.2% | 1.1% | 6.8% | 41.9% | 42.3% | 5.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |            |

%ile Speed  
 15th Percentile : 25 MPH  
 50th Percentile : 29 MPH  
 85th Percentile : 33 MPH  
 95th Percentile : 35 MPH

Stats  
 10 MPH Pace Speed : 25-34 MPH  
 Number in Pace : 864  
 Percent in Pace : 84.2%  
 Number of Vehicles > 30 MPH : 405  
 Percent of Vehicles > 30 MPH : 39.5%  
 Mean Speed(Average) : 29 MPH



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

Glezen Road  
west of Concord Road (Route 126)  
City, State : Wayland, MA  
Client : VAI/ K. Cram

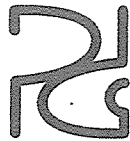
60670Cspeed  
Site Code: 4711

WB

| Start Time     | 1           | 15          | 20          | 25           | 30           | 35          | 40          | 45          | 50          | 55          | 60          | 65          | 70          | Total       | Ave. Speed |
|----------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|
| 05/25/06       | 14          | 19          | 24          | 29           | 34           | 39          | 44          | 49          | 54          | 59          | 64          | 69          | 70          | 9999        |            |
| 06:00          | 0           | 0           | 1           | 2            | 0            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 3           | 25         |
| 01:00          | 0           | 0           | 0           | 0            | 1            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 30         |
| 02:00          | 0           | 0           | 0           | 0            | 0            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | *          |
| 03:00          | 0           | 0           | 0           | 0            | 0            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |            |
| 04:00          | 0           | 0           | 0           | 0            | 1            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 30         |
| 05:00          | 0           | 1           | 0           | 0            | 1            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 2           | 22         |
| 06:00          | 0           | 0           | 2           | 6            | 5            | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 14          | 29         |
| 07:00          | 2           | 0           | 3           | 15           | 11           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 32          | 27         |
| 08:00          | 2           | 1           | 5           | 18           | 8            | 2           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 36          | 26         |
| 09:00          | 0           | 0           | 4           | 14           | 17           | 2           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 37          | 29         |
| 10:00          | 0           | 2           | 7           | 12           | 6            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 27          | 26         |
| 11:00          | 0           | 0           | 6           | 9            | 7            | 3           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 25          | 28         |
| 12 PM          | 3           | 2           | 4           | 14           | 15           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 39          | 26         |
| 13:00          | 3           | 1           | 4           | 17           | 8            | 7           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 40          | 27         |
| 14:00          | 0           | 0           | 3           | 17           | 15           | 2           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 37          | 29         |
| 15:00          | 0           | 2           | 2           | 39           | 44           | 3           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 90          | 29         |
| 16:00          | 2           | 1           | 11          | 64           | 68           | 11          | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 157         | 29         |
| 17:00          | 1           | 0           | 14          | 154          | 144          | 20          | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 334         | 30         |
| 18:00          | 0           | 1           | 17          | 81           | 91           | 13          | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 204         | 29         |
| 19:00          | 0           | 1           | 3           | 13           | 20           | 5           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 42          | 30         |
| 20:00          | 0           | 0           | 3           | 2            | 5            | 2           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 12          | 29         |
| 21:00          | 1           | 0           | 2           | 5            | 10           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 19          | 28         |
| 22:00          | 0           | 0           | 0           | 0            | 1            | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 2           | 34         |
| 23:00          | 0           | 0           | 0           | 0            | 1            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 30         |
| <b>Total</b>   | <b>14</b>   | <b>12</b>   | <b>91</b>   | <b>482</b>   | <b>479</b>   | <b>75</b>   | <b>2</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1155</b> |            |
| <b>Percent</b> | <b>1.2%</b> | <b>1.0%</b> | <b>7.9%</b> | <b>41.7%</b> | <b>41.5%</b> | <b>6.5%</b> | <b>0.2%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> |             |            |

%ile Speed  
 15th Percentile : 25 MPH  
 50th Percentile : 29 MPH  
 85th Percentile : 33 MPH  
 95th Percentile : 36 MPH

Stats  
 10 MPH Pace Speed : 25-34 MPH  
 Number in Pace : 961  
 Percent in Pace : 83.2%  
 Number of Vehicles > 30 MPH : 460  
 Percent of Vehicles > 30 MPH : 39.8%  
 Mean Speed(Average) : 29 MPH



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D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
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Glezen Road  
west of Concord Road (Route 126)  
City, State : Wayland, MA  
Client : VAI/ K. Cram  
EB

60670Cspeed  
Site Code: 4711

| Start Time | 1    | 15   | 20   | 25    | 30    | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | Total | Ave. Speed |
|------------|------|------|------|-------|-------|------|------|------|------|------|------|------|------|-------|------------|
| 05/24/06   | 0    | 0    | 0    | 0     | 0     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 35         |
| 01:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 02:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 03:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 04:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 05:00      | 0    | 0    | 1    | 1     | 3     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6     | 30         |
| 06:00      | 0    | 0    | 2    | 16    | 60    | 11   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 90    | 32         |
| 07:00      | 0    | 1    | 15   | 97    | 222   | 28   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 363   | 31         |
| 08:00      | 6    | 14   | 11   | 62    | 136   | 19   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 248   | 29         |
| 09:00      | 1    | 0    | 18   | 32    | 31    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 85    | 28         |
| 10:00      | 1    | 0    | 4    | 6     | 20    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 34    | 30         |
| 11:00      | 0    | 1    | 2    | 12    | 8     | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30    | 30         |
| 12 PM      | 0    | 0    | 4    | 14    | 9     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 28    | 28         |
| 13:00      | 1    | 0    | 1    | 9     | 10    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23    | 29         |
| 14:00      | 0    | 1    | 4    | 17    | 8     | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 32    | 28         |
| 15:00      | 0    | 0    | 6    | 6     | 13    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30    | 30         |
| 16:00      | 1    | 0    | 5    | 12    | 8     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 27    | 27         |
| 17:00      | 2    | 0    | 3    | 19    | 20    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 47    | 28         |
| 18:00      | 4    | 0    | 2    | 20    | 13    | 3    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 44    | 27         |
| 19:00      | 1    | 0    | 2    | 5     | 8     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17    | 28         |
| 20:00      | 0    | 0    | 0    | 4     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     | 28         |
| 21:00      | 0    | 0    | 0    | 2     | 1     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     | 30         |
| 22:00      | 0    | 0    | 0    | 2     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     | 30         |
| 23:00      | 0    | 0    | 0    | 0     | 1     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     | 34         |
| Total      | 17   | 17   | 80   | 336   | 576   | 92   | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 1122  |            |
| Percent    | 1.5% | 1.5% | 7.1% | 29.9% | 51.3% | 8.2% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |            |

%ile Speed  
 15th Percentile : 25 MPH  
 50th Percentile : 30 MPH  
 85th Percentile : 34 MPH  
 95th Percentile : 37 MPH

Stats  
 10 MPH Pace Speed : 25-34 MPH  
 Number in Pace : 912  
 Percent in Pace : 81.3%  
 Number of Vehicles > 30 MPH : 556  
 Percent of Vehicles > 30 MPH : 49.6%  
 Mean Speed(Average) : 30 MPH



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

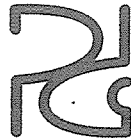
Glezen Road  
west of Concord Road (Route 126)  
City, State : Wayland, MA  
Client : VAI/ K. Cram  
EB

60670Cspeed  
Site Code: 4711

| Start Time | 1    | 15   | 20   | 25    | 30    | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | Total | Ave. Speed |
|------------|------|------|------|-------|-------|------|------|------|------|------|------|------|------|-------|------------|
| 05/25/06   | 0    | 0    | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 25         |
| 01:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 02:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 03:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| 04:00      | 0    | 0    | 0    | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 30         |
| 05:00      | 0    | 0    | 0    | 0     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     | 31         |
| 06:00      | 1    | 0    | 0    | 20    | 45    | 11   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 77    | 31         |
| 07:00      | 1    | 2    | 7    | 127   | 225   | 16   | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 380   | 30         |
| 08:00      | 3    | 0    | 11   | 108   | 142   | 17   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 281   | 30         |
| 09:00      | 1    | 1    | 1    | 31    | 46    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 85    | 30         |
| 10:00      | 1    | 0    | 4    | 10    | 15    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31    | 28         |
| 11:00      | 0    | 0    | 8    | 11    | 18    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 42    | 29         |
| 12 PM      | 1    | 2    | 5    | 14    | 9     | 4    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 36    | 28         |
| 13:00      | 1    | 0    | 3    | 8     | 14    | 9    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35    | 30         |
| 14:00      | 1    | 0    | 2    | 14    | 14    | 6    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 38    | 30         |
| 15:00      | 1    | 0    | 7    | 25    | 30    | 13   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 77    | 30         |
| 16:00      | 1    | 2    | 6    | 13    | 25    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 49    | 29         |
| 17:00      | 2    | 0    | 6    | 16    | 19    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 48    | 28         |
| 18:00      | 0    | 0    | 1    | 17    | 11    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 33    | 30         |
| 19:00      | 0    | 0    | 0    | 3     | 8     | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15    | 32         |
| 20:00      | 0    | 0    | 1    | 4     | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10    | 29         |
| 21:00      | 3    | 0    | 1    | 0     | 2     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     | 17         |
| 22:00      | 0    | 0    | 0    | 1     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     | 30         |
| 23:00      | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *          |
| Total      | 17   | 7    | 63   | 423   | 635   | 102  | 5    | 1    | 0    | 0    | 0    | 0    | 0    | 1253  |            |
| Percent    | 1.4% | 0.6% | 5.0% | 33.8% | 50.7% | 8.1% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |            |

%ile Speed  
 15th Percentile : 26 MPH  
 50th Percentile : 30 MPH  
 85th Percentile : 34 MPH  
 95th Percentile : 37 MPH

Stats  
 10 MPH Pace Speed : 25-34 MPH  
 Number in Pace : 1058  
 Percent in Pace : 84.4%  
 Number of Vehicles > 30 MPH : 616  
 Percent of Vehicles > 30 MPH : 49.2%  
 Mean Speed(Average) : 30 MPH



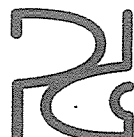
PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

Glezen Road  
west of Concord Road (Route 126)  
City, State : Wayland, MA  
Client : VAI/ K. Cram

60670Cvolume  
Site Code: 4711

| Start Time | WB    |       | EB    |       | Combined |       | 24-May-06<br>Wed |     |     |    |     |
|------------|-------|-------|-------|-------|----------|-------|------------------|-----|-----|----|-----|
|            | A.M.  | P.M.  | A.M.  | P.M.  | A.M.     | P.M.  |                  |     |     |    |     |
| 12:00      | 0     | 4     | 0     | 9     | 0        | 13    |                  |     |     |    |     |
| 12:15      | 0     | 12    | 0     | 4     | 0        | 16    |                  |     |     |    |     |
| 12:30      | 0     | 5     | 1     | 8     | 1        | 13    |                  |     |     |    |     |
| 12:45      | 0     | 4     | 25    | 0     | 1        | 11    | 53               |     |     |    |     |
| 01:00      | 0     | 11    | 0     | 6     | 0        | 17    |                  |     |     |    |     |
| 01:15      | 0     | 6     | 0     | 6     | 0        | 12    |                  |     |     |    |     |
| 01:30      | 0     | 8     | 0     | 7     | 0        | 15    |                  |     |     |    |     |
| 01:45      | 0     | 9     | 34    | 0     | 0        | 13    | 57               |     |     |    |     |
| 02:00      | 0     | 10    | 0     | 9     | 0        | 19    |                  |     |     |    |     |
| 02:15      | 0     | 8     | 0     | 8     | 0        | 16    |                  |     |     |    |     |
| 02:30      | 0     | 11    | 0     | 10    | 0        | 21    |                  |     |     |    |     |
| 02:45      | 0     | 17    | 46    | 0     | 0        | 22    | 78               |     |     |    |     |
| 03:00      | 0     | 8     | 0     | 5     | 0        | 13    |                  |     |     |    |     |
| 03:15      | 0     | 15    | 0     | 11    | 0        | 26    |                  |     |     |    |     |
| 03:30      | 0     | 15    | 0     | 6     | 0        | 21    |                  |     |     |    |     |
| 03:45      | 0     | 21    | 59    | 0     | 0        | 29    | 89               |     |     |    |     |
| 04:00      | 0     | 25    | 0     | 5     | 0        | 30    |                  |     |     |    |     |
| 04:15      | 0     | 32    | 0     | 4     | 0        | 36    |                  |     |     |    |     |
| 04:30      | 0     | 33    | 0     | 13    | 0        | 46    |                  |     |     |    |     |
| 04:45      | 0     | 45    | 135   | 0     | 0        | 50    | 162              |     |     |    |     |
| 05:00      | 0     | 35    | 0     | 12    | 0        | 47    |                  |     |     |    |     |
| 05:15      | 0     | 75    | 2     | 14    | 2        | 89    |                  |     |     |    |     |
| 05:30      | 1     | 67    | 0     | 9     | 1        | 76    |                  |     |     |    |     |
| 05:45      | 1     | 65    | 242   | 4     | 6        | 12    | 47               | 5   | 8   | 77 | 289 |
| 06:00      | 1     | 93    | 3     | 11    | 4        | 104   |                  |     |     |    |     |
| 06:15      | 5     | 71    | 7     | 8     | 12       | 79    |                  |     |     |    |     |
| 06:30      | 5     | 48    | 31    | 17    | 36       | 65    |                  |     |     |    |     |
| 06:45      | 6     | 33    | 245   | 49    | 90       | 8     | 44               | 55  | 107 | 41 | 289 |
| 07:00      | 5     | 25    | 57    | 7     | 62       | 32    |                  |     |     |    |     |
| 07:15      | 6     | 10    | 94    | 4     | 100      | 14    |                  |     |     |    |     |
| 07:30      | 6     | 9     | 117   | 2     | 123      | 11    |                  |     |     |    |     |
| 07:45      | 12    | 7     | 51    | 95    | 363      | 4     | 17               | 107 | 392 | 11 | 68  |
| 08:00      | 12    | 1     | 72    | 1     | 84       | 2     |                  |     |     |    |     |
| 08:15      | 16    | 5     | 76    | 0     | 92       | 5     |                  |     |     |    |     |
| 08:30      | 11    | 4     | 59    | 3     | 70       | 7     |                  |     |     |    |     |
| 08:45      | 8     | 1     | 11    | 41    | 248      | 3     | 7                | 49  | 295 | 4  | 18  |
| 09:00      | 9     | 2     | 42    | 1     | 51       | 3     |                  |     |     |    |     |
| 09:15      | 12    | 2     | 14    | 1     | 26       | 3     |                  |     |     |    |     |
| 09:30      | 9     | 3     | 13    | 1     | 22       | 4     |                  |     |     |    |     |
| 09:45      | 3     | 1     | 8     | 16    | 85       | 1     | 4                | 19  | 118 | 2  | 12  |
| 10:00      | 4     | 2     | 10    | 2     | 14       | 4     |                  |     |     |    |     |
| 10:15      | 7     | 1     | 6     | 0     | 13       | 1     |                  |     |     |    |     |
| 10:30      | 5     | 2     | 10    | 1     | 15       | 3     |                  |     |     |    |     |
| 10:45      | 3     | 0     | 5     | 8     | 34       | 1     | 4                | 11  | 53  | 1  | 9   |
| 11:00      | 6     | 1     | 5     | 0     | 11       | 1     |                  |     |     |    |     |
| 11:15      | 3     | 1     | 10    | 1     | 13       | 2     |                  |     |     |    |     |
| 11:30      | 3     | 0     | 11    | 0     | 14       | 0     |                  |     |     |    |     |
| 11:45      | 3     | 1     | 3     | 4     | 30       | 1     | 2                | 7   | 45  | 2  | 5   |
| Total      | 162   | 864   | 857   | 265   | 1019     | 1129  |                  |     |     |    |     |
| Percent    | 15.9% | 76.5% | 84.1% | 23.5% |          |       |                  |     |     |    |     |
| Day Total  |       | 1026  |       | 1122  |          | 2148  |                  |     |     |    |     |
| Peak Vol.  | 07:45 | 05:15 | 07:15 | 05:45 | 07:15    | 05:15 |                  |     |     |    |     |
| P.H.F.     | 51    | 300   | 378   | 48    | 414      | 346   |                  |     |     |    |     |
|            | 0.797 | 0.806 | 0.808 | 0.706 | 0.841    | 0.832 |                  |     |     |    |     |



PRECISION  
D A T A  
INDUSTRIES, LLC

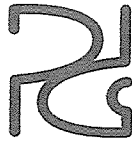
P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

60670Cvolume  
Site Code: 4711

Glezen Road  
west of Concord Road (Route 126)  
City, State : Wayland, MA  
Client : VAI/ K. Cram

| Start Time | WB    |       | EB    |       | Combined |       | 25-May-06 Thu |
|------------|-------|-------|-------|-------|----------|-------|---------------|
|            | A.M.  | P.M.  | A.M.  | P.M.  | A.M.     | P.M.  |               |
| 12:00      | 2     | 6     | 0     | 4     | 2        | 10    |               |
| 12:15      | 0     | 8     | 1     | 12    | 1        | 20    |               |
| 12:30      | 0     | 13    | 0     | 12    | 0        | 25    |               |
| 12:45      | 1     | 12    | 39    | 0     | 1        | 20    | 75            |
| 01:00      | 1     | 8     | 0     | 9     | 1        | 17    |               |
| 01:15      | 0     | 13    | 0     | 9     | 0        | 22    |               |
| 01:30      | 0     | 14    | 0     | 8     | 0        | 22    |               |
| 01:45      | 0     | 5     | 40    | 0     | 9        | 14    | 75            |
| 02:00      | 0     | 10    | 0     | 7     | 0        | 17    |               |
| 02:15      | 0     | 3     | 0     | 7     | 0        | 10    |               |
| 02:30      | 0     | 6     | 0     | 14    | 0        | 20    |               |
| 02:45      | 0     | 18    | 37    | 0     | 10       | 28    | 75            |
| 03:00      | 0     | 14    | 0     | 18    | 0        | 32    |               |
| 03:15      | 0     | 16    | 0     | 13    | 0        | 29    |               |
| 03:30      | 0     | 32    | 0     | 24    | 0        | 56    |               |
| 03:45      | 0     | 28    | 90    | 0     | 22       | 50    | 167           |
| 04:00      | 0     | 18    | 1     | 15    | 1        | 33    |               |
| 04:15      | 0     | 30    | 0     | 12    | 0        | 42    |               |
| 04:30      | 1     | 51    | 0     | 8     | 1        | 59    |               |
| 04:45      | 0     | 58    | 157   | 0     | 14       | 72    | 206           |
| 05:00      | 1     | 67    | 0     | 12    | 1        | 79    |               |
| 05:15      | 0     | 92    | 0     | 13    | 0        | 105   |               |
| 05:30      | 0     | 85    | 1     | 10    | 1        | 95    |               |
| 05:45      | 1     | 90    | 334   | 2     | 13       | 103   | 382           |
| 06:00      | 2     | 71    | 3     | 12    | 5        | 83    |               |
| 06:15      | 6     | 62    | 5     | 7     | 11       | 69    |               |
| 06:30      | 3     | 46    | 23    | 8     | 26       | 54    |               |
| 06:45      | 3     | 25    | 204   | 46    | 33       | 31    | 237           |
| 07:00      | 6     | 14    | 66    | 5     | 72       | 19    |               |
| 07:15      | 13    | 9     | 87    | 3     | 100      | 12    |               |
| 07:30      | 5     | 12    | 114   | 4     | 119      | 16    |               |
| 07:45      | 8     | 7     | 42    | 113   | 3        | 10    | 57            |
| 08:00      | 8     | 2     | 102   | 380   | 2        | 4     |               |
| 08:15      | 11    | 5     | 68    | 2     | 79       | 7     |               |
| 08:30      | 7     | 2     | 65    | 5     | 72       | 7     |               |
| 08:45      | 10    | 3     | 12    | 46    | 1        | 317   | 22            |
| 09:00      | 15    | 6     | 33    | 281   | 0        | 4     |               |
| 09:15      | 10    | 6     | 27    | 33    | 48       | 6     |               |
| 09:30      | 9     | 5     | 19    | 27    | 1        | 7     |               |
| 09:45      | 3     | 2     | 6     | 19    | 3        | 8     |               |
| 10:00      | 8     | 1     | 10    | 85    | 7        | 122   | 26            |
| 10:15      | 3     | 0     | 9     | 6     | 9        | 5     |               |
| 10:30      | 9     | 0     | 6     | 31    | 3        | 3     |               |
| 10:45      | 7     | 1     | 2     | 6     | 1        | 2     | 6             |
| 11:00      | 8     | 0     | 12    | 0     | 4        | 0     |               |
| 11:15      | 5     | 0     | 10    | 0     | 13       | 0     |               |
| 11:30      | 8     | 0     | 10    | 0     | 20       | 0     |               |
| 11:45      | 4     | 1     | 10    | 0     | 15       | 0     |               |
| Total      | 178   | 977   | 901   | 42    | 1079     | 1329  | 1             |
| Percent    | 16.5% | 73.5% | 83.5% | 26.5% |          |       |               |
| Day Total  |       | 1155  |       | 1253  |          | 2408  |               |
| Peak       | 08:45 | 05:15 | 07:15 | 03:00 | 07:15    | 05:15 |               |
| Vol.       | 44    | 338   | 416   | 77    | 450      | 386   |               |
| P.H.F.     | 0.733 | 0.918 | 0.912 | 0.802 | 0.930    | 0.919 |               |





PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

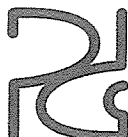
Glezen Lane  
west of Concord Road (Route 126)  
City, State: Wayland, MA  
Client: VAI/K. Cram

60670CCspeed  
Site Code: 4711

| Start Time | 14   | 15   | 20    | 25    | 30    | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | Total | Ave. MPH |
|------------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|----------|
| 06/03/06   | 0    | 0    | 0     | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 30       |
| 01:00      | 0    | 0    | 2     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     | 20       |
| 02:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 03:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 04:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 05:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 06:00      | 1    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 1        |
| 07:00      | 0    | 0    | 1     | 5     | 1     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     | 28       |
| 08:00      | 0    | 0    | 5     | 8     | 2     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16    | 26       |
| 09:00      | 0    | 0    | 3     | 5     | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12    | 28       |
| 10:00      | 0    | 1    | 12    | 13    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 32    | 26       |
| 11:00      | 0    | 0    | 7     | 15    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 27    | 27       |
| 12 PM      | 0    | 1    | 6     | 13    | 8     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 29    | 27       |
| 13:00      | 5    | 2    | 8     | 10    | 4     | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31    | 23       |
| 14:00      | 0    | 1    | 7     | 18    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31    | 26       |
| 15:00      | 0    | 1    | 14    | 11    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30    | 25       |
| 16:00      | 0    | 1    | 11    | 10    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 24    | 25       |
| 17:00      | 1    | 0    | 3     | 5     | 0     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10    | 24       |
| 18:00      | 0    | 1    | 6     | 7     | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21    | 27       |
| 19:00      | 0    | 0    | 0     | 5     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     | 28       |
| 20:00      | 0    | 1    | 3     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     | 20       |
| 21:00      | 0    | 1    | 5     | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9     | 23       |
| 22:00      | 0    | 0    | 5     | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9     | 24       |
| 23:00      | 0    | 0    | 4     | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     | 23       |
| Total      | 7    | 10   | 102   | 135   | 51    | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 311   |          |
| %          | 2.3% | 3.2% | 32.8% | 43.4% | 16.4% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |          |

%ile Speed  
 15th Percentile : 21 MPH  
 50th Percentile : 26 MPH  
 85th Percentile : 30 MPH  
 95th Percentile : 33 MPH

Stats  
 10 MPH Pace Speed : 20-29 MPH  
 Number in Pace : 237  
 Percent in Pace : 76.2%  
 Number of Vehicles > 30 MPH : 46  
 Percent of Vehicles > 30 MPH : 14.8%  
 Mean Speed(Average) : 26 MPH



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

Glezen Lane  
west of Concord Road (Route 126)  
City, State: Wayland, MA  
Client: VAI/K. Cram

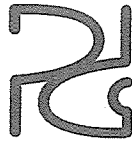
60670CCspeed  
Site Code: 4711

WB

| Start Time | 14   | 15   | 20    | 25    | 30    | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | Total | Ave. MPH |
|------------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|----------|
| 06/04/06   | 0    | 0    | 2     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     | 22       |
| 01:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 02:00      | 0    | 0    | 0     | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 30       |
| 03:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 04:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 05:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 06:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 07:00      | 0    | 1    | 2     | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5     | 23       |
| 08:00      | 0    | 1    | 2     | 6     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9     | 25       |
| 09:00      | 0    | 0    | 8     | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12    | 23       |
| 10:00      | 1    | 1    | 6     | 6     | 1     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16    | 25       |
| 11:00      | 0    | 3    | 2     | 7     | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19    | 27       |
| 12 PM      | 0    | 2    | 5     | 15    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25    | 26       |
| 13:00      | 0    | 0    | 8     | 9     | 2     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20    | 26       |
| 14:00      | 0    | 1    | 9     | 11    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25    | 26       |
| 15:00      | 1    | 1    | 10    | 6     | 2     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21    | 24       |
| 16:00      | 1    | 2    | 3     | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11    | 23       |
| 17:00      | 0    | 1    | 4     | 8     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14    | 25       |
| 18:00      | 0    | 0    | 6     | 9     | 0     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16    | 26       |
| 19:00      | 0    | 0    | 4     | 10    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14    | 26       |
| 20:00      | 0    | 1    | 0     | 5     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     | 26       |
| 21:00      | 0    | 2    | 2     | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     | 24       |
| 22:00      | 0    | 0    | 1     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     | 24       |
| 23:00      | 0    | 1    | 1     | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     | 24       |
| Total      | 3    | 17   | 75    | 110   | 24    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 233   |          |
| %          | 1.3% | 7.3% | 32.2% | 47.2% | 10.3% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |          |

%ile  
Speed                    15th Percentile :        20 MPH  
                                  50th Percentile :        25 MPH  
                                  85th Percentile :        29 MPH  
                                  95th Percentile :        33 MPH

Stats                    10 MPH Pace Speed :    20-29 MPH  
                                  Number in Pace :        185  
                                  Percent in Pace :        79.4%  
                                  Number of Vehicles > 30 MPH :    23  
                                  Percent of Vehicles > 30 MPH :    9.9%  
                                  Mean Speed(Average) :    25 MPH



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Glezen Lane  
west of Concord Road (Route 126)  
City, State: Wayland, MA  
Client: VAI/K. Cram  
EB

60670CCspeed  
Site Code: 4711

| Start Time | 14   | 15<br>19 | 20<br>24 | 25<br>29 | 30<br>34 | 35<br>39 | 40<br>44 | 45<br>49 | 50<br>54 | 55<br>59 | 60<br>64 | 65<br>69 | 70<br>9999 | Total | Ave.<br>MPH |
|------------|------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------|-------------|
| 06/03/06   | 0    | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 3     | 20          |
| 01:00      | 0    | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0     | *           |
| 02:00      | 0    | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0     | *           |
| 03:00      | 0    | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 1     | 30          |
| 04:00      | 0    | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0     | *           |
| 05:00      | 0    | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0     | *           |
| 06:00      | 0    | 0        | 2        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 7     | 26          |
| 07:00      | 0    | 0        | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 5     | 25          |
| 08:00      | 0    | 0        | 4        | 5        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 13    | 27          |
| 09:00      | 0    | 1        | 1        | 8        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 13    | 27          |
| 10:00      | 0    | 0        | 3        | 10       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 23    | 29          |
| 11:00      | 2    | 1        | 5        | 19       | 8        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 37    | 26          |
| 12 PM      | 2    | 2        | 8        | 7        | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 26    | 25          |
| 13:00      | 0    | 1        | 2        | 10       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 15    | 26          |
| 14:00      | 1    | 1        | 5        | 15       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 28    | 26          |
| 15:00      | 0    | 2        | 4        | 8        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 18    | 26          |
| 16:00      | 1    | 2        | 9        | 11       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 31    | 26          |
| 17:00      | 1    | 1        | 3        | 5        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 11    | 25          |
| 18:00      | 0    | 3        | 8        | 6        | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 23    | 25          |
| 19:00      | 0    | 0        | 3        | 4        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 12    | 28          |
| 20:00      | 0    | 1        | 2        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 9     | 26          |
| 21:00      | 0    | 0        | 2        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 8     | 26          |
| 22:00      | 0    | 0        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 3     | 24          |
| 23:00      | 0    | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 2     | 24          |
| Total      | 7    | 16       | 68       | 125      | 65       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 288   |             |
| %          | 2.4% | 5.6%     | 23.6%    | 43.4%    | 22.6%    | 2.4%     | 0.0%     | 0.0%     | 0.0%     | 0.0%     | 0.0%     | 0.0%     | 0.0%       |       |             |

%ile  
Speed                    15th Percentile :    21 MPH  
                              50th Percentile :    27 MPH  
                              85th Percentile :    32 MPH  
                              95th Percentile :    34 MPH

Stats                    10 MPH Pace Speed : 20-29 MPH  
                              Number in Pace :    193  
                              Percent in Pace :    67.0%  
Number of Vehicles > 30 MPH :    59  
Percent of Vehicles > 30 MPH :    20.5%  
Mean Speed(Average) :    26 MPH



PRECISION  
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Glezen Lane  
west of Concord Road (Route 126)  
City, State: Wayland, MA  
Client: VAI/K. Cram

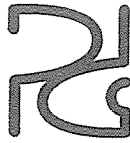
60670CCspeed  
Site Code: 4711

EB

| Start Time | 14   | 15   | 20    | 25    | 30    | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | Total | Ave. MPH |
|------------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|----------|
| 06/04/06   | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 01:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 02:00      | 0    | 0    | 0     | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 30       |
| 03:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 04:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 05:00      | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | *        |
| 06:00      | 0    | 0    | 0     | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     | 26       |
| 07:00      | 0    | 0    | 2     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     | 22       |
| 08:00      | 0    | 0    | 2     | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     | 26       |
| 09:00      | 0    | 0    | 5     | 7     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13    | 25       |
| 10:00      | 2    | 2    | 5     | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19    | 24       |
| 11:00      | 1    | 2    | 6     | 7     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18    | 24       |
| 12 PM      | 2    | 2    | 4     | 10    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20    | 24       |
| 13:00      | 0    | 0    | 11    | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21    | 24       |
| 14:00      | 1    | 1    | 10    | 7     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20    | 23       |
| 15:00      | 0    | 2    | 2     | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13    | 25       |
| 16:00      | 1    | 0    | 1     | 7     | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14    | 26       |
| 17:00      | 1    | 0    | 9     | 11    | 4     | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28    | 26       |
| 18:00      | 0    | 1    | 5     | 8     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14    | 24       |
| 19:00      | 0    | 2    | 3     | 4     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11    | 25       |
| 20:00      | 0    | 1    | 2     | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5     | 23       |
| 21:00      | 0    | 0    | 1     | 1     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     | 28       |
| 22:00      | 0    | 0    | 1     | 1     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     | 28       |
| 23:00      | 0    | 0    | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 25       |
| Total      | 8    | 13   | 69    | 99    | 25    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 217   |          |
| %          | 3.7% | 6.0% | 31.8% | 45.6% | 11.5% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |          |

%ile Speed  
 15th Percentile : 20 MPH  
 50th Percentile : 25 MPH  
 85th Percentile : 29 MPH  
 95th Percentile : 33 MPH

Stats  
 10 MPH Pace Speed : 20-29 MPH  
 Number in Pace : 168  
 Percent in Pace : 77.4%  
 Number of Vehicles > 30 MPH : 23  
 Percent of Vehicles > 30 MPH : 10.6%  
 Mean Speed(Average) : 25 MPH



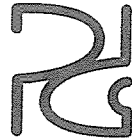
PRECISION  
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Glezen Lane  
west of Concord Road (Route 126)  
City, State: Wayland, MA  
Client: VAI/K. Cram

60670CCvolume  
Site Code: 4711

| Start Time | A.M.  | WB  | P.M.  | A.M.  | EB    | P.M.  | A.M.  | Combined | P.M.  | 03-Jun-06 Sat |       |
|------------|-------|-----|-------|-------|-------|-------|-------|----------|-------|---------------|-------|
| 12:00      | 0     |     | 10    | 3     |       | 6     | 3     |          | 16    |               |       |
| 12:15      | 0     |     | 4     | 0     |       | 5     | 0     |          | 9     |               |       |
| 12:30      | 1     |     | 5     | 0     |       | 9     | 1     |          | 14    |               |       |
| 12:45      | 0     | 1   | 10    | 29    | 0     | 6     | 26    | 0        | 4     | 16            | 55    |
| 01:00      | 1     |     | 9     | 0     |       | 5     |       | 1        |       | 14            |       |
| 01:15      | 1     |     | 7     | 0     |       | 7     |       | 1        |       | 14            |       |
| 01:30      | 0     |     | 6     | 0     |       | 1     |       | 0        |       | 7             |       |
| 01:45      | 0     | 2   | 9     | 31    | 0     | 2     | 15    | 0        | 2     | 11            | 46    |
| 02:00      | 0     |     | 9     | 0     |       | 5     |       | 0        |       | 14            |       |
| 02:15      | 0     |     | 8     | 0     |       | 9     |       | 0        |       | 17            |       |
| 02:30      | 0     |     | 6     | 0     |       | 6     |       | 0        |       | 12            |       |
| 02:45      | 0     | 0   | 8     | 31    | 0     | 8     | 28    | 0        | 0     | 16            | 59    |
| 03:00      | 0     |     | 8     | 1     |       | 1     |       | 1        |       | 9             |       |
| 03:15      | 0     |     | 8     | 0     |       | 6     |       | 0        |       | 14            |       |
| 03:30      | 0     |     | 6     | 0     |       | 4     |       | 0        |       | 10            |       |
| 03:45      | 0     | 0   | 8     | 30    | 0     | 7     | 18    | 0        | 1     | 15            | 48    |
| 04:00      | 0     |     | 9     | 0     |       | 6     |       | 0        |       | 15            |       |
| 04:15      | 0     |     | 7     | 0     |       | 9     |       | 0        |       | 16            |       |
| 04:30      | 0     |     | 4     | 0     |       | 9     |       | 0        |       | 13            |       |
| 04:45      | 0     | 0   | 4     | 24    | 0     | 7     | 31    | 0        | 0     | 11            | 55    |
| 05:00      | 0     |     | 2     | 0     |       | 1     |       | 0        |       | 3             |       |
| 05:15      | 0     |     | 4     | 0     |       | 4     |       | 0        |       | 8             |       |
| 05:30      | 0     |     | 2     | 0     |       | 2     |       | 0        |       | 4             |       |
| 05:45      | 0     | 0   | 2     | 10    | 0     | 4     | 11    | 0        | 0     | 6             | 21    |
| 06:00      | 0     |     | 7     | 1     |       | 4     |       | 1        |       | 11            |       |
| 06:15      | 0     |     | 5     | 1     |       | 8     |       | 1        |       | 13            |       |
| 06:30      | 0     |     | 1     | 2     |       | 9     |       | 2        |       | 10            |       |
| 06:45      | 1     | 1   | 8     | 21    | 3     | 7     | 23    | 4        | 8     | 10            | 44    |
| 07:00      | 3     |     | 3     | 0     |       | 6     |       | 3        |       | 9             |       |
| 07:15      | 1     |     | 1     | 2     |       | 2     |       | 3        |       | 3             |       |
| 07:30      | 3     |     | 0     | 2     |       | 2     |       | 5        |       | 2             |       |
| 07:45      | 1     | 8   | 3     | 7     | 1     | 5     | 12    | 2        | 13    | 5             | 19    |
| 08:00      | 2     |     | 0     | 2     |       | 2     |       | 4        |       | 2             |       |
| 08:15      | 1     |     | 1     | 2     |       | 3     |       | 3        |       | 4             |       |
| 08:30      | 5     |     | 1     | 6     |       | 3     |       | 11       |       | 4             |       |
| 08:45      | 8     | 16  | 2     | 4     | 3     | 13    | 9     | 11       | 29    | 3             | 13    |
| 09:00      | 1     |     | 0     | 1     |       | 1     |       | 2        |       | 1             |       |
| 09:15      | 3     |     | 4     | 5     |       | 2     |       | 8        |       | 6             |       |
| 09:30      | 3     |     | 4     | 3     |       | 1     |       | 6        |       | 5             |       |
| 09:45      | 5     | 12  | 1     | 9     | 4     | 13    | 8     | 9        | 25    | 5             | 17    |
| 10:00      | 9     |     | 2     | 4     |       | 0     |       | 13       |       | 2             |       |
| 10:15      | 11    |     | 2     | 8     |       | 0     |       | 19       |       | 2             |       |
| 10:30      | 6     |     | 4     | 3     |       | 1     |       | 9        |       | 5             |       |
| 10:45      | 6     | 32  | 1     | 9     | 8     | 23    | 3     | 14       | 55    | 3             | 12    |
| 11:00      | 5     |     | 1     | 15    |       | 0     |       | 20       |       | 1             |       |
| 11:15      | 3     |     | 1     | 9     |       | 0     |       | 12       |       | 1             |       |
| 11:30      | 11    |     | 0     | 5     |       | 0     |       | 16       |       | 0             |       |
| 11:45      | 8     | 27  | 5     | 7     | 8     | 37    | 2     | 16       | 64    | 7             | 9     |
| Total      | 99    |     | 212   | 102   |       | 186   |       | 201      |       | 398           |       |
| Percent    | 49.3% |     | 53.3% | 50.7% |       | 46.7% |       |          |       |               |       |
| Day Total  |       | 311 |       |       | 288   |       |       | 599      |       |               |       |
| Peak       | 10:00 |     | 00:45 |       | 10:45 |       | 03:45 |          | 11:00 |               | 02:00 |
| Vol.       | 32    |     | 32    |       | 37    |       | 31    |          | 64    |               | 59    |
| P.H.F.     | 0.727 |     | 0.800 |       | 0.617 |       | 0.861 |          | 0.800 |               | 0.868 |



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

60670CCvolume  
Site Code: 4711

Glezen Lane  
west of Concord Road (Route 126)  
City, State: Wayland, MA  
Client: VAI/K. Cram

| Start Time | A.M.  | WB  | P.M.  | A.M.  | EB  | P.M.  | A.M.  | Combined | P.M.  | 04-Jun-06 Sun |
|------------|-------|-----|-------|-------|-----|-------|-------|----------|-------|---------------|
| 12:00      | 0     |     | 1     | 0     |     | 4     | 0     |          | 5     |               |
| 12:15      | 2     |     | 8     | 0     |     | 3     | 2     |          | 11    |               |
| 12:30      | 1     |     | 8     | 0     |     | 6     | 1     |          | 14    |               |
| 12:45      | 0     | 3   | 8     | 25    | 0   | 7     | 20    | 0        | 15    | 45            |
| 01:00      | 0     |     | 7     | 0     | 0   | 4     | 0     | 3        | 11    |               |
| 01:15      | 0     |     | 4     | 0     |     | 7     | 0     |          | 11    |               |
| 01:30      | 0     |     | 6     | 0     |     | 7     | 0     |          | 13    |               |
| 01:45      | 0     | 0   | 3     | 20    | 0   | 3     | 21    | 0        | 6     | 41            |
| 02:00      | 1     |     | 9     | 1     |     | 6     | 2     |          | 15    |               |
| 02:15      | 0     |     | 3     | 0     |     | 4     | 0     |          | 7     |               |
| 02:30      | 0     |     | 8     | 0     |     | 7     | 0     |          | 15    |               |
| 02:45      | 0     | 1   | 5     | 25    | 0   | 3     | 20    | 0        | 8     | 45            |
| 03:00      | 0     |     | 5     | 0     |     | 3     | 0     | 2        | 8     |               |
| 03:15      | 0     |     | 7     | 0     |     | 3     | 0     |          | 10    |               |
| 03:30      | 0     |     | 5     | 0     |     | 4     | 0     |          | 9     |               |
| 03:45      | 0     | 0   | 4     | 21    | 0   | 3     | 13    | 0        | 7     | 34            |
| 04:00      | 0     |     | 3     | 0     |     | 5     | 0     |          | 8     |               |
| 04:15      | 0     |     | 1     | 0     |     | 1     | 0     |          | 2     |               |
| 04:30      | 0     |     | 4     | 0     |     | 3     | 0     |          | 7     |               |
| 04:45      | 0     | 0   | 3     | 11    | 0   | 5     | 14    | 0        | 8     | 25            |
| 05:00      | 0     |     | 4     | 0     |     | 8     | 0     |          | 12    |               |
| 05:15      | 0     |     | 4     | 0     |     | 8     | 0     |          | 12    |               |
| 05:30      | 0     |     | 3     | 0     |     | 7     | 0     |          | 10    |               |
| 05:45      | 0     | 0   | 3     | 14    | 0   | 5     | 28    | 0        | 8     | 42            |
| 06:00      | 0     |     | 4     | 0     |     | 1     | 0     |          | 5     |               |
| 06:15      | 0     |     | 4     | 1     |     | 2     | 1     |          | 6     |               |
| 06:30      | 0     |     | 5     | 0     |     | 5     | 0     |          | 10    |               |
| 06:45      | 0     | 0   | 3     | 16    | 1   | 6     | 14    | 1        | 9     | 30            |
| 07:00      | 0     |     | 5     | 0     |     | 4     | 0     |          | 9     |               |
| 07:15      | 0     |     | 4     | 0     |     | 3     | 0     |          | 7     |               |
| 07:30      | 3     |     | 1     | 0     |     | 2     | 3     |          | 3     |               |
| 07:45      | 2     | 5   | 4     | 14    | 0   | 2     | 11    | 2        | 6     | 25            |
| 08:00      | 1     |     | 4     | 1     | 3   | 0     | 2     | 8        | 4     |               |
| 08:15      | 1     |     | 4     | 1     |     | 0     | 2     |          | 4     |               |
| 08:30      | 2     |     | 0     | 2     |     | 4     | 4     |          | 4     |               |
| 08:45      | 5     | 9   | 0     | 8     | 3   | 7     | 5     | 8        | 1     | 13            |
| 09:00      | 4     |     | 2     | 2     |     | 1     | 6     | 16       | 3     |               |
| 09:15      | 1     |     | 0     | 3     |     | 1     | 4     |          | 1     |               |
| 09:30      | 6     |     | 3     | 6     |     | 1     | 12    |          | 4     |               |
| 09:45      | 1     | 12  | 3     | 8     | 2   | 13    | 3     | 25       | 3     | 11            |
| 10:00      | 1     |     | 0     | 6     |     | 1     | 7     |          | 1     |               |
| 10:15      | 4     |     | 1     | 4     |     | 2     | 8     |          | 3     |               |
| 10:30      | 5     |     | 0     | 4     |     | 0     | 9     |          | 0     |               |
| 10:45      | 6     | 16  | 1     | 2     | 5   | 19    | 4     | 11       | 2     | 6             |
| 11:00      | 5     |     | 1     | 3     |     | 0     | 8     |          | 1     |               |
| 11:15      | 4     |     | 0     | 5     |     | 1     | 9     |          | 1     |               |
| 11:30      | 6     |     | 2     | 4     |     | 0     | 10    |          | 2     |               |
| 11:45      | 4     | 19  | 1     | 4     | 6   | 18    | 1     | 10       | 1     | 5             |
| Total      | 65    |     | 168   | 63    |     | 154   | 128   |          | 322   |               |
| Percent    | 50.8% |     | 52.2% | 49.2% |     | 47.8% |       |          |       |               |
| Day Total  |       | 233 |       |       | 217 |       |       | 450      |       |               |
| Peak Vol.  | 10:45 |     | 00:15 | 10:00 |     | 04:45 | 10:45 |          | 00:15 |               |
| P.H.F.     | 21    |     | 31    | 19    |     | 28    | 38    |          | 51    |               |
|            | 0.875 |     | 0.861 | 0.792 |     | 0.875 | 0.792 |          | 0.850 |               |

A



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670A  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Cars - Trucks - Busses

| Start Time         | Old Sudbury Road (Route 27)<br>From North |            |          | Glezen Lane<br>From East |           |          | Old Sudbury Road (Route 27)<br>From South |            |          | Exclu. Total | Inclu. Total | Int. Total  |
|--------------------|---|------------|----------|--------------------------|-----------|----------|---|------------|----------|--------------|--------------|-------------|
|                    | Thru                                      | Left       | Peds     | Right                    | Left      | Peds     | Right                                     | Thru       | Peds     |              |              |             |
| 06:00 AM           | 107                                       | 3          | 0        | 2                        | 1         | 0        | 2   | 25         | 0        | 0            | 140          | 140         |
| 06:15 AM           | 129                                       | 7          | 0        | 6                        | 1         | 0        | 0   | 27         | 0        | 0            | 170          | 170         |
| 06:30 AM           | 170                                       | 24         | 0        | 2                        | 2         | 0        | 3   | 50         | 0        | 0            | 251          | 251         |
| 06:45 AM           | 153                                       | 47         | 0        | 3                        | 4         | 0        | 0   | 43         | 0        | 0            | 250          | 250         |
| <b>Total</b>       | <b>559</b>                                | <b>81</b>  | <b>0</b> | <b>13</b>                | <b>8</b>  | <b>0</b> | <b>5</b>                                  | <b>145</b> | <b>0</b> | <b>0</b>     | <b>811</b>   | <b>811</b>  |
| 07:00 AM           | 137                                       | 82         | 0        | 7                        | 7         | 0        | 2   | 48         | 0        | 0            | 283          | 283         |
| 07:15 AM           | 123                                       | 80         | 0        | 13                       | 3         | 0        | 6   | 68         | 0        | 0            | 293          | 293         |
| 07:30 AM           | 131                                       | 123        | 0        | 9                        | 5         | 0        | 8   | 84         | 0        | 0            | 360          | 360         |
| 07:45 AM           | 119                                       | 124        | 0        | 9                        | 1         | 0        | 4   | 64         | 0        | 0            | 321          | 321         |
| <b>Total</b>       | <b>510</b>                                | <b>409</b> | <b>0</b> | <b>38</b>                | <b>16</b> | <b>0</b> | <b>20</b>                                 | <b>264</b> | <b>0</b> | <b>0</b>     | <b>1257</b>  | <b>1257</b> |
| 08:00 AM           | 115                                       | 92         | 0        | 15                       | 7         | 0        | 5   | 72         | 0        | 0            | 306          | 306         |
| 08:15 AM           | 134                                       | 71         | 0        | 12                       | 3         | 0        | 3   | 77         | 0        | 0            | 300          | 300         |
| 08:30 AM           | 122                                       | 67         | 0        | 13                       | 6         | 0        | 6   | 71         | 0        | 0            | 285          | 285         |
| 08:45 AM           | 95  | 43         | 0        | 13                       | 5         | 1        | 1   | 88         | 0        | 1            | 245          | 246         |
| <b>Total</b>       | <b>466</b>                                | <b>273</b> | <b>0</b> | <b>53</b>                | <b>21</b> | <b>1</b> | <b>15</b>                                 | <b>308</b> | <b>0</b> | <b>1</b>     | <b>1136</b>  | <b>1137</b> |
| <b>Grand Total</b> | <b>1535</b>                               | <b>763</b> | <b>0</b> | <b>104</b>               | <b>45</b> | <b>1</b> | <b>40</b>                                 | <b>717</b> | <b>0</b> | <b>1</b>     | <b>3204</b>  | <b>3205</b> |
| Apprch %           | 66.8                                      | 33.2       |          | 69.8                     | 30.2      |          | 5.3                                       | 94.7       |          |              |              |             |
| Total %            | 47.9                                      | 23.8       |          | 3.2                      | 1.4       |          | 1.2                                       | 22.4       |          | 0            | 100          |             |
| Cars               | 1505                                      | 760        |          | 104                      | 45        |          | 40  | 692        |          | 0            | 0            | 3147        |
| % Cars             | 98  | 99.6       | 0        | 100                      | 100       | 100      | 100                                       | 96.5       | 0        | 0            | 0            | 98.2        |
| Trucks             | 29  | 1          |          | 0                        | 0         |          | 0   | 19         |          | 0            | 0            | 49          |
| % Trucks           | 1.9                                       | 0.1        | 0        | 0                        | 0         | 0        | 0   | 2.6        | 0        | 0            | 0            | 1.5         |
| Busses             | 1   | 2          |          | 0                        | 0         |          | 0   | 6          |          | 0            | 0            | 9           |
| % Busses           | 0.1                                       | 0.3        | 0        | 0                        | 0         | 0        | 0   | 0.8        | 0        | 0            | 0            | 0.3         |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |            |            | Glezen Lane<br>From East |           |            | Old Sudbury Road (Route 27)<br>From South |            |            | Int. Total  |
|--|---|------------|------------|--------------------------|-----------|------------|---|------------|------------|-------------|
|  | Thru                                      | Left       | App. Total | Right                    | Left      | App. Total | Right                                     | Thru       | App. Total |             |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |   |            |            |                          |           |            |   |            |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |   |            |            |                          |           |            |   |            |            |             |
| 07:30 AM   | 131                                       | 123        | 254        | 9                        | 5         | 14         | 8   | 84         | 92         | 360         |
| 07:45 AM   | 119                                       | 124        | 243        | 9                        | 1         | 10         | 4   | 64         | 68         | 321         |
| 08:00 AM   | 115                                       | 92         | 207        | 15                       | 7         | 22         | 5   | 72         | 77         | 306         |
| 08:15 AM   | 134                                       | 71         | 205        | 12                       | 3         | 15         | 3   | 77         | 80         | 300         |
| <b>Total Volume</b>  | <b>499</b>                                | <b>410</b> | <b>909</b> | <b>45</b>                | <b>16</b> | <b>61</b>  | <b>20</b>                                 | <b>297</b> | <b>317</b> | <b>1287</b> |
| % App. Total   | 54.9                                      | 45.1       |            | 73.8                     | 26.2      |            | 6.3                                       | 93.7       |            |             |
| PHF  | .931                                      | .827       | .895       | .750                     | .571      | .693       | .625                                      | .884       | .861       | .894        |
| Cars   | 482                                       | 408        | 890        | 45                       | 16        | 61         | 20  | 285        | 305        | 1256        |
| % Cars   | 96.6                                      | 99.5       | 97.9       | 100                      | 100       | 100        | 100                                       | 96.0       | 96.2       | 97.6        |
| Trucks   | 17  | 1          | 18         | 0                        | 0         | 0          | 0   | 10         | 10         | 28          |
| % Trucks   | 3.4                                       | 0.2        | 2.0        | 0                        | 0         | 0          | 0   | 3.4        | 3.2        | 2.2         |
| Busses   | 0   | 1          | 1          | 0                        | 0         | 0          | 0   | 2          | 2          | 3           |
| % Busses   | 0   | 0.2        | 0.1        | 0                        | 0         | 0          | 0   | 0.7        | 0.6        | 0.2         |

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INDUSTRIES, LLC

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N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670A  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Cars

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 06:00 AM    | 104                                       | 3    | 0    | 2                        | 1    | 0    | 2   | 25   | 0    | 0            | 137          | 137        |
| 06:15 AM    | 127                                       | 7    | 0    | 6                        | 1    | 0    | 0   | 27   | 0    | 0            | 168          | 168        |
| 06:30 AM    | 168                                       | 24   | 0    | 2                        | 2    | 0    | 3   | 48   | 0    | 0            | 247          | 247        |
| 06:45 AM    | 153                                       | 46   | 0    | 3                        | 4    | 0    | 0   | 39   | 0    | 0            | 245          | 245        |
| Total       | 552                                       | 80   | 0    | 13                       | 8    | 0    | 5   | 139  | 0    | 0            | 797          | 797        |
| 07:00 AM    | 135                                       | 82   | 0    | 7                        | 7    | 0    | 2   | 45   | 0    | 0            | 278          | 278        |
| 07:15 AM    | 122                                       | 80   | 0    | 13                       | 3    | 0    | 6   | 68   | 0    | 0            | 292          | 292        |
| 07:30 AM    | 127                                       | 122  | 0    | 9                        | 5    | 0    | 8   | 80   | 0    | 0            | 351          | 351        |
| 07:45 AM    | 114                                       | 124  | 0    | 9                        | 1    | 0    | 4   | 61   | 0    | 0            | 313          | 313        |
| Total       | 498                                       | 408  | 0    | 38                       | 16   | 0    | 20  | 254  | 0    | 0            | 1234         | 1234       |
| 08:00 AM    | 111                                       | 92   | 0    | 15                       | 7    | 0    | 5   | 70   | 0    | 0            | 300          | 300        |
| 08:15 AM    | 130                                       | 70   | 0    | 12                       | 3    | 0    | 3   | 74   | 0    | 0            | 292          | 292        |
| 08:30 AM    | 120                                       | 67   | 0    | 13                       | 6    | 0    | 6   | 69   | 0    | 0            | 281          | 281        |
| 08:45 AM    | 94  | 43   | 0    | 13                       | 5    | 1    | 1   | 86   | 0    | 1            | 242          | 243        |
| Total       | 455                                       | 272  | 0    | 53                       | 21   | 1    | 15  | 299  | 0    | 1            | 1115         | 1116       |
| Grand Total | 1505                                      | 760  | 0    | 104                      | 45   | 1    | 40  | 692  | 0    | 1            | 3146         | 3147       |
| Apprch %    | 66.4                                      | 33.6 |      | 69.8                     | 30.2 |      | 5.5                                       | 94.5 |      |              |              |            |
| Total %     | 47.8                                      | 24.2 |      | 3.3                      | 1.4  |      | 1.3                                       | 22   |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |   |      |            |                          |      |            |   |      |            |            |
| 07:15 AM   | 122                                       | 80   | 202        | 13                       | 3    | 16         | 6   | 68   | 74         | 292        |
| 07:30 AM   | 127                                       | 122  | 249        | 9                        | 5    | 14         | 8   | 80   | 88         | 351        |
| 07:45 AM   | 114                                       | 124  | 238        | 9                        | 1    | 10         | 4   | 61   | 65         | 313        |
| 08:00 AM   | 111                                       | 92   | 203        | 15                       | 7    | 22         | 5   | 70   | 75         | 300        |
| Total Volume   | 474                                       | 418  | 892        | 46                       | 16   | 62         | 23  | 279  | 302        | 1256       |
| % App. Total   | 53.1                                      | 46.9 |            | 74.2                     | 25.8 |            | 7.6                                       | 92.4 |            |            |
| PHF  | .933                                      | .843 | .896       | .767                     | .571 | .705       | .719                                      | .872 | .858       | .895       |



A



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N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670A  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Trucks

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 06:00 AM    | 3   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 3            | 3          |
| 06:15 AM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| 06:30 AM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 4            | 4          |
| 06:45 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 2            | 2          |
| Total       | 6   | 0    | 0    | 0                        | 0    | 0    | 0   | 4    | 0    | 0            | 10           | 10         |
| 07:00 AM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 3            | 3          |
| 07:15 AM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| 07:30 AM    | 4   | 1    | 0    | 0                        | 0    | 0    | 0   | 4    | 0    | 0            | 9            | 9          |
| 07:45 AM    | 5   | 0    | 0    | 0                        | 0    | 0    | 0   | 3    | 0    | 0            | 8            | 8          |
| Total       | 12  | 1    | 0    | 0                        | 0    | 0    | 0   | 8    | 0    | 0            | 21           | 21         |
| 08:00 AM    | 4   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 5            | 5          |
| 08:15 AM    | 4   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 6            | 6          |
| 08:30 AM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 4            | 4          |
| 08:45 AM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 3            | 3          |
| Total       | 11  | 0    | 0    | 0                        | 0    | 0    | 0   | 7    | 0    | 0            | 18           | 18         |
| Grand Total | 29  | 1    | 0    | 0                        | 0    | 0    | 0   | 19   | 0    | 0            | 49           | 49         |
| Apprch %    | 96.7                                      | 3.3  |      | 0                        | 0    |      | 0   | 100  |      |              |              |            |
| Total %     | 59.2                                      | 2    |      | 0                        | 0    |      | 0   | 38.8 |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |   |      |            |                          |      |            |   |      |            |            |
| 07:30 AM   | 4   | 1    | 5          | 0                        | 0    | 0          | 0   | 4    | 4          | 9          |
| 07:45 AM   | 5   | 0    | 5          | 0                        | 0    | 0          | 0   | 3    | 3          | 8          |
| 08:00 AM   | 4   | 0    | 4          | 0                        | 0    | 0          | 0   | 1    | 1          | 5          |
| 08:15 AM   | 4   | 0    | 4          | 0                        | 0    | 0          | 0   | 2    | 2          | 6          |
| Total Volume   | 17  | 1    | 18         | 0                        | 0    | 0          | 0   | 10   | 10         | 28         |
| % App. Total   | 94.4                                      | 5.6  |            | 0                        | 0    |            | 0   | 100  |            |            |
| PHF  | .850                                      | .250 | .900       | .000                     | .000 | .000       | .000                                      | .625 | .625       | .778       |

A



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E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670A  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Busses

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 06:00 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 06:15 AM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| 06:30 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 06:45 AM    | 0   | 1    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 3            | 3          |
| Total       | 1   | 1    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 4            | 4          |
| 07:00 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 2            | 2          |
| 07:15 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 07:30 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 07:45 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| Total       | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 2            | 2          |
| 08:00 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 1            | 1          |
| 08:15 AM    | 0   | 1    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 2            | 2          |
| 08:30 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 08:45 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| Total       | 0   | 1    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 3            | 3          |
| Grand Total | 1   | 2    | 0    | 0                        | 0    | 0    | 0   | 6    | 0    | 0            | 9            | 9          |
| Apprch %    | 33.3                                      | 66.7 |      | 0                        | 0    |      | 0   | 100  |      |              |              |            |
| Total %     | 11.1                                      | 22.2 |      | 0                        | 0    |      | 0   | 66.7 |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 06:15 AM       |   |      |            |                          |      |            |   |      |            |            |
| 06:15 AM   | 1   | 0    | 1          | 0                        | 0    | 0          | 0   | 0    | 0          | 1          |
| 06:30 AM   | 0   | 0    | 0          | 0                        | 0    | 0          | 0   | 0    | 0          | 0          |
| 06:45 AM   | 0   | 1    | 1          | 0                        | 0    | 0          | 0   | 2    | 2          | 3          |
| 07:00 AM   | 0   | 0    | 0          | 0                        | 0    | 0          | 0   | 2    | 2          | 2          |
| Total Volume   | 1   | 1    | 2          | 0                        | 0    | 0          | 0   | 4    | 4          | 6          |
| % App. Total   | 50  | 50   |            | 0                        | 0    |            | 0   | 100  |            |            |
| PHF  | .250                                      | .250 | .500       | .000                     | .000 | .000       | .000                                      | .500 | .500       | .500       |

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N/S: Old Sudbury Road (Route 27)  
 E: Glezen Lane  
 City, State: Wayland, MA  
 Client: VAI/ K. Cram

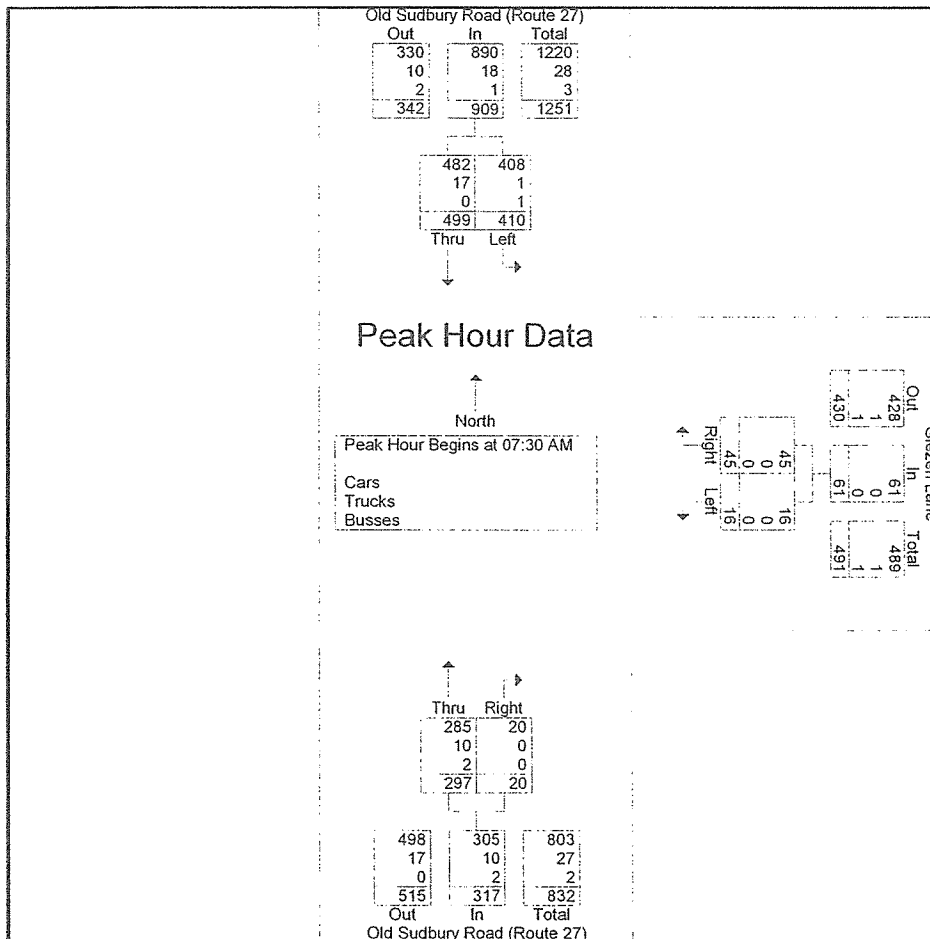


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P.O. Box 301 Berlin, MA 01503  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: datarequests@pdilc.com

File Name : 60670A  
 Site Code : 4711  
 Start Date : 5/25/2006  
 Page No : 1

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |   |      |            |                          |      |            |   |      |            |            |
| 07:30 AM   | 131                                       | 123  | 254        | 9                        | 5    | 14         | 8   | 84   | 92         | 360        |
| 07:45 AM   | 119                                       | 124  | 243        | 9                        | 1    | 10         | 4   | 64   | 68         | 321        |
| 08:00 AM   | 115                                       | 92   | 207        | 15                       | 7    | 22         | 5   | 72   | 77         | 306        |
| 08:15 AM   | 134                                       | 71   | 205        | 12                       | 3    | 15         | 3   | 77   | 80         | 300        |
| Total Volume   | 499                                       | 410  | 909        | 45                       | 16   | 61         | 20  | 297  | 317        | 1287       |
| % App. Total   | 54.9                                      | 45.1 |            | 73.8                     | 26.2 |            | 6.3                                       | 93.7 |            |            |
| PHF  | .931                                      | .827 | .895       | .750                     | .571 | .693       | .625                                      | .884 | .861       | .894       |
| Cars   | 482                                       | 408  | 890        | 45                       | 16   | 61         | 20  | 285  | 305        | 1256       |
| % Cars   | 96.6                                      | 99.5 | 97.9       | 100                      | 100  | 100        | 100                                       | 96.0 | 96.2       | 97.6       |
| Trucks   | 17  | 1    | 18         | 0                        | 0    | 0          | 0   | 10   | 10         | 28         |
| % Trucks   | 3.4                                       | 0.2  | 2.0        | 0                        | 0    | 0          | 0   | 3.4  | 3.2        | 2.2        |
| Busses   | 0   | 1    | 1          | 0                        | 0    | 0          | 0   | 2    | 2          | 3          |
| % Busses   | 0   | 0.2  | 0.1        | 0                        | 0    | 0          | 0   | 0.7  | 0.6        | 0.2        |



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P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

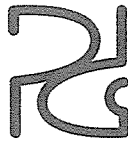
File Name : 60670AA  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Cars - Trucks - Busses

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 03:00 PM    | 95  | 20   | 0    | 31                       | 2    | 0    | 7   | 130  | 0    | 0            | 285          | 285        |
| 03:15 PM    | 103                                       | 16   | 0    | 33                       | 4    | 0    | 9   | 113  | 0    | 0            | 278          | 278        |
| 03:30 PM    | 71  | 18   | 0    | 30                       | 17   | 0    | 8   | 116  | 0    | 0            | 260          | 260        |
| 03:45 PM    | 97  | 28   | 0    | 36                       | 10   | 0    | 10  | 173  | 0    | 0            | 354          | 354        |
| Total       | 366                                       | 82   | 0    | 130                      | 33   | 0    | 34  | 532  | 0    | 0            | 1177         | 1177       |
| 04:00 PM    | 81  | 14   | 0    | 28                       | 4    | 0    | 10  | 157  | 0    | 0            | 294          | 294        |
| 04:15 PM    | 95  | 14   | 0    | 42                       | 6    | 0    | 5   | 167  | 0    | 0            | 329          | 329        |
| 04:30 PM    | 80  | 12   | 0    | 59                       | 5    | 0    | 1   | 163  | 0    | 0            | 320          | 320        |
| 04:45 PM    | 79  | 18   | 0    | 57                       | 7    | 0    | 4   | 165  | 0    | 0            | 330          | 330        |
| Total       | 335                                       | 58   | 0    | 186                      | 22   | 0    | 20  | 652  | 0    | 0            | 1273         | 1273       |
| 05:00 PM    | 93  | 15   | 0    | 72                       | 8    | 0    | 4   | 183  | 0    | 0            | 375          | 375        |
| 05:15 PM    | 89  | 23   | 0    | 80                       | 14   | 0    | 0   | 137  | 0    | 0            | 343          | 343        |
| 05:30 PM    | 106                                       | 21   | 0    | 81                       | 16   | 1    | 0   | 152  | 0    | 1            | 376          | 377        |
| 05:45 PM    | 88  | 19   | 0    | 78                       | 12   | 1    | 1   | 152  | 0    | 1            | 350          | 351        |
| Total       | 376                                       | 78   | 0    | 311                      | 50   | 2    | 5   | 624  | 0    | 2            | 1444         | 1446       |
| 06:00 PM    | 98  | 14   | 0    | 85                       | 10   | 0    | 3   | 148  | 0    | 0            | 358          | 358        |
| 06:15 PM    | 67  | 8    | 0    | 60                       | 5    | 1    | 2   | 155  | 0    | 1            | 297          | 298        |
| 06:30 PM    | 105                                       | 8    | 0    | 45                       | 5    | 0    | 1   | 158  | 0    | 0            | 322          | 322        |
| 06:45 PM    | 135                                       | 6    | 0    | 32                       | 9    | 0    | 1   | 179  | 0    | 0            | 362          | 362        |
| Total       | 405                                       | 36   | 0    | 222                      | 29   | 1    | 7   | 640  | 0    | 1            | 1339         | 1340       |
| Grand Total | 1482                                      | 254  | 0    | 849                      | 134  | 3    | 66  | 2448 | 0    | 3            | 5233         | 5236       |
| Apprch %    | 85.4                                      | 14.6 |      | 86.4                     | 13.6 |      | 2.6                                       | 97.4 |      |              |              |            |
| Total %     | 28.3                                      | 4.9  |      | 16.2                     | 2.6  |      | 1.3                                       | 46.8 |      | 0.1          | 99.9         |            |
| Cars        | 1452                                      | 251  |      | 845                      | 131  |      | 66  | 2400 |      | 0            | 0            | 5148       |
| % Cars      | 98  | 98.8 | 0    | 99.5                     | 97.8 | 100  | 100                                       | 98   | 0    | 0            | 0            | 98.3       |
| Trucks      | 24  | 2    |      | 3                        | 2    |      | 0   | 40   |      | 0            | 0            | 71         |
| % Trucks    | 1.6                                       | 0.8  | 0    | 0.4                      | 1.5  | 0    | 0   | 1.6  | 0    | 0            | 0            | 1.4        |
| Busses      | 6   | 1    |      | 1                        | 1    |      | 0   | 8    |      | 0            | 0            | 17         |
| % Busses    | 0.4                                       | 0.4  | 0    | 0.1                      | 0.7  | 0    | 0   | 0.3  | 0    | 0            | 0            | 0.3        |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |       | App. Total | Glezen Lane<br>From East |       |      | App. Total | Old Sudbury Road (Route 27)<br>From South |      |      | Int. Total |
|--|---|------|-------|------------|--------------------------|-------|------|------------|---|------|------|------------|
|  | Thru                                      | Left | Right |            | Left                     | Right | Thru |            | Right                                     |      |      |            |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |   |      |       |            |                          |       |      |            |   |      |      |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |   |      |       |            |                          |       |      |            |   |      |      |            |
| 05:00 PM   | 93  | 15   |       | 108        | 72                       | 8     |      | 80         | 4   | 183  | 187  | 375        |
| 05:15 PM   | 89  | 23   |       | 112        | 80                       | 14    |      | 94         | 0   | 137  | 137  | 343        |
| 05:30 PM   | 106                                       | 21   |       | 127        | 81                       | 16    |      | 97         | 0   | 152  | 152  | 376        |
| 05:45 PM   | 88  | 19   |       | 107        | 78                       | 12    |      | 90         | 1   | 152  | 153  | 350        |
| Total Volume   | 376                                       | 78   |       | 454        | 311                      | 50    |      | 361        | 5   | 624  | 629  | 1444       |
| % App. Total   | 82.8                                      | 17.2 |       |            | 86.1                     | 13.9  |      |            | 0.8                                       | 99.2 |      |            |
| PHF  | .887                                      | .848 |       | .894       | .960                     | .781  |      | .930       | .313                                      | .852 | .841 | .960       |
| Cars   | 369                                       | 78   |       | 447        | 310                      | 50    |      | 360        | 5   | 616  | 621  | 1428       |
| % Cars   | 98.1                                      | 100  |       | 98.5       | 99.7                     | 100   |      | 99.7       | 100                                       | 98.7 | 98.7 | 98.9       |
| Trucks   | 6   | 0    |       | 6          | 0                        | 0     |      | 0          | 0   | 7    | 7    | 13         |
| % Trucks   | 1.6                                       | 0    |       | 1.3        | 0                        | 0     |      | 0          | 0   | 1.1  | 1.1  | 0.9        |
| Busses   | 1   | 0    |       | 1          | 1                        | 0     |      | 1          | 0   | 1    | 1    | 3          |
| % Busses   | 0.3                                       | 0    |       | 0.2        | 0.3                      | 0     |      | 0.3        | 0   | 0.2  | 0.2  | 0.2        |

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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

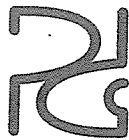
File Name : 60670AA  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Cars

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 03:00 PM    | 91  | 20   | 0    | 30                       | 2    | 0    | 7   | 127  | 0    | 0            | 277          | 277        |
| 03:15 PM    | 101                                       | 15   | 0    | 33                       | 4    | 0    | 9   | 107  | 0    | 0            | 269          | 269        |
| 03:30 PM    | 70  | 18   | 0    | 29                       | 15   | 0    | 8   | 112  | 0    | 0            | 252          | 252        |
| 03:45 PM    | 91  | 27   | 0    | 36                       | 10   | 0    | 10  | 170  | 0    | 0            | 344          | 344        |
| Total       | 353                                       | 80   | 0    | 128                      | 31   | 0    | 34  | 516  | 0    | 0            | 1142         | 1142       |
| 04:00 PM    | 81  | 14   | 0    | 28                       | 4    | 0    | 10  | 152  | 0    | 0            | 289          | 289        |
| 04:15 PM    | 92  | 14   | 0    | 42                       | 6    | 0    | 5   | 163  | 0    | 0            | 322          | 322        |
| 04:30 PM    | 79  | 11   | 0    | 59                       | 4    | 0    | 1   | 160  | 0    | 0            | 314          | 314        |
| 04:45 PM    | 78  | 18   | 0    | 57                       | 7    | 0    | 4   | 163  | 0    | 0            | 327          | 327        |
| Total       | 330                                       | 57   | 0    | 186                      | 21   | 0    | 20  | 638  | 0    | 0            | 1252         | 1252       |
| 05:00 PM    | 92  | 15   | 0    | 72                       | 8    | 0    | 4   | 180  | 0    | 0            | 371          | 371        |
| 05:15 PM    | 86  | 23   | 0    | 79                       | 14   | 0    | 0   | 136  | 0    | 0            | 338          | 338        |
| 05:30 PM    | 105                                       | 21   | 0    | 81                       | 16   | 1    | 0   | 148  | 0    | 1            | 371          | 372        |
| 05:45 PM    | 86  | 19   | 0    | 78                       | 12   | 1    | 1   | 152  | 0    | 1            | 348          | 349        |
| Total       | 369                                       | 78   | 0    | 310                      | 50   | 2    | 5   | 616  | 0    | 2            | 1428         | 1430       |
| 06:00 PM    | 97  | 14   | 0    | 85                       | 10   | 0    | 3   | 145  | 0    | 0            | 354          | 354        |
| 06:15 PM    | 64  | 8    | 0    | 59                       | 5    | 1    | 2   | 153  | 0    | 1            | 291          | 292        |
| 06:30 PM    | 105                                       | 8    | 0    | 45                       | 5    | 0    | 1   | 157  | 0    | 0            | 321          | 321        |
| 06:45 PM    | 134                                       | 6    | 0    | 32                       | 9    | 0    | 1   | 175  | 0    | 0            | 357          | 357        |
| Total       | 400                                       | 36   | 0    | 221                      | 29   | 1    | 7   | 630  | 0    | 1            | 1323         | 1324       |
| Grand Total | 1452                                      | 251  | 0    | 845                      | 131  | 3    | 66  | 2400 | 0    | 3            | 5145         | 5148       |
| Apprch %    | 85.3                                      | 14.7 |      | 86.6                     | 13.4 |      | 2.7                                       | 97.3 |      |              |              |            |
| Total %     | 28.2                                      | 4.9  |      | 16.4                     | 2.5  |      | 1.3                                       | 46.6 |      | 0.1          | 99.9         |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |      | App. Total | Right | Glezen Lane<br>From East |      | App. Total | Old Sudbury Road (Route 27)<br>From South |      | App. Total | Int. Total |
|--|---|------|------|------------|-------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | Left |            |       | Left                     | Thru |            |   |      |            |            |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 |   |      |      |            |       |                          |      |            |   |      |            |            |
| Peak 1 Hour for Entire Intersection Begins at 05:00 PM     |   |      |      |            |       |                          |      |            |   |      |            |            |
| 05:00 PM   | 92  | 15   |      | 107        | 72    | 8                        |      | 80         | 4   | 180  | 184        | 371        |
| 05:15 PM   | 86  | 23   |      | 109        | 79    | 14                       |      | 93         | 0   | 136  | 136        | 338        |
| 05:30 PM   | 105                                       | 21   |      | 126        | 81    | 16                       |      | 97         | 0   | 148  | 148        | 371        |
| 05:45 PM   | 86  | 19   |      | 105        | 78    | 12                       |      | 90         | 1   | 152  | 153        | 348        |
| Total Volume   | 369                                       | 78   |      | 447        | 310   | 50                       |      | 360        | 5   | 616  | 621        | 1428       |
| % App. Total   | 82.6                                      | 17.4 |      |            | 86.1  | 13.9                     |      |            | 0.8                                       | 99.2 |            |            |
| PHIF   | .879                                      | .848 |      | .887       | .957  | .781                     |      | .928       | .313                                      | .856 | .844       | .962       |

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N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670AA  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Trucks

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 03:00 PM    | 1   | 0    | 0    | 1                        | 0    | 0    | 0   | 3    | 0    | 0            | 5            | 5          |
| 03:15 PM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 4    | 0    | 0            | 6            | 6          |
| 03:30 PM    | 1   | 0    | 0    | 1                        | 1    | 0    | 0   | 3    | 0    | 0            | 6            | 6          |
| 03:45 PM    | 6   | 1    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 9            | 9          |
| Total       | 10  | 1    | 0    | 2                        | 1    | 0    | 0   | 12   | 0    | 0            | 26           | 26         |
| 04:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 5    | 0    | 0            | 5            | 5          |
| 04:15 PM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 4    | 0    | 0            | 6            | 6          |
| 04:30 PM    | 1   | 1    | 0    | 0                        | 1    | 0    | 0   | 3    | 0    | 0            | 6            | 6          |
| 04:45 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 3            | 3          |
| Total       | 4   | 1    | 0    | 0                        | 1    | 0    | 0   | 14   | 0    | 0            | 20           | 20         |
| 05:00 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 3            | 3          |
| 05:15 PM    | 3   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 4            | 4          |
| 05:30 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 4    | 0    | 0            | 5            | 5          |
| 05:45 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| Total       | 6   | 0    | 0    | 0                        | 0    | 0    | 0   | 7    | 0    | 0            | 13           | 13         |
| 06:00 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 3    | 0    | 0            | 4            | 4          |
| 06:15 PM    | 2   | 0    | 0    | 1                        | 0    | 0    | 0   | 1    | 0    | 0            | 4            | 4          |
| 06:30 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 06:45 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 3    | 0    | 0            | 4            | 4          |
| Total       | 4   | 0    | 0    | 1                        | 0    | 0    | 0   | 7    | 0    | 0            | 12           | 12         |
| Grand Total | 24  | 2    | 0    | 3                        | 2    | 0    | 0   | 40   | 0    | 0            | 71           | 71         |
| Apprch %    | 92.3                                      | 7.7  |      | 60                       | 40   |      | 0   | 100  |      | 0            | 71           | 71         |
| Total %     | 33.8                                      | 2.8  |      | 4.2                      | 2.8  |      | 0   | 56.3 |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |   |      |            |                          |      |            |   |      |            |            |
| 03:00 PM   | 1   | 0    | 1          | 1                        | 0    | 1          | 0   | 3    | 3          | 5          |
| 03:15 PM   | 2   | 0    | 2          | 0                        | 0    | 0          | 0   | 4    | 4          | 6          |
| 03:30 PM   | 1   | 0    | 1          | 1                        | 1    | 2          | 0   | 3    | 3          | 6          |
| 03:45 PM   | 6   | 1    | 7          | 0                        | 0    | 0          | 0   | 2    | 2          | 9          |
| Total Volume   | 10  | 1    | 11         | 2                        | 1    | 3          | 0   | 12   | 12         | 26         |
| % App. Total   | 90.9                                      | 9.1  |            | 66.7                     | 33.3 |            | 0   | 100  |            |            |
| PHF  | .417                                      | .250 | .393       | .500                     | .250 | .375       | .000                                      | .750 | .750       | .722       |

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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdilc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

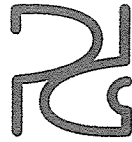
File Name : 60670AA  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

Groups Printed- Busses

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 03:00 PM    | 3   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 3            | 3          |
| 03:15 PM    | 0   | 1    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 3            | 3          |
| 03:30 PM    | 0   | 0    | 0    | 0                        | 1    | 0    | 0   | 1    | 0    | 0            | 2            | 2          |
| 03:45 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 1            | 1          |
| Total       | 3   | 1    | 0    | 0                        | 1    | 0    | 0   | 4    | 0    | 0            | 9            | 9          |
| 04:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 04:15 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| 04:30 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 04:45 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| Total       | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| 05:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 1            | 1          |
| 05:15 PM    | 0   | 0    | 0    | 1                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| 05:30 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 05:45 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| Total       | 1   | 0    | 0    | 1                        | 0    | 0    | 0   | 1    | 0    | 0            | 3            | 3          |
| 06:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 06:15 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 2            | 2          |
| 06:30 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 1            | 1          |
| 06:45 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 1            | 1          |
| Total       | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 3    | 0    | 0            | 4            | 4          |
| Grand Total | 6   | 1    | 0    | 1                        | 1    | 0    | 0   | 8    | 0    | 0            | 17           | 17         |
| Apprch %    | 85.7                                      | 14.3 |      | 50                       | 50   |      | 0   | 100  |      |              |              |            |
| Total %     | 35.3                                      | 5.9  |      | 5.9                      | 5.9  |      | 0   | 47.1 |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |      | App. Total | Right | Glezen Lane<br>From East |      | App. Total | Right | Old Sudbury Road (Route 27)<br>From South |      | App. Total | Int. Total |
|--|---|------|------|------------|-------|--------------------------|------|------------|-------|---|------|------------|------------|
|  | Thru                                      | Left | Peds |            |       | Left                     | Peds |            |       | Thru                                      | Peds |            |            |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 |   |      |      |            |       |                          |      |            |       |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |   |      |      |            |       |                          |      |            |       |   |      |            |            |
| 03:00 PM   | 3   | 0    |      | 3          | 0     | 0                        | 0    | 0          | 0     | 0   | 0    | 0          | 3          |
| 03:15 PM   | 0   | 1    |      | 1          | 0     | 0                        | 0    | 0          | 0     | 2   | 0    | 2          | 3          |
| 03:30 PM   | 0   | 0    |      | 0          | 0     | 1                        | 1    | 0          | 0     | 1   | 0    | 1          | 2          |
| 03:45 PM   | 0   | 0    |      | 0          | 0     | 0                        | 0    | 0          | 0     | 1   | 0    | 1          | 1          |
| Total Volume   | 3   | 1    |      | 4          | 0     | 1                        | 1    | 0          | 0     | 4   | 0    | 4          | 9          |
| % App. Total   | 75  | 25   |      |            | 0     | 100                      |      |            | 0     | 100                                       |      |            |            |
| PHF  | .250                                      | .250 |      | .333       | .000  | .250                     | .250 | .000       | .000  | .500                                      |      | .500       | .750       |

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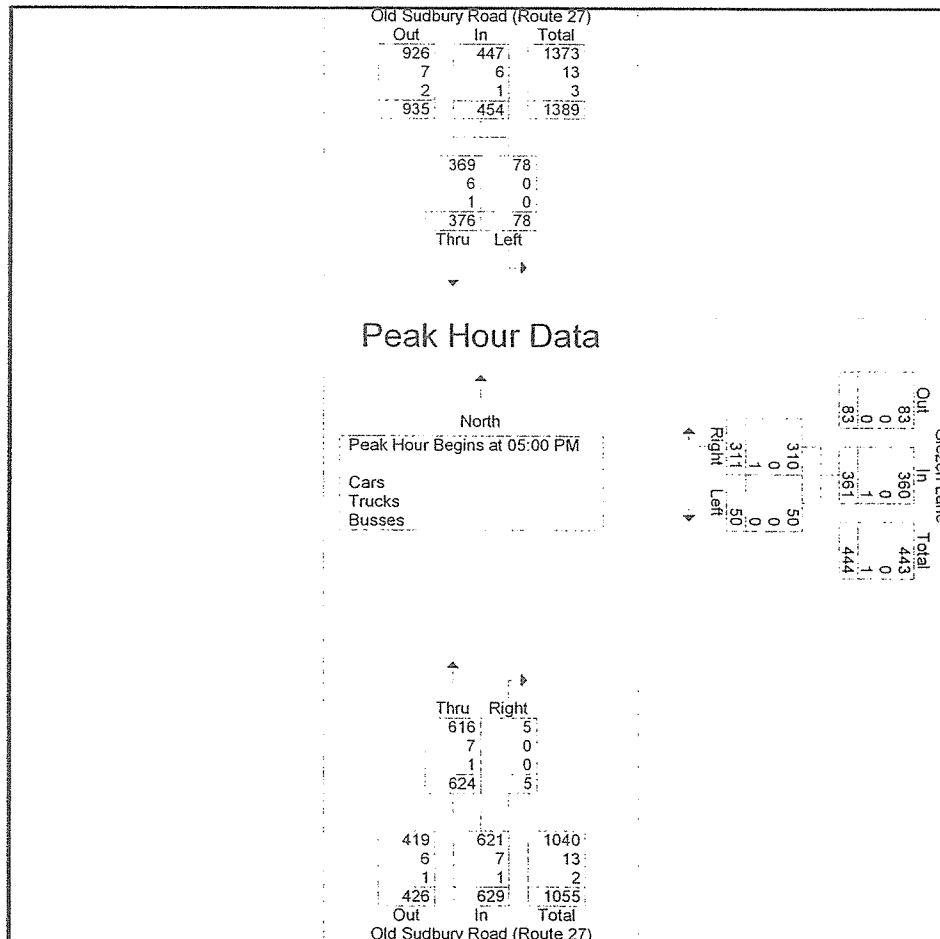
PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670AA  
Site Code : 4711  
Start Date : 5/25/2006  
Page No : 1

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |   |      |            |                          |      |            |   |      |            |            |
| 05:00 PM   | 93  | 15   | 108        | 72                       | 8    | 80         | 4   | 183  | 187        | 375        |
| 05:15 PM   | 89  | 23   | 112        | 80                       | 14   | 94         | 0   | 137  | 137        | 343        |
| 05:30 PM   | 106                                       | 21   | 127        | 81                       | 16   | 97         | 0   | 152  | 152        | 376        |
| 05:45 PM   | 88  | 19   | 107        | 78                       | 12   | 90         | 1   | 152  | 153        | 350        |
| <b>Total Volume</b>  | 376                                       | 78   | 454        | 311                      | 50   | 361        | 5   | 624  | 629        | 1444       |
| <b>% App. Total</b>  | 82.8                                      | 17.2 |            | 86.1                     | 13.9 |            | 0.8                                       | 99.2 |            |            |
| <b>PHP</b>   | .887                                      | .848 | .894       | .960                     | .781 | .930       | .313                                      | .852 | .841       | .960       |
| <b>Cars</b>  | 369                                       | 78   | 447        | 310                      | 50   | 360        | 5   | 616  | 621        | 1428       |
| <b>% Cars</b>  | 98.1                                      | 100  | 98.5       | 99.7                     | 100  | 99.7       | 100                                       | 98.7 | 98.7       | 98.9       |
| <b>Trucks</b>  | 6   | 0    | 6          | 0                        | 0    | 0          | 0   | 7    | 7          | 13         |
| <b>% Trucks</b>  | 1.6                                       | 0    | 1.3        | 0                        | 0    | 0          | 0   | 1.1  | 1.1        | 0.9        |
| <b>Busses</b>  | 1   | 0    | 1          | 1                        | 0    | 1          | 0   | 1    | 1          | 3          |
| <b>% Busses</b>  | 0.3                                       | 0    | 0.2        | 0.3                      | 0    | 0.3        | 0   | 0.2  | 0.2        | 0.2        |

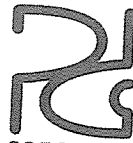






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N/S: Old Sudbury Road (Route 27)  
 E: Glezen Lane  
 City, State: Wayland, MA  
 Client: VAI/ K. Cram



PRECISION  
 DATA  
 INDUSTRIES, LLC  
 P.O. Box 301 Berlin, MA 01503  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: datarequests@pdillc.com

File Name : 60670AAA  
 Site Code : 4711  
 Start Date : 6/3/2006  
 Page No : 1

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
|             | 10:30 AM                                  | 68   | 6    | 0                        | 7    | 1    | 0   | 0    | 50   |              |              |            |
| 10:45 AM    | 55  | 14   | 0    | 7                        | 3    | 0    | 0   | 50   | 0    | 0            | 141          |            |
| Total       | 123                                       | 20   | 0    | 14                       | 4    | 0    | 2   | 60   | 0    | 0            | 141          |            |
| 11:00 AM    | 66  | 11   | 0    | 9                        | 7    | 0    | 2   | 110  | 0    | 0            | 273          |            |
| 11:15 AM    | 77  | 4    | 0    | 6                        | 7    | 0    | 2   | 61   | 0    | 0            | 156          |            |
| 11:30 AM    | 60  | 7    | 0    | 11                       | 6    | 0    | 2   | 54   | 0    | 0            | 150          |            |
| 11:45 AM    | 71  | 8    | 0    | 13                       | 5    | 0    | 1   | 50   | 0    | 0            | 150          |            |
| Total       | 274                                       | 30   | 0    | 39                       | 25   | 0    | 4   | 44   | 0    | 0            | 135          |            |
| 12:00 PM    | 62  | 14   | 0    | 11                       | 1    | 0    | 0   | 209  | 0    | 0            | 145          |            |
| 12:15 PM    | 72  | 9    | 0    | 8                        | 2    | 0    | 3   | 58   | 0    | 0            | 586          |            |
| 12:30 PM    | 71  | 11   | 0    | 4                        | 1    | 0    | 0   | 74   | 0    | 0            | 146          |            |
| 12:45 PM    | 74  | 8    | 0    | 15                       | 5    | 0    | 0   | 67   | 0    | 0            | 168          |            |
| Total       | 279                                       | 42   | 0    | 38                       | 9    | 0    | 1   | 83   | 0    | 0            | 154          |            |
| 01:00 PM    | 53  | 5    | 0    | 4                        | 7    | 0    | 4   | 282  | 0    | 0            | 186          |            |
| 01:15 PM    | 87  | 7    | 0    | 11                       | 6    | 0    | 6   | 71   | 0    | 0            | 654          |            |
| Grand Total | 816                                       | 104  | 0    | 106                      | 51   | 0    | 2   | 78   | 0    | 0            | 146          |            |
| Apprch %    | 88.7                                      | 11.3 | 0    | 67.5                     | 32.5 | 0    | 23  | 750  | 0    | 0            | 191          |            |
| Total %     | 44.1                                      | 5.6  | 0    | 5.7                      | 2.8  | 0    | 3   | 97   | 0    | 0            | 1850         |            |
|             |   |      |      |                          |      |      | 1.2                                       | 40.5 |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |       | App. Total | Glezen Lane<br>From East |       |      | App. Total | Old Sudbury Road (Route 27)<br>From South |       |  | App. Total | Int. Total |
|--|---|------|-------|------------|--------------------------|-------|------|------------|---|-------|--|------------|------------|
|  | Thru                                      | Left | Right |            | Left                     | Right | Thru |            | Left                                      | Right |  |            |            |
| Peak Hour Analysis From 10:30 AM to 01:15 PM - Peak 1 of 1 |   |      |       |            |                          |       |      |            |   |       |  |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |   |      |       |            |                          |       |      |            |   |       |  |            |            |
| 12:30 PM   | 71  | 11   | 82    | 4          | 1                        | 5     | 0    | 67         | 67  | 154   |  |            |            |
| 12:45 PM   | 74  | 8    | 82    | 15         | 5                        | 20    | 1    | 83         | 84  | 186   |  |            |            |
| 01:00 PM   | 53  | 5    | 58    | 4          | 7                        | 11    | 6    | 71         | 77  | 146   |  |            |            |
| 01:15 PM   | 87  | 7    | 94    | 11         | 6                        | 17    | 2    | 78         | 80  | 191   |  |            |            |
| Total Volume   | 285                                       | 31   | 316   | 34         | 19                       | 53    | 9    | 299        | 308                                       | 677   |  |            |            |
| % App. Total   | 90.2                                      | 9.8  |       | 64.2       | 35.8                     |       | 2.9  | 97.1       |   |       |  |            |            |
| PHF  | .819                                      | .705 | .840  | .567       | .679                     | .663  | .375 | .901       | .917                                      | .886  |  |            |            |

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D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

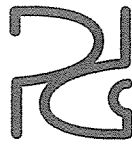
File Name : 60670AAA  
Site Code : 4711  
Start Date : 6/3/2006  
Page No : 1

Groups Printed- Trucks

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 10:30 AM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 3            | 3          |
| 10:45 AM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 2    | 0    | 0            | 3            | 3          |
| Total       | 3   | 0    | 0    | 0                        | 0    | 0    | 0   | 3    | 0    | 0            | 6            | 6          |
| 11:00 AM    | 1   | 1    | 0    | 0                        | 0    | 0    | 0   | 4    | 0    | 0            | 6            | 6          |
| 11:15 AM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| 11:30 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 11:45 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 1            | 1          |
| Total       | 2   | 1    | 0    | 0                        | 0    | 0    | 0   | 5    | 0    | 0            | 8            | 8          |
| 12:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 1            | 1          |
| 12:15 PM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 2            | 2          |
| 12:30 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 12:45 PM    | 0   | 0    | 0    | 0                        | 1    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| Total       | 2   | 0    | 0    | 0                        | 1    | 0    | 0   | 1    | 0    | 0            | 4            | 4          |
| 01:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 1   | 1    | 0    | 0            | 2            | 2          |
| 01:15 PM    | 1   | 1    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 3            | 3          |
| Grand Total | 8   | 2    | 0    | 0                        | 1    | 0    | 1   | 11   | 0    | 0            | 23           | 23         |
| Apprch %    | 80  | 20   |      | 0                        | 100  |      | 8.3                                       | 91.7 |      |              |              |            |
| Total %     | 34.8                                      | 8.7  |      | 0                        | 4.3  |      | 4.3                                       | 47.8 |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 10:30 AM to 01:15 PM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 10:30 AM       |   |      |            |                          |      |            |   |      |            |            |
| 10:30 AM   | 2   | 0    | 2          | 0                        | 0    | 0          | 0   | 1    | 1          | 3          |
| 10:45 AM   | 1   | 0    | 1          | 0                        | 0    | 0          | 0   | 2    | 2          | 3          |
| 11:00 AM   | 1   | 1    | 2          | 0                        | 0    | 0          | 0   | 4    | 4          | 6          |
| 11:15 AM   | 1   | 0    | 1          | 0                        | 0    | 0          | 0   | 0    | 0          | 1          |
| Total Volume   | 5   | 1    | 6          | 0                        | 0    | 0          | 0   | 7    | 7          | 13         |
| % App. Total   | 83.3                                      | 16.7 |            | 0                        | 0    |            | 0   | 100  |            |            |
| PHF  | .625                                      | .250 | .750       | .000                     | .000 | .000       | .000                                      | .438 | .438       | .542       |

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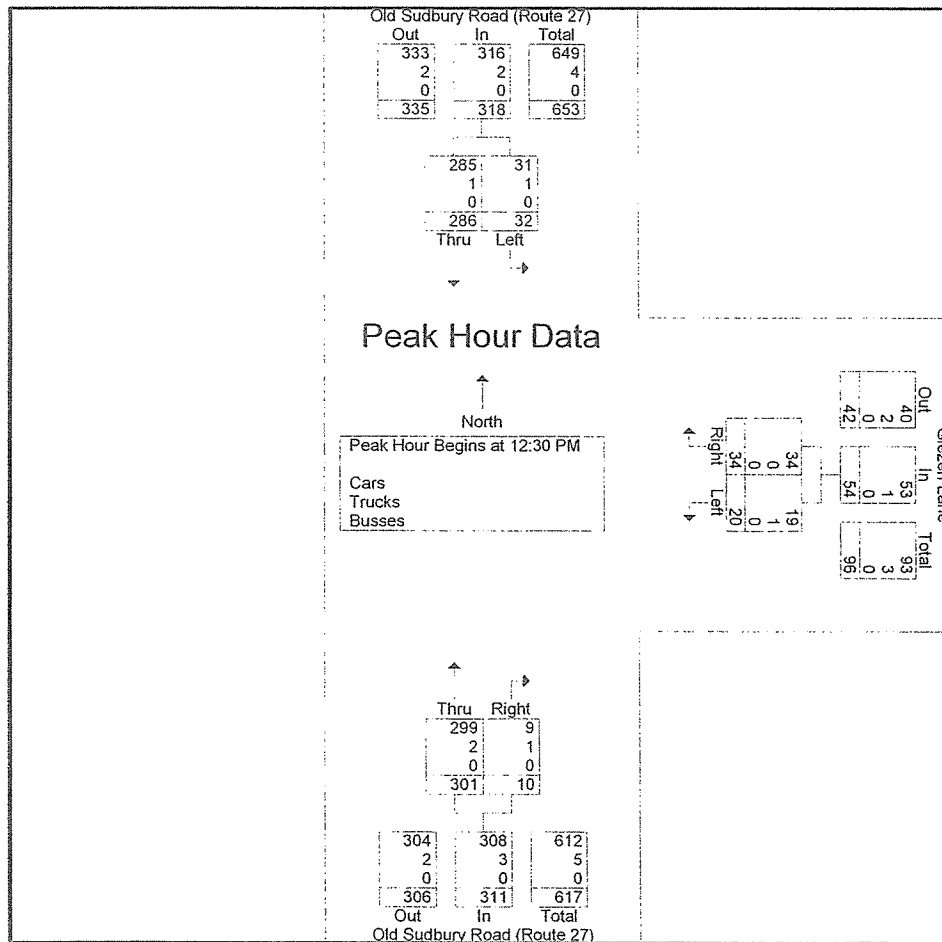
PRECISION  
D A T A  
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234  
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Page No : 1

| Start Time   | Old Sudbury Road (Route 27)<br>From North |             |             | Glezen Lane<br>From East |             |             | Old Sudbury Road (Route 27)<br>From South |             |             | Int. Total  |
|--|---|-------------|-------------|--------------------------|-------------|-------------|---|-------------|-------------|-------------|
|  | Thru                                      | Left        | App. Total  | Right                    | Left        | App. Total  | Right                                     | Thru        | App. Total  |             |
| Peak Hour Analysis From 10:30 AM to 01:15 PM - Peak 1 of 1 |   |             |             |                          |             |             |   |             |             |             |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |   |             |             |                          |             |             |   |             |             |             |
| 12:30 PM   | 71  | 11          | 82          | 4                        | 1           | 5           | 0   | 67          | 67          | 154         |
| 12:45 PM   | 74  | 8           | 82          | 15                       | 6           | 21          | 1   | 83          | 84          | 187         |
| 01:00 PM   | 53  | 5           | 58          | 4                        | 7           | 11          | 7   | 72          | 79          | 148         |
| 01:15 PM   | 88  | 8           | 96          | 11                       | 6           | 17          | 2   | 79          | 81          | 194         |
| <b>Total Volume</b>  | <b>286</b>                                | <b>32</b>   | <b>318</b>  | <b>34</b>                | <b>20</b>   | <b>54</b>   | <b>10</b>                                 | <b>301</b>  | <b>311</b>  | <b>683</b>  |
| <b>% App. Total</b>  | <b>89.9</b>                               | <b>10.1</b> |             | <b>63</b>                | <b>37</b>   |             | <b>3.2</b>                                | <b>96.8</b> |             |             |
| <b>PHF</b>   | <b>.813</b>                               | <b>.727</b> | <b>.828</b> | <b>.567</b>              | <b>.714</b> | <b>.643</b> | <b>.357</b>                               | <b>.907</b> | <b>.926</b> | <b>.880</b> |
| Cars   | 285                                       | 31          | 316         | 34                       | 19          | 53          | 9   | 299         | 308         | 677         |
| % Cars   | 99.7                                      | 96.9        | 99.4        | 100                      | 95.0        | 98.1        | 90.0                                      | 99.3        | 99.0        | 99.1        |
| Trucks   | 1   | 1           | 2           | 0                        | 1           | 1           | 1   | 2           | 3           | 6           |
| % Trucks   | 0.3                                       | 3.1         | 0.6         | 0                        | 5.0         | 1.9         | 10.0                                      | 0.7         | 1.0         | 0.9         |
| Busses   | 0   | 0           | 0           | 0                        | 0           | 0           | 0   | 0           | 0           | 0           |
| % Busses   | 0   | 0           | 0           | 0                        | 0           | 0           | 0   | 0           | 0           | 0           |





A



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

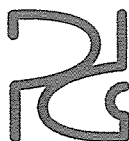
File Name : 60670AAAA  
Site Code : 4711  
Start Date : 6/4/2006  
Page No : 1

Groups Printed- Cars

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 10:30 AM    | 56  | 4    | 0    | 6                        | 3    | 1    | 2   | 50   | 0    | 1            | 121          | 122        |
| 10:45 AM    | 69  | 7    | 0    | 8                        | 5    | 0    | 2   | 53   | 0    | 0            | 144          | 144        |
| Total       | 125                                       | 11   | 0    | 14                       | 8    | 1    | 4   | 103  | 0    | 1            | 265          | 266        |
| 11:00 AM    | 66  | 5    | 0    | 9                        | 0    | 5    | 0   | 55   | 0    | 5            | 135          | 140        |
| 11:15 AM    | 67  | 9    | 0    | 7                        | 1    | 1    | 3   | 66   | 0    | 1            | 153          | 154        |
| 11:30 AM    | 67  | 7    | 0    | 5                        | 2    | 1    | 1   | 73   | 0    | 1            | 155          | 156        |
| 11:45 AM    | 75  | 3    | 0    | 6                        | 3    | 2    | 3   | 75   | 0    | 2            | 165          | 167        |
| Total       | 275                                       | 24   | 0    | 27                       | 6    | 9    | 7   | 269  | 0    | 9            | 608          | 617        |
| 12:00 PM    | 106                                       | 7    | 0    | 6                        | 1    | 0    | 3   | 59   | 0    | 0            | 182          | 182        |
| 12:15 PM    | 78  | 7    | 0    | 10                       | 0    | 1    | 2   | 84   | 0    | 1            | 181          | 182        |
| 12:30 PM    | 96  | 6    | 0    | 11                       | 4    | 1    | 2   | 77   | 0    | 1            | 196          | 197        |
| 12:45 PM    | 109                                       | 9    | 0    | 12                       | 0    | 0    | 5   | 88   | 1    | 1            | 223          | 224        |
| Total       | 389                                       | 29   | 0    | 39                       | 5    | 2    | 12  | 308  | 1    | 3            | 782          | 785        |
| 01:00 PM    | 75  | 6    | 0    | 7                        | 4    | 1    | 1   | 79   | 0    | 1            | 172          | 173        |
| 01:15 PM    | 84  | 10   | 0    | 6                        | 4    | 0    | 2   | 89   | 0    | 0            | 195          | 195        |
| Grand Total | 948                                       | 80   | 0    | 93                       | 27   | 13   | 26  | 848  | 1    | 14           | 2022         | 2036       |
| Apprch %    | 92.2                                      | 7.8  |      | 77.5                     | 22.5 |      | 3   | 97   |      |              |              |            |
| Total %     | 46.9                                      | 4    |      | 4.6                      | 1.3  |      | 1.3                                       | 41.9 |      | 0.7          | 99.3         |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | App. Total | Glezen Lane<br>From East |      | App. Total | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total |            | Right                    | Left |            | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 10:30 AM to 01:15 PM - Peak 1 of 1 |   |      |            |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |   |      |            |            |                          |      |            |   |      |            |            |
| 12:30 PM   | 96  | 6    | 102        | 11         | 4                        | 15   | 2          | 77  | 79   | 196        |            |
| 12:45 PM   | 109                                       | 9    | 118        | 12         | 0                        | 12   | 5          | 88  | 93   | 223        |            |
| 01:00 PM   | 75  | 6    | 81         | 7          | 4                        | 11   | 1          | 79  | 80   | 172        |            |
| 01:15 PM   | 84  | 10   | 94         | 6          | 4                        | 10   | 2          | 89  | 91   | 195        |            |
| Total Volume   | 364                                       | 31   | 395        | 36         | 12                       | 48   | 10         | 333                                       | 343  | 786        |            |
| % App. Total   | 92.2                                      | 7.8  |            | 75         | 25                       |      | 2.9        | 97.1                                      |      |            |            |
| PHF  | .835                                      | .775 | .837       | .750       | .750                     | .800 | .500       | .935                                      | .922 | .881       |            |

A



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670AAAA  
Site Code : 4711  
Start Date : 6/4/2006  
Page No : 1

Groups Printed- Trucks

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |      | Glezen Lane<br>From East |      |      | Old Sudbury Road (Route 27)<br>From South |      |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|------|--------------------------|------|------|---|------|------|--------------|--------------|------------|
|             | Thru                                      | Left | Peds | Right                    | Left | Peds | Right                                     | Thru | Peds |              |              |            |
| 10:30 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 10:45 AM    | 1   | 1    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 2            | 2          |
| Total       | 1   | 1    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 2            | 2          |
| 11:00 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 11:15 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 11:30 AM    | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 3            | 3          |
| 11:45 AM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| Total       | 2   | 0    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 3            | 3          |
| 12:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 12:15 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 12:30 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 12:45 PM    | 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          |
| 01:00 PM    | 0   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 0            | 0          |
| 01:15 PM    | 1   | 0    | 0    | 0                        | 0    | 0    | 0   | 0    | 0    | 0            | 1            | 1          |
| Grand Total | 4   | 1    | 0    | 0                        | 0    | 0    | 0   | 1    | 0    | 0            | 6            | 6          |
| Apprch %    | 80  | 20   |      | 0                        | 0    |      | 0   | 100  |      |              |              |            |
| Total %     | 66.7                                      | 16.7 |      | 0                        | 0    |      | 0   | 16.7 |      | 0            | 100          |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 10:30 AM to 01:15 PM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak 1 Hour for Entire Intersection Begins at 10:45 AM     |   |      |            |                          |      |            |   |      |            |            |
| 10:45 AM   | 1   | 1    | 2          | 0                        | 0    | 0          | 0   | 0    | 0          | 2          |
| 11:00 AM   | 0   | 0    | 0          | 0                        | 0    | 0          | 0   | 0    | 0          | 0          |
| 11:15 AM   | 0   | 0    | 0          | 0                        | 0    | 0          | 0   | 0    | 0          | 0          |
| 11:30 AM   | 2   | 0    | 2          | 0                        | 0    | 0          | 0   | 1    | 1          | 3          |
| Total Volume   | 3   | 1    | 4          | 0                        | 0    | 0          | 0   | 1    | 1          | 5          |
| % App. Total   | 75  | 25   |            | 0                        | 0    |            | 0   | 100  |            |            |
| PHF  | .375                                      | .250 | .500       | .000                     | .000 | .000       | .000                                      | .250 | .250       | .417       |



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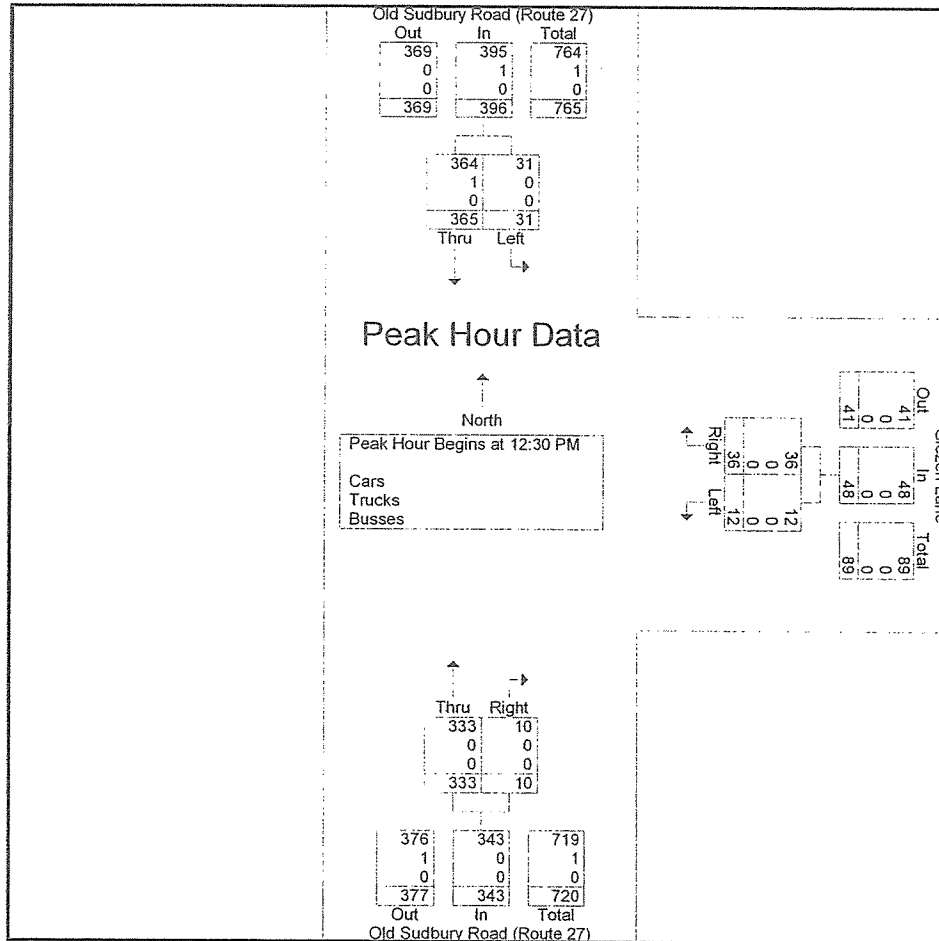
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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E: Glezen Lane  
City, State: Wayland, MA  
Client: VAI/ K. Cram

File Name : 60670AAAA  
Site Code : 4711  
Start Date : 6/4/2006  
Page No : 1

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |            | Glezen Lane<br>From East |      |            | Old Sudbury Road (Route 27)<br>From South |      |            | Int. Total |
|--|---|------|------------|--------------------------|------|------------|---|------|------------|------------|
|  | Thru                                      | Left | App. Total | Right                    | Left | App. Total | Right                                     | Thru | App. Total |            |
| Peak Hour Analysis From 10:30 AM to 01:15 PM - Peak 1 of 1 |   |      |            |                          |      |            |   |      |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |   |      |            |                          |      |            |   |      |            |            |
| 12:30 PM   | 96  | 6    | 102        | 11                       | 4    | 15         | 2   | 77   | 79         | 196        |
| 12:45 PM   | 109                                       | 9    | 118        | 12                       | 0    | 12         | 5   | 88   | 93         | 223        |
| 01:00 PM   | 75  | 6    | 81         | 7                        | 4    | 11         | 1   | 79   | 80         | 172        |
| 01:15 PM   | 85  | 10   | 95         | 6                        | 4    | 10         | 2   | 89   | 91         | 196        |
| Total Volume   | 365                                       | 31   | 396        | 36                       | 12   | 48         | 10  | 333  | 343        | 787        |
| % App. Total   | 92.2                                      | 7.8  |            | 75                       | 25   |            | 2.9                                       | 97.1 |            |            |
| PHF  | .837                                      | .775 | .839       | .750                     | .750 | .800       | .500                                      | .935 | .922       | .882       |
| Cars   | 364                                       | 31   | 395        | 36                       | 12   | 48         | 10  | 333  | 343        | 786        |
| % Cars   | 99.7                                      | 100  | 99.7       | 100                      | 100  | 100        | 100                                       | 100  | 100        | 99.9       |
| Trucks   | 1   | 0    | 1          | 0                        | 0    | 0          | 0   | 0    | 0          | 1          |
| % Trucks   | 0.3                                       | 0    | 0.3        | 0                        | 0    | 0          | 0   | 0    | 0          | 0.1        |
| Busses   | 0   | 0    | 0          | 0                        | 0    | 0          | 0   | 0    | 0          | 0          |
| % Busses   | 0   | 0    | 0          | 0                        | 0    | 0          | 0   | 0    | 0          | 0          |



**Attachment B**

2015 Turning Movement Count Data (TEC, Inc.)



**PRECISION DATA INDUSTRIES, LLC**  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: [datarequests@pdillc.com](mailto:datarequests@pdillc.com)

*Traffic Counts with Precision*



|                       |                              |                          |   |                                  |                                    |
|-----------------------|------------------------------|--------------------------|---|----------------------------------|------------------------------------|
| <b>Client:</b><br>TEC | <b>Engineer:</b><br>R. Brown | <b>Site Code:</b><br>TBA | <b>Date:</b><br>Wed 11/4 thru Sun 11/8/2015 | <b>PDI Job Number:</b><br>154728 | <b>City, State:</b><br>Wayland, MA |
|-----------------------|------------------------------|--------------------------|---|----------------------------------|------------------------------------|

Imagery Date: 6/6/2015 42922726.95" N 7122138.79" W Elev: 141 ft eye alt: 10777 ft

N/S: Old Sudbury Road (Route 27)  
 E/W: Glezen Lane  
 City, State: Wayland, MA  
 Client: TEC/ R. Brown



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P.O. Box 301 Berlin, MA 01503  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: datarequests@pdillc.com

File Name : 154728\_A  
 Site Code : T0558.05  
 Start Date : 11/5/2015  
 Page No : 1

Groups Printed- Cars - Heavy Vehicles

| Start Time       | Old Sudbury Road (Route 27)<br>From North |      |        | Glezen Lane<br>From East |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Int. Total |
|------------------|---|------|--------|--------------------------|------|--------|---|------|--------|------------|
|                  | Thru                                      | Left | U-Turn | Right                    | Left | U-Turn | Right                                     | Thru | U-Turn |            |
| 07:00 AM         | 142                                       | 107  | 0      | 4                        | 3    | 0      | 2   | 57   | 0      | 315        |
| 07:15 AM         | 146                                       | 101  | 0      | 9                        | 3    | 0      | 4   | 64   | 0      | 327        |
| 07:30 AM         | 122                                       | 112  | 0      | 4                        | 3    | 0      | 3   | 52   | 0      | 296        |
| 07:45 AM         | 163                                       | 95   | 0      | 6                        | 1    | 0      | 4   | 73   | 0      | 342        |
| Total            | 573                                       | 415  | 0      | 23                       | 10   | 0      | 13  | 246  | 0      | 1280       |
| 08:00 AM         | 157                                       | 101  | 0      | 10                       | 5    | 0      | 3   | 74   | 0      | 350        |
| 08:15 AM         | 161                                       | 80   | 0      | 9                        | 4    | 0      | 2   | 62   | 0      | 318        |
| 08:30 AM         | 142                                       | 47   | 1      | 14                       | 2    | 0      | 6   | 77   | 0      | 289        |
| 08:45 AM         | 133                                       | 41   | 0      | 10                       | 5    | 1      | 1   | 57   | 0      | 248        |
| Total            | 593                                       | 269  | 1      | 43                       | 16   | 1      | 12  | 270  | 0      | 1205       |
| Grand Total      | 1166                                      | 684  | 1      | 66                       | 26   | 1      | 25  | 516  | 0      | 2485       |
| Apprch %         | 63  | 37   | 0.1    | 71                       | 28   | 1.1    | 4.6                                       | 95.4 | 0      |            |
| Total %          | 46.9                                      | 27.5 | 0      | 2.7                      | 1    | 0      | 1   | 20.8 | 0      |            |
| Cars             | 1115                                      | 677  | 1      | 65                       | 25   | 1      | 24  | 488  | 0      | 2396       |
| % Cars           | 95.6                                      | 99   | 100    | 98.5                     | 96.2 | 100    | 96  | 94.6 | 0      | 96.4       |
| Heavy Vehicles   | 51  | 7    | 0      | 1                        | 1    | 0      | 1   | 28   | 0      | 89         |
| % Heavy Vehicles | 4.4                                       | 1    | 0      | 1.5                      | 3.8  | 0      | 4   | 5.4  | 0      | 3.6        |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Glezen Lane<br>From East |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Int. Total |
|--|---|------|--------|------------|--------------------------|------|--------|------------|---|------|--------|------------|------------|
|  | Thru                                      | Left | U-Turn | App. Total | Right                    | Left | U-Turn | App. Total | Right                                     | Thru | U-Turn | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| 07:15 AM   | 146                                       | 101  | 0      | 247        | 9                        | 3    | 0      | 12         | 4   | 64   | 0      | 68         | 327        |
| 07:30 AM   | 122                                       | 112  | 0      | 234        | 4                        | 3    | 0      | 7          | 3   | 52   | 0      | 55         | 296        |
| 07:45 AM   | 163                                       | 95   | 0      | 258        | 6                        | 1    | 0      | 7          | 4   | 73   | 0      | 77         | 342        |
| 08:00 AM   | 157                                       | 101  | 0      | 258        | 10                       | 5    | 0      | 15         | 3   | 74   | 0      | 77         | 350        |
| Total Volume   | 588                                       | 409  | 0      | 997        | 29                       | 12   | 0      | 41         | 14  | 263  | 0      | 277        | 1315       |
| % App. Total   | 59  | 41   | 0      |            | 70.7                     | 29.3 | 0      |            | 5.1                                       | 94.9 | 0      |            |            |
| PHF  | .902                                      | .913 | .000   | .966       | .725                     | .600 | .000   | .683       | .875                                      | .889 | .000   | .899       | .939       |
| Cars   | 564                                       | 404  | 0      | 968        | 29                       | 11   | 0      | 40         | 13  | 243  | 0      | 256        | 1264       |
| % Cars   | 95.9                                      | 98.8 | 0      | 97.1       | 100                      | 91.7 | 0      | 97.6       | 92.9                                      | 92.4 | 0      | 92.4       | 96.1       |
| Heavy Vehicles   | 24  | 5    | 0      | 29         | 0                        | 1    | 0      | 1          | 1   | 20   | 0      | 21         | 51         |
| % Heavy Vehicles   | 4.1                                       | 1.2  | 0      | 2.9        | 0                        | 8.3  | 0      | 2.4        | 7.1                                       | 7.6  | 0      | 7.6        | 3.9        |

N/S: Old Sudbury Road (Route 27)  
 E/W: Glezen Lane  
 City, State: Wayland, MA  
 Client: TEC/ R. Brown



PRECISION  
 DATA  
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: datarequests@pdillc.com

File Name : 154728\_A  
 Site Code : T0558.05  
 Start Date : 11/5/2015  
 Page No : 1

Groups Printed- Heavy Vehicles

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |        | Glezen Lane<br>From East |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Int. Total |
|-------------|---|------|--------|--------------------------|------|--------|---|------|--------|------------|
|             | Thru                                      | Left | U-Turn | Right                    | Left | U-Turn | Right                                     | Thru | U-Turn |            |
| 07:00 AM    | 5   | 0    | 0      | 0                        | 0    | 0      | 0   | 0    | 0      | 5          |
| 07:15 AM    | 12  | 1    | 0      | 0                        | 0    | 0      | 0   | 6    | 0      | 19         |
| 07:30 AM    | 1   | 1    | 0      | 0                        | 0    | 0      | 0   | 2    | 0      | 4          |
| 07:45 AM    | 5   | 1    | 0      | 0                        | 0    | 0      | 0   | 1    | 0      | 7          |
| Total       | 23  | 3    | 0      | 0                        | 0    | 0      | 0   | 9    | 0      | 35         |
| 08:00 AM    | 6   | 2    | 0      | 0                        | 1    | 0      | 1   | 11   | 0      | 21         |
| 08:15 AM    | 8   | 0    | 0      | 0                        | 0    | 0      | 0   | 3    | 0      | 11         |
| 08:30 AM    | 6   | 1    | 0      | 1                        | 0    | 0      | 0   | 3    | 0      | 11         |
| 08:45 AM    | 8   | 1    | 0      | 0                        | 0    | 0      | 0   | 2    | 0      | 11         |
| Total       | 28  | 4    | 0      | 1                        | 1    | 0      | 1   | 19   | 0      | 54         |
| Grand Total | 51  | 7    | 0      | 1                        | 1    | 0      | 1   | 28   | 0      | 89         |
| Apprch %    | 87.9                                      | 12.1 | 0      | 50                       | 50   | 0      | 3.4                                       | 96.6 | 0      |            |
| Total %     | 57.3                                      | 7.9  | 0      | 1.1                      | 1.1  | 0      | 1.1                                       | 31.5 | 0      |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Glezen Lane<br>From East |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Int. Total |
|--------------|---|------|--------|------------|--------------------------|------|--------|------------|---|------|--------|------------|------------|
|              | Thru                                      | Left | U-Turn | App. Total | Right                    | Left | U-Turn | App. Total | Right                                     | Thru | U-Turn | App. Total |            |
| 08:00 AM     | 6   | 2    | 0      | 8          | 0                        | 1    | 0      | 1          | 1   | 11   | 0      | 12         | 21         |
| 08:15 AM     | 8   | 0    | 0      | 8          | 0                        | 0    | 0      | 0          | 0   | 3    | 0      | 3          | 11         |
| 08:30 AM     | 6   | 1    | 0      | 7          | 1                        | 0    | 0      | 1          | 0   | 3    | 0      | 3          | 11         |
| 08:45 AM     | 8   | 1    | 0      | 9          | 0                        | 0    | 0      | 0          | 0   | 2    | 0      | 2          | 11         |
| Total Volume | 28  | 4    | 0      | 32         | 1                        | 1    | 0      | 2          | 1   | 19   | 0      | 20         | 54         |
| % App. Total | 87.5                                      | 12.5 | 0      |            | 50                       | 50   | 0      |            | 5   | 95   | 0      |            |            |
| PHF          | .875                                      | .500 | .000   | .889       | .250                     | .250 | .000   | .500       | .250                                      | .432 | .000   | .417       | .643       |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

N/S: Old Sudbury Road (Route 27)  
 E/W: Glezen Lane  
 City, State: Wayland, MA  
 Client: TEC/ R. Brown

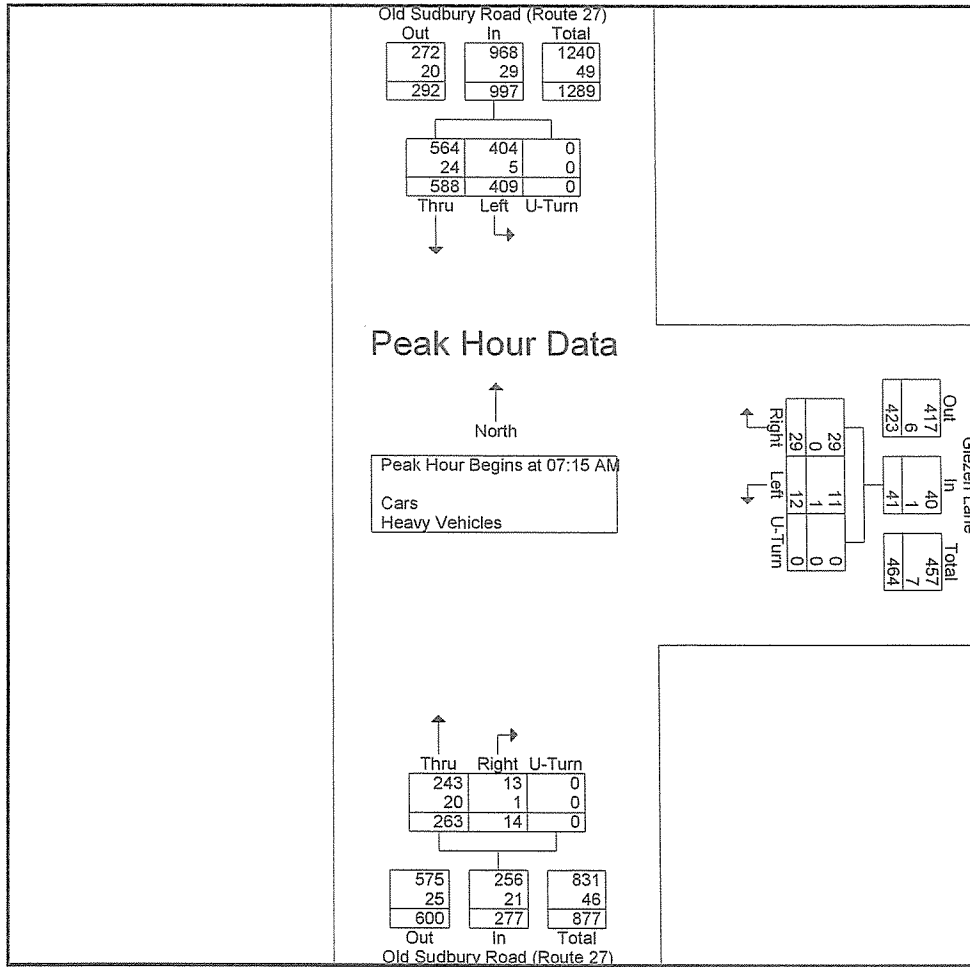


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 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: datarequests@pdillc.com

File Name : 154728\_A  
 Site Code : T0558.05  
 Start Date : 11/5/2015  
 Page No : 1

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Glezen Lane<br>From East |      |        | Old Sudbury Road (Route 27)<br>From South |      |        |            | Int. Total |      |
|--|---|------|--------|------------|--------------------------|------|--------|---|------|--------|------------|------------|------|
|  | Thru                                      | Left | U-Turn | App. Total | Right                    | Left | U-Turn | Right                                     | Thru | U-Turn | App. Total |            |      |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |   |      |        |            |                          |      |        |   |      |        |            |            |      |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |   |      |        |            |                          |      |        |   |      |        |            |            |      |
| 07:15 AM   | 146                                       | 101  | 0      | 247        | 9                        | 3    | 0      | 12  | 4    | 64     | 0          | 68         | 327  |
| 07:30 AM   | 122                                       | 112  | 0      | 234        | 4                        | 3    | 0      | 7   | 3    | 52     | 0          | 55         | 296  |
| 07:45 AM   | 163                                       | 95   | 0      | 258        | 6                        | 1    | 0      | 7   | 4    | 73     | 0          | 77         | 342  |
| 08:00 AM   | 157                                       | 101  | 0      | 258        | 10                       | 5    | 0      | 15  | 3    | 74     | 0          | 77         | 350  |
| Total Volume   | 588                                       | 409  | 0      | 997        | 29                       | 12   | 0      | 41  | 14   | 263    | 0          | 277        | 1315 |
| % App. Total   | 59  | 41   | 0      |            | 70.7                     | 29.3 | 0      |   | 5.1  | 94.9   | 0          |            |      |
| PHF  | .902                                      | .913 | .000   | .966       | .725                     | .600 | .000   | .683                                      | .875 | .889   | .000       | .899       | .939 |
| Cars   | 564                                       | 404  | 0      | 968        | 29                       | 11   | 0      | 40  | 13   | 243    | 0          | 256        | 1264 |
| % Cars   | 95.9                                      | 98.8 | 0      | 97.1       | 100                      | 91.7 | 0      | 97.6                                      | 92.9 | 92.4   | 0          | 92.4       | 96.1 |
| Heavy Vehicles   | 24  | 5    | 0      | 29         | 0                        | 1    | 0      | 1   | 1    | 20     | 0          | 21         | 51   |
| % Heavy Vehicles   | 4.1                                       | 1.2  | 0      | 2.9        | 0                        | 8.3  | 0      | 2.4                                       | 7.1  | 7.6    | 0          | 7.6        | 3.9  |





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P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E/W: Glezen Lane  
City, State: Wayland, MA  
Client: TEC/ R. Brown

File Name : 154728\_AA  
Site Code : T0558.05  
Start Date : 11/5/2015  
Page No : 1

Groups Printed- Cars

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |        | Glezen Lane<br>From East |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Int. Total |
|-------------|---|------|--------|--------------------------|------|--------|---|------|--------|------------|
|             | Thru                                      | Left | U-Turn | Right                    | Left | U-Turn | Right                                     | Thru | U-Turn |            |
| 04:00 PM    | 82  | 4    | 0      | 46                       | 4    | 0      | 2   | 143  | 0      | 281        |
| 04:15 PM    | 98  | 5    | 0      | 61                       | 5    | 0      | 4   | 106  | 0      | 279        |
| 04:30 PM    | 98  | 3    | 0      | 67                       | 7    | 1      | 5   | 131  | 0      | 312        |
| 04:45 PM    | 87  | 8    | 0      | 71                       | 7    | 0      | 3   | 145  | 0      | 321        |
| Total       | 365                                       | 20   | 0      | 245                      | 23   | 1      | 14  | 525  | 0      | 1193       |
| 05:00 PM    | 75  | 10   | 0      | 84                       | 4    | 0      | 4   | 139  | 0      | 316        |
| 05:15 PM    | 85  | 4    | 0      | 103                      | 4    | 0      | 4   | 128  | 0      | 328        |
| 05:30 PM    | 88  | 8    | 0      | 108                      | 9    | 0      | 2   | 126  | 0      | 341        |
| 05:45 PM    | 76  | 11   | 0      | 84                       | 9    | 0      | 1   | 125  | 0      | 306        |
| Total       | 324                                       | 33   | 0      | 379                      | 26   | 0      | 11  | 518  | 0      | 1291       |
| Grand Total | 689                                       | 53   | 0      | 624                      | 49   | 1      | 25  | 1043 | 0      | 2484       |
| Apprch %    | 92.9                                      | 7.1  | 0      | 92.6                     | 7.3  | 0.1    | 2.3                                       | 97.7 | 0      |            |
| Total %     | 27.7                                      | 2.1  | 0      | 25.1                     | 2    | 0      | 1   | 42   | 0      |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Glezen Lane<br>From East |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Int. Total |
|--|---|------|--------|------------|--------------------------|------|--------|------------|---|------|--------|------------|------------|
|  | Thru                                      | Left | U-Turn | App. Total | Right                    | Left | U-Turn | App. Total | Right                                     | Thru | U-Turn | App. Total |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| 04:45 PM   | 87  | 8    | 0      | 95         | 71                       | 7    | 0      | 78         | 3   | 145  | 0      | 148        | 321        |
| 05:00 PM   | 75  | 10   | 0      | 85         | 84                       | 4    | 0      | 88         | 4   | 139  | 0      | 143        | 316        |
| 05:15 PM   | 85  | 4    | 0      | 89         | 103                      | 4    | 0      | 107        | 4   | 128  | 0      | 132        | 328        |
| 05:30 PM   | 88  | 8    | 0      | 96         | 108                      | 9    | 0      | 117        | 2   | 126  | 0      | 128        | 341        |
| Total Volume   | 335                                       | 30   | 0      | 365        | 366                      | 24   | 0      | 390        | 13  | 538  | 0      | 551        | 1306       |
| % App. Total   | 91.8                                      | 8.2  | 0      |            | 93.8                     | 6.2  | 0      |            | 2.4                                       | 97.6 | 0      |            |            |
| PHF  | .952                                      | .750 | .000   | .951       | .847                     | .667 | .000   | .833       | .813                                      | .928 | .000   | .931       | .957       |



N/S: Old Sudbury Road (Route 27)  
 E/W: Glezen Lane  
 City, State: Wayland, MA  
 Client: TEC/ R. Brown



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P.O. Box 301 Berlin, MA 01503  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: datarequests@pdillc.com

File Name : 154728\_AA  
 Site Code : T0558.05  
 Start Date : 11/5/2015  
 Page No : 1

Groups Printed- Peds and Bikes

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |         |         | Glezen Lane<br>From East |      |         |         | Old Sudbury Road (Route 27)<br>From South |      |         |         | Int. Total |
|-------------|---|------|---------|---------|--------------------------|------|---------|---------|---|------|---------|---------|------------|
|             | Thru                                      | Left | Peds EB | Peds WB | Right                    | Left | Peds SB | Peds NB | Right                                     | Thru | Peds WB | Peds EB |            |
| 04:00 PM    | 0   | 0    | 0       | 0       | 1                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 1          |
| 04:15 PM    | 1   | 0    | 0       | 0       | 0                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 1          |
| 04:30 PM    | 0   | 0    | 0       | 0       | 0                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| 04:45 PM    | 0   | 0    | 0       | 0       | 0                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| Total       | 1   | 0    | 0       | 0       | 1                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 2          |
| 05:00 PM    | 0   | 0    | 0       | 0       | 0                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| 05:15 PM    | 0   | 0    | 0       | 0       | 0                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| 05:30 PM    | 0   | 0    | 0       | 0       | 0                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| 05:45 PM    | 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          |
| Grand Total | 1   | 0    | 0       | 0       | 1                        | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 2          |
| Apprch %    | 100                                       | 0    | 0       | 0       | 100                      | 0    | 0       | 0       | 0   | 0    | 0       | 0       |            |
| Total %     | 50  | 0    | 0       | 0       | 50                       | 0    | 0       | 0       | 0   | 0    | 0       | 0       |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |         |         |            | Glezen Lane<br>From East |      |         |         |            | Old Sudbury Road (Route 27)<br>From South |      |         |         |            | Int. Total |
|--------------|---|------|---------|---------|------------|--------------------------|------|---------|---------|------------|---|------|---------|---------|------------|------------|
|              | Thru                                      | Left | Peds EB | Peds WB | App. Total | Right                    | Left | Peds SB | Peds NB | App. Total | Right                                     | Thru | Peds WB | Peds EB | App. Total |            |
| 04:00 PM     | 0   | 0    | 0       | 0       | 0          | 1                        | 0    | 0       | 0       | 1          | 0   | 0    | 0       | 0       | 0          | 1          |
| 04:15 PM     | 1   | 0    | 0       | 0       | 1          | 0                        | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 1          |
| 04:30 PM     | 0   | 0    | 0       | 0       | 0          | 0                        | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 0          |
| 04:45 PM     | 0   | 0    | 0       | 0       | 0          | 0                        | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 0          |
| Total Volume | 1   | 0    | 0       | 0       | 1          | 1                        | 0    | 0       | 0       | 1          | 0   | 0    | 0       | 0       | 0          | 2          |
| % App. Total | 100                                       | 0    | 0       | 0       |            | 100                      | 0    | 0       | 0       |            | 0   | 0    | 0       | 0       |            |            |
| PHF          | .250                                      | .000 | .000    | .000    | .250       | .250                     | .000 | .000    | .000    | .250       | .000                                      | .000 | .000    | .000    | .000       | .500       |

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



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P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

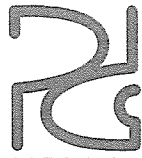
N/S: Old Sudbury Road (Route 27)  
E/W: Glezen Lane  
City, State: Wayland, MA  
Client: TEC/ R. Brown

File Name : 154728 AAA  
Site Code : T0558.05  
Start Date : 11/7/2015  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| Start Time       | Old Sudbury Road (Route 27)<br>From North |      |        | Glezen Lane<br>From East |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Int. Total |
|------------------|---|------|--------|--------------------------|------|--------|---|------|--------|------------|
|                  | Thru                                      | Left | U-Turn | Right                    | Left | U-Turn | Right                                     | Thru | U-Turn |            |
| 11:00 AM         | 107                                       | 9    | 0      | 9                        | 2    | 0      | 5   | 87   | 0      | 219        |
| 11:15 AM         | 89  | 5    | 0      | 4                        | 9    | 0      | 3   | 93   | 0      | 203        |
| 11:30 AM         | 89  | 8    | 0      | 7                        | 6    | 0      | 6   | 104  | 0      | 220        |
| 11:45 AM         | 106                                       | 8    | 0      | 9                        | 1    | 0      | 8   | 76   | 0      | 208        |
| Total            | 391                                       | 30   | 0      | 29                       | 18   | 0      | 22  | 360  | 0      | 850        |
| 12:00 PM         | 83  | 7    | 0      | 8                        | 4    | 0      | 5   | 85   | 0      | 192        |
| 12:15 PM         | 118                                       | 6    | 0      | 13                       | 4    | 0      | 2   | 84   | 0      | 227        |
| 12:30 PM         | 91  | 8    | 0      | 5                        | 2    | 0      | 5   | 106  | 0      | 217        |
| 12:45 PM         | 95  | 12   | 0      | 7                        | 6    | 0      | 5   | 104  | 0      | 229        |
| Total            | 387                                       | 33   | 0      | 33                       | 16   | 0      | 17  | 379  | 0      | 865        |
| Grand Total      | 778                                       | 63   | 0      | 62                       | 34   | 0      | 39  | 739  | 0      | 1715       |
| Apprch %         | 92.5                                      | 7.5  | 0      | 64.6                     | 35.4 | 0      | 5   | 95   | 0      |            |
| Total %          | 45.4                                      | 3.7  | 0      | 3.6                      | 2    | 0      | 2.3                                       | 43.1 | 0      |            |
| Cars             | 756                                       | 60   | 0      | 61                       | 33   | 0      | 39  | 719  | 0      | 1668       |
| % Cars           | 97.2                                      | 95.2 | 0      | 98.4                     | 97.1 | 0      | 100                                       | 97.3 | 0      | 97.3       |
| Heavy Vehicles   | 22  | 3    | 0      | 1                        | 1    | 0      | 0   | 20   | 0      | 47         |
| % Heavy Vehicles | 2.8                                       | 4.8  | 0      | 1.6                      | 2.9  | 0      | 0   | 2.7  | 0      | 2.7        |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Glezen Lane<br>From East |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Int. Total |
|--|---|------|--------|------------|--------------------------|------|--------|------------|---|------|--------|------------|------------|
|  | Thru                                      | Left | U-Turn | App. Total | Right                    | Left | U-Turn | App. Total | Right                                     | Thru | U-Turn | App. Total |            |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| 12:00 PM   | 83  | 7    | 0      | 90         | 8                        | 4    | 0      | 12         | 5   | 85   | 0      | 90         | 192        |
| 12:15 PM   | 118                                       | 6    | 0      | 124        | 13                       | 4    | 0      | 17         | 2   | 84   | 0      | 86         | 227        |
| 12:30 PM   | 91  | 8    | 0      | 99         | 5                        | 2    | 0      | 7          | 5   | 106  | 0      | 111        | 217        |
| 12:45 PM   | 95  | 12   | 0      | 107        | 7                        | 6    | 0      | 13         | 5   | 104  | 0      | 109        | 229        |
| Total Volume   | 387                                       | 33   | 0      | 420        | 33                       | 16   | 0      | 49         | 17  | 379  | 0      | 396        | 865        |
| % App. Total   | 92.1                                      | 7.9  | 0      |            | 67.3                     | 32.7 | 0      |            | 4.3                                       | 95.7 | 0      |            |            |
| PHF  | .820                                      | .688 | .000   | .847       | .635                     | .667 | .000   | .721       | .850                                      | .894 | .000   | .892       | .944       |
| Cars   | 377                                       | 31   | 0      | 408        | 33                       | 15   | 0      | 48         | 17  | 366  | 0      | 383        | 839        |
| % Cars   | 97.4                                      | 93.9 | 0      | 97.1       | 100                      | 93.8 | 0      | 98.0       | 100                                       | 96.6 | 0      | 96.7       | 97.0       |
| Heavy Vehicles   | 10  | 2    | 0      | 12         | 0                        | 1    | 0      | 1          | 0   | 13   | 0      | 13         | 26         |
| % Heavy Vehicles   | 2.6                                       | 6.1  | 0      | 2.9        | 0                        | 6.3  | 0      | 2.0        | 0   | 3.4  | 0      | 3.3        | 3.0        |



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P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
E/W: Glezen Lane  
City, State: Wayland, MA  
Client: TEC/ R. Brown

File Name : 154728\_AAA  
Site Code : T0558.05  
Start Date : 11/7/2015  
Page No : 1

Groups Printed- Heavy Vehicles

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |        | Glezen Lane<br>From East |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Int. Total |
|-------------|---|------|--------|--------------------------|------|--------|---|------|--------|------------|
|             | Thru                                      | Left | U-Turn | Right                    | Left | U-Turn | Right                                     | Thru | U-Turn |            |
| 11:00 AM    | 4   | 1    | 0      | 1                        | 0    | 0      | 0   | 2    | 0      | 8          |
| 11:15 AM    | 5   | 0    | 0      | 0                        | 0    | 0      | 0   | 0    | 0      | 5          |
| 11:30 AM    | 0   | 0    | 0      | 0                        | 0    | 0      | 0   | 3    | 0      | 3          |
| 11:45 AM    | 3   | 0    | 0      | 0                        | 0    | 0      | 0   | 2    | 0      | 5          |
| Total       | 12  | 1    | 0      | 1                        | 0    | 0      | 0   | 7    | 0      | 21         |
| 12:00 PM    | 1   | 1    | 0      | 0                        | 0    | 0      | 0   | 5    | 0      | 7          |
| 12:15 PM    | 4   | 1    | 0      | 0                        | 0    | 0      | 0   | 2    | 0      | 7          |
| 12:30 PM    | 4   | 0    | 0      | 0                        | 0    | 0      | 0   | 4    | 0      | 8          |
| 12:45 PM    | 1   | 0    | 0      | 0                        | 1    | 0      | 0   | 2    | 0      | 4          |
| Total       | 10  | 2    | 0      | 0                        | 1    | 0      | 0   | 13   | 0      | 26         |
| Grand Total | 22  | 3    | 0      | 1                        | 1    | 0      | 0   | 20   | 0      | 47         |
| Apprch %    | 88  | 12   | 0      | 50                       | 50   | 0      | 0   | 100  | 0      |            |
| Total %     | 46.8                                      | 6.4  | 0      | 2.1                      | 2.1  | 0      | 0   | 42.6 | 0      |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Glezen Lane<br>From East |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Int. Total |
|--|---|------|--------|------------|--------------------------|------|--------|------------|---|------|--------|------------|------------|
|  | Thru                                      | Left | U-Turn | App. Total | Right                    | Left | U-Turn | App. Total | Right                                     | Thru | U-Turn | App. Total |            |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 11:45 AM       |   |      |        |            |                          |      |        |            |   |      |        |            |            |
| 11:45 AM   | 3   | 0    | 0      | 3          | 0                        | 0    | 0      | 0          | 0   | 2    | 0      | 2          | 5          |
| 12:00 PM   | 1   | 1    | 0      | 2          | 0                        | 0    | 0      | 0          | 0   | 5    | 0      | 5          | 7          |
| 12:15 PM   | 4   | 1    | 0      | 5          | 0                        | 0    | 0      | 0          | 0   | 2    | 0      | 2          | 7          |
| 12:30 PM   | 4   | 0    | 0      | 4          | 0                        | 0    | 0      | 0          | 0   | 4    | 0      | 4          | 8          |
| Total Volume   | 12  | 2    | 0      | 14         | 0                        | 0    | 0      | 0          | 0   | 13   | 0      | 13         | 27         |
| % App. Total   | 85.7                                      | 14.3 | 0      |            | 0                        | 0    | 0      |            | 0   | 100  | 0      |            |            |
| PHF  | .750                                      | .500 | .000   | .700       | .000                     | .000 | .000   | .000       | .000                                      | .650 | .000   | .650       | .844       |

N/S: Old Sudbury Road (Route 27)  
 E/W: Glezen Lane  
 City, State: Wayland, MA  
 Client: TEC/ R. Brown

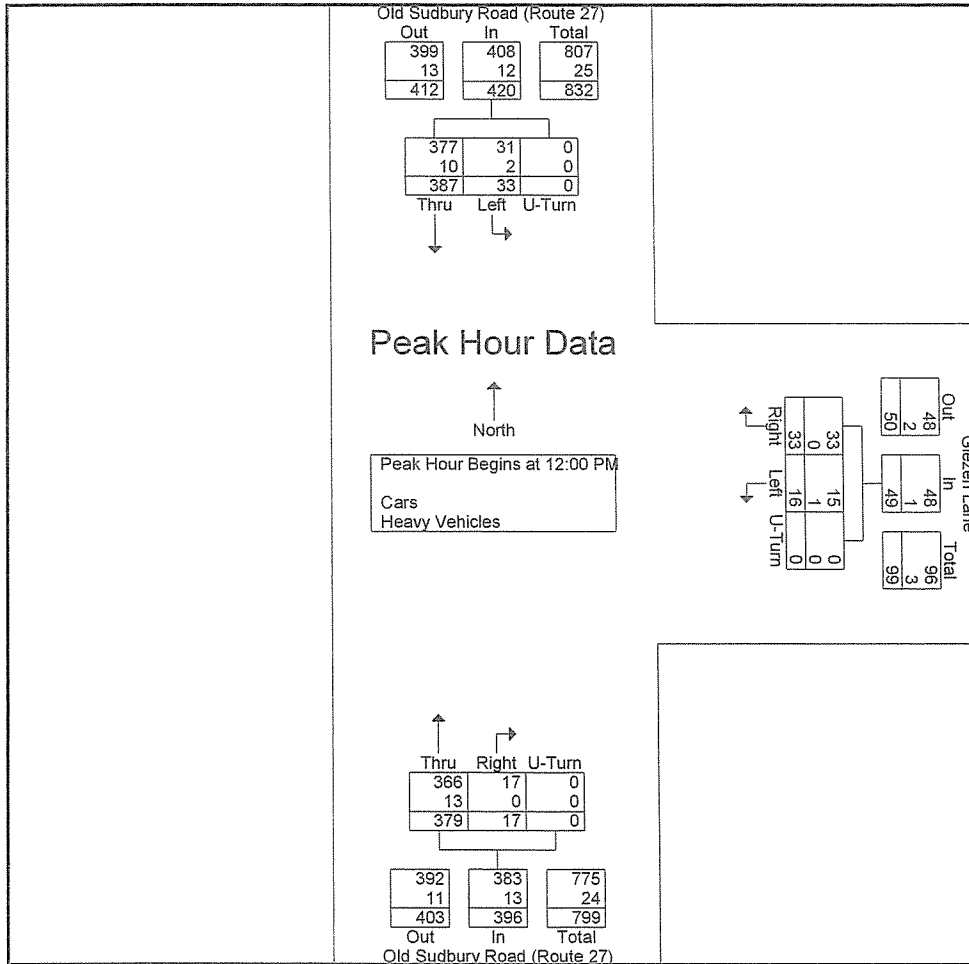


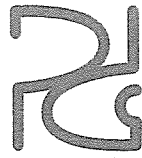
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 DATA  
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
 Office: 508.481.3999 Fax: 508.545.1234  
 Email: datarequests@pdillc.com

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| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Glezen Lane<br>From East |      |        | Old Sudbury Road (Route 27)<br>From South |       |      | Int. Total |        |            |
|--|---|------|--------|------------|--------------------------|------|--------|---|-------|------|------------|--------|------------|
|  | Thru                                      | Left | U-Turn | App. Total | Right                    | Left | U-Turn | App. Total                                | Right | Thru |            | U-Turn | App. Total |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 |   |      |        |            |                          |      |        |   |       |      |            |        |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |   |      |        |            |                          |      |        |   |       |      |            |        |            |
| 12:00 PM   | 83  | 7    | 0      | 90         | 8                        | 4    | 0      | 12  | 5     | 85   | 0          | 90     | 192        |
| 12:15 PM   | 118                                       | 6    | 0      | 124        | 13                       | 4    | 0      | 17  | 2     | 84   | 0          | 86     | 227        |
| 12:30 PM   | 91  | 8    | 0      | 99         | 5                        | 2    | 0      | 7   | 5     | 106  | 0          | 111    | 217        |
| 12:45 PM   | 95  | 12   | 0      | 107        | 7                        | 6    | 0      | 13  | 5     | 104  | 0          | 109    | 229        |
| Total Volume   | 387                                       | 33   | 0      | 420        | 33                       | 16   | 0      | 49  | 17    | 379  | 0          | 396    | 865        |
| % App. Total   | 92.1                                      | 7.9  | 0      |            | 67.3                     | 32.7 | 0      |   | 4.3   | 95.7 | 0          |        |            |
| PHF  | .820                                      | .688 | .000   | .847       | .635                     | .667 | .000   | .721                                      | .850  | .894 | .000       | .892   | .944       |
| Cars   | 377                                       | 31   | 0      | 408        | 33                       | 15   | 0      | 48  | 17    | 366  | 0          | 383    | 839        |
| % Cars   | 97.4                                      | 93.9 | 0      | 97.1       | 100                      | 93.8 | 0      | 98.0                                      | 100   | 96.6 | 0          | 96.7   | 97.0       |
| Heavy Vehicles   | 10  | 2    | 0      | 12         | 0                        | 1    | 0      | 1   | 0     | 13   | 0          | 13     | 26         |
| % Heavy Vehicles   | 2.6                                       | 6.1  | 0      | 2.9        | 0                        | 6.3  | 0      | 2.0                                       | 0     | 3.4  | 0          | 3.3    | 3.0        |





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P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Old Sudbury Road (Route 27)  
W: Andrew Avenue (Weston Town Center)  
City, State: Wayland, MA  
Client: TEC/ R. Brown

File Name : 154728 B  
Site Code : T0558.05  
Start Date : 11/5/2015  
Page No : 1

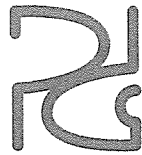
Groups Printed- Cars

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Andrew Avenue (Weston Town Center)<br>From West |      |        | Int. Total |
|-------------|---|------|--------|---|------|--------|---|------|--------|------------|
|             | Right                                     | Thru | U-Turn | Thru                                      | Left | U-Turn | Right   | Left | U-Turn |            |
| 07:00 AM    | 6   | 122  | 0      | 57  | 9    | 0      | 9   | 6    | 0      | 209        |
| 07:15 AM    | 6   | 116  | 0      | 48  | 13   | 0      | 11  | 6    | 0      | 200        |
| 07:30 AM    | 9   | 112  | 0      | 50  | 12   | 0      | 20  | 2    | 0      | 205        |
| 07:45 AM    | 11  | 131  | 0      | 68  | 15   | 0      | 7   | 6    | 0      | 238        |
| Total       | 32  | 481  | 0      | 223                                       | 49   | 0      | 47  | 20   | 0      | 852        |
| 08:00 AM    | 12  | 137  | 0      | 64  | 15   | 0      | 15  | 5    | 0      | 248        |
| 08:15 AM    | 6   | 139  | 0      | 53  | 11   | 0      | 10  | 7    | 0      | 226        |
| 08:30 AM    | 6   | 121  | 0      | 76  | 12   | 0      | 16  | 5    | 0      | 236        |
| 08:45 AM    | 14  | 115  | 0      | 51  | 12   | 0      | 9   | 5    | 0      | 206        |
| Total       | 38  | 512  | 0      | 244                                       | 50   | 0      | 50  | 22   | 0      | 916        |
| Grand Total | 70  | 993  | 0      | 467                                       | 99   | 0      | 97  | 42   | 0      | 1768       |
| Apprch %    | 6.6                                       | 93.4 | 0      | 82.5                                      | 17.5 | 0      | 69.8  | 30.2 | 0      |            |
| Total %     | 4   | 56.2 | 0      | 26.4                                      | 5.6  | 0      | 5.5   | 2.4  | 0      |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Andrew Avenue (Weston Town Center)<br>From West |      |        |            | Int. Total |
|--|---|------|--------|------------|---|------|--------|------------|---|------|--------|------------|------------|
|  | Right                                     | Thru | U-Turn | App. Total | Thru                                      | Left | U-Turn | App. Total | Right   | Left | U-Turn | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |   |      |        |            |   |      |        |            |   |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |   |      |        |            |   |      |        |            |   |      |        |            |            |
| 07:45 AM   | 11  | 131  | 0      | 142        | 68  | 15   | 0      | 83         | 7   | 6    | 0      | 13         | 238        |
| 08:00 AM   | 12  | 137  | 0      | 149        | 64  | 15   | 0      | 79         | 15  | 5    | 0      | 20         | 248        |
| 08:15 AM   | 6   | 139  | 0      | 145        | 53  | 11   | 0      | 64         | 10  | 7    | 0      | 17         | 226        |
| 08:30 AM   | 6   | 121  | 0      | 127        | 76  | 12   | 0      | 88         | 16  | 5    | 0      | 21         | 236        |
| Total Volume   | 35  | 528  | 0      | 563        | 261                                       | 53   | 0      | 314        | 48  | 23   | 0      | 71         | 948        |
| % App. Total   | 6.2                                       | 93.8 | 0      |            | 83.1                                      | 16.9 | 0      |            | 67.6  | 32.4 | 0      |            |            |
| PHF  | .729                                      | .950 | .000   | .945       | .859                                      | .883 | .000   | .892       | .750  | .821 | .000   | .845       | .956       |



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File Name : 154728 BB  
 Site Code : T0558.05  
 Start Date : 11/5/2015  
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Groups Printed- Cars - Heavy Vehicles

| Start Time       | Old Sudbury Road (Route 27)<br>From North |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Andrew Avenue (Weston Town Center)<br>From West |      |        | Int. Total |
|------------------|---|------|--------|---|------|--------|---|------|--------|------------|
|                  | Right                                     | Thru | U-Turn | Thru                                      | Left | U-Turn | Right   | Left | U-Turn |            |
| 04:00 PM         | 8   | 90   | 0      | 130                                       | 35   | 0      | 18  | 17   | 0      | 298        |
| 04:15 PM         | 12  | 90   | 0      | 130                                       | 19   | 0      | 25  | 14   | 0      | 290        |
| 04:30 PM         | 21  | 90   | 0      | 129                                       | 33   | 0      | 26  | 8    | 0      | 307        |
| 04:45 PM         | 12  | 88   | 0      | 115                                       | 18   | 0      | 21  | 19   | 0      | 273        |
| Total            | 53  | 358  | 0      | 504                                       | 105  | 0      | 90  | 58   | 0      | 1168       |
| 05:00 PM         | 16  | 63   | 0      | 131                                       | 23   | 0      | 21  | 17   | 0      | 271        |
| 05:15 PM         | 12  | 75   | 0      | 105                                       | 24   | 0      | 15  | 12   | 0      | 243        |
| 05:30 PM         | 20  | 73   | 0      | 127                                       | 25   | 0      | 17  | 18   | 0      | 280        |
| 05:45 PM         | 18  | 72   | 0      | 110                                       | 27   | 0      | 24  | 15   | 0      | 266        |
| Total            | 66  | 283  | 0      | 473                                       | 99   | 0      | 77  | 62   | 0      | 1060       |
| Grand Total      | 119                                       | 641  | 0      | 977                                       | 204  | 0      | 167   | 120  | 0      | 2228       |
| Apprch %         | 15.7                                      | 84.3 | 0      | 82.7                                      | 17.3 | 0      | 58.2  | 41.8 | 0      |            |
| Total %          | 5.3                                       | 28.8 | 0      | 43.9                                      | 9.2  | 0      | 7.5   | 5.4  | 0      |            |
| Cars             | 119                                       | 629  | 0      | 953                                       | 204  | 0      | 167   | 119  | 0      | 2191       |
| % Cars           | 100                                       | 98.1 | 0      | 97.5                                      | 100  | 0      | 100   | 99.2 | 0      | 98.3       |
| Heavy Vehicles   | 0   | 12   | 0      | 24  | 0    | 0      | 0   | 1    | 0      | 37         |
| % Heavy Vehicles | 0   | 1.9  | 0      | 2.5                                       | 0    | 0      | 0   | 0.8  | 0      | 1.7        |

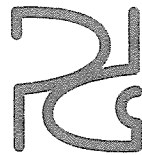
| Start Time       | Old Sudbury Road (Route 27)<br>From North |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Andrew Avenue (Weston Town Center)<br>From West |      |        |            | Int. Total |
|------------------|---|------|--------|------------|---|------|--------|------------|---|------|--------|------------|------------|
|                  | Right                                     | Thru | U-Turn | App. Total | Thru                                      | Left | U-Turn | App. Total | Right   | Left | U-Turn | App. Total |            |
| 04:00 PM         | 8   | 90   | 0      | 98         | 130                                       | 35   | 0      | 165        | 18  | 17   | 0      | 35         | 298        |
| 04:15 PM         | 12  | 90   | 0      | 102        | 130                                       | 19   | 0      | 149        | 25  | 14   | 0      | 39         | 290        |
| 04:30 PM         | 21  | 90   | 0      | 111        | 129                                       | 33   | 0      | 162        | 26  | 8    | 0      | 34         | 307        |
| 04:45 PM         | 12  | 88   | 0      | 100        | 115                                       | 18   | 0      | 133        | 21  | 19   | 0      | 40         | 273        |
| Total Volume     | 53  | 358  | 0      | 411        | 504                                       | 105  | 0      | 609        | 90  | 58   | 0      | 148        | 1168       |
| % App. Total     | 12.9                                      | 87.1 | 0      |            | 82.8                                      | 17.2 | 0      |            | 60.8  | 39.2 | 0      |            |            |
| PHF              | .631                                      | .994 | .000   | .926       | .969                                      | .750 | .000   | .923       | .865  | .763 | .000   | .925       | .951       |
| Cars             | 53  | 349  | 0      | 402        | 491                                       | 105  | 0      | 596        | 90  | 58   | 0      | 148        | 1146       |
| % Cars           | 100                                       | 97.5 | 0      | 97.8       | 97.4                                      | 100  | 0      | 97.9       | 100   | 100  | 0      | 100        | 98.1       |
| Heavy Vehicles   | 0   | 9    | 0      | 9          | 13  | 0    | 0      | 13         | 0   | 0    | 0      | 0          | 22         |
| % Heavy Vehicles | 0   | 2.5  | 0      | 2.2        | 2.6                                       | 0    | 0      | 2.1        | 0   | 0    | 0      | 0          | 1.9        |

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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 Page No : 1

Groups Printed- Heavy Vehicles

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Andrew Avenue (Weston Town Center)<br>From West |      |        | Int. Total |
|-------------|---|------|--------|---|------|--------|---|------|--------|------------|
|             | Right                                     | Thru | U-Turn | Thru                                      | Left | U-Turn | Right   | Left | U-Turn |            |
| 04:00 PM    | 0   | 1    | 0      | 4   | 0    | 0      | 0   | 0    | 0      | 5          |
| 04:15 PM    | 0   | 1    | 0      | 5   | 0    | 0      | 0   | 0    | 0      | 6          |
| 04:30 PM    | 0   | 6    | 0      | 2   | 0    | 0      | 0   | 0    | 0      | 8          |
| 04:45 PM    | 0   | 1    | 0      | 2   | 0    | 0      | 0   | 0    | 0      | 3          |
| Total       | 0   | 9    | 0      | 13  | 0    | 0      | 0   | 0    | 0      | 22         |
| 05:00 PM    | 0   | 1    | 0      | 2   | 0    | 0      | 0   | 1    | 0      | 4          |
| 05:15 PM    | 0   | 0    | 0      | 1   | 0    | 0      | 0   | 0    | 0      | 1          |
| 05:30 PM    | 0   | 0    | 0      | 5   | 0    | 0      | 0   | 0    | 0      | 5          |
| 05:45 PM    | 0   | 2    | 0      | 3   | 0    | 0      | 0   | 0    | 0      | 5          |
| Total       | 0   | 3    | 0      | 11  | 0    | 0      | 0   | 1    | 0      | 15         |
| Grand Total | 0   | 12   | 0      | 24  | 0    | 0      | 0   | 1    | 0      | 37         |
| Apprch %    | 0   | 100  | 0      | 100                                       | 0    | 0      | 0   | 100  | 0      |            |
| Total %     | 0   | 32.4 | 0      | 64.9                                      | 0    | 0      | 0   | 2.7  | 0      |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Andrew Avenue (Weston Town Center)<br>From West |      |        |            | Int. Total |
|--------------|---|------|--------|------------|---|------|--------|------------|---|------|--------|------------|------------|
|              | Right                                     | Thru | U-Turn | App. Total | Thru                                      | Left | U-Turn | App. Total | Right   | Left | U-Turn | App. Total |            |
| 04:00 PM     | 0   | 1    | 0      | 1          | 4   | 0    | 0      | 4          | 0   | 0    | 0      | 0          | 5          |
| 04:15 PM     | 0   | 1    | 0      | 1          | 5   | 0    | 0      | 5          | 0   | 0    | 0      | 0          | 6          |
| 04:30 PM     | 0   | 6    | 0      | 6          | 2   | 0    | 0      | 2          | 0   | 0    | 0      | 0          | 8          |
| 04:45 PM     | 0   | 1    | 0      | 1          | 2   | 0    | 0      | 2          | 0   | 0    | 0      | 0          | 3          |
| Total Volume | 0   | 9    | 0      | 9          | 13  | 0    | 0      | 13         | 0   | 0    | 0      | 0          | 22         |
| % App. Total | 0   | 100  | 0      |            | 100                                       | 0    | 0      |            | 0   | 0    | 0      |            |            |
| PHF          | .000                                      | .375 | .000   | .375       | .650                                      | .000 | .000   | .650       | .000  | .000 | .000   | .000       | .688       |

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

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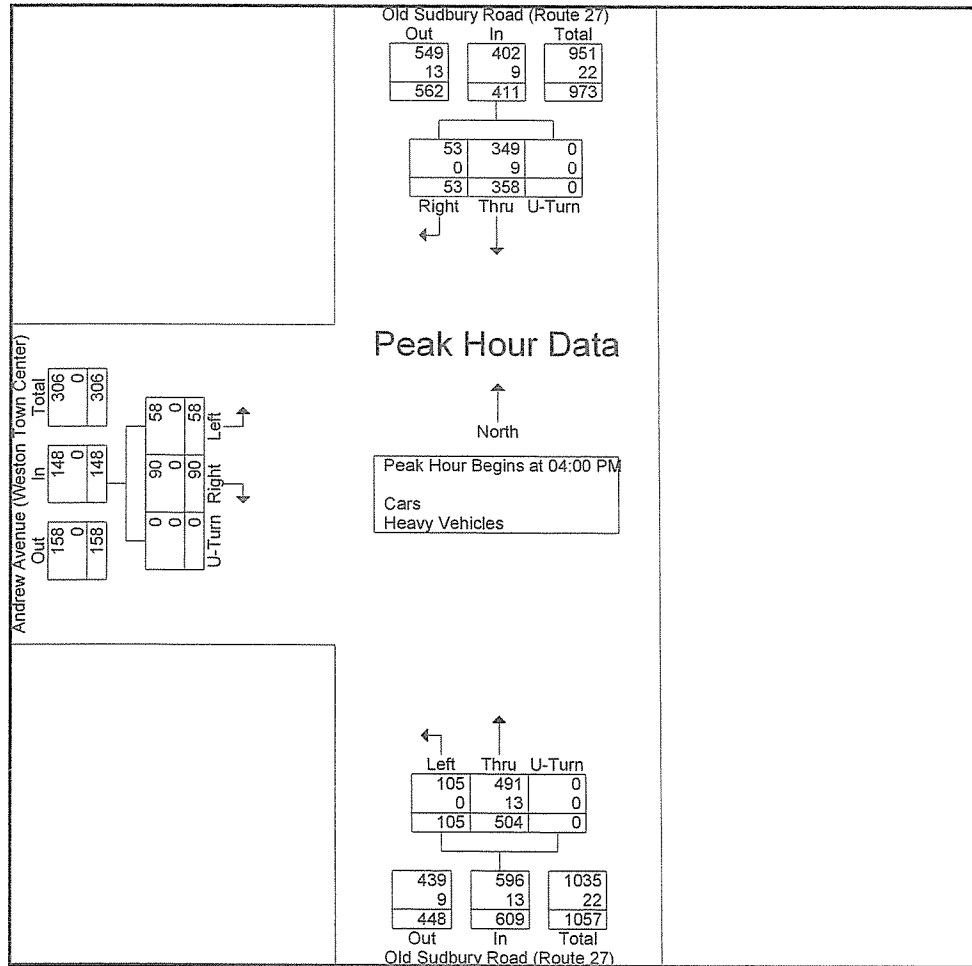


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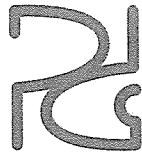
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| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Andrew Avenue (Weston Town Center)<br>From West |      |        |            | Int. Total |
|--|---|------|--------|------------|---|------|--------|------------|---|------|--------|------------|------------|
|  | Right                                     | Thru | U-Turn | App. Total | Thru                                      | Left | U-Turn | App. Total | Right   | Left | U-Turn | App. Total |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |   |      |        |            |   |      |        |            |   |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |   |      |        |            |   |      |        |            |   |      |        |            |            |
| 04:00 PM   | 8   | 90   | 0      | 98         | 130                                       | 35   | 0      | 165        | 18  | 17   | 0      | 35         | 298        |
| 04:15 PM   | 12  | 90   | 0      | 102        | 130                                       | 19   | 0      | 149        | 25  | 14   | 0      | 39         | 290        |
| 04:30 PM   | 21  | 90   | 0      | 111        | 129                                       | 33   | 0      | 162        | 26  | 8    | 0      | 34         | 307        |
| 04:45 PM   | 12  | 88   | 0      | 100        | 115                                       | 18   | 0      | 133        | 21  | 19   | 0      | 40         | 273        |
| Total Volume   | 53  | 358  | 0      | 411        | 504                                       | 105  | 0      | 609        | 90  | 58   | 0      | 148        | 1168       |
| % App. Total   | 12.9                                      | 87.1 | 0      |            | 82.8                                      | 17.2 | 0      |            | 60.8  | 39.2 | 0      |            |            |
| PHF  | .631                                      | .994 | .000   | .926       | .969                                      | .750 | .000   | .923       | .865  | .763 | .000   | .925       | .951       |
| Cars   | 53  | 349  | 0      | 402        | 491                                       | 105  | 0      | 596        | 90  | 58   | 0      | 148        | 1146       |
| % Cars   | 100                                       | 97.5 | 0      | 97.8       | 97.4                                      | 100  | 0      | 97.9       | 100   | 100  | 0      | 100        | 98.1       |
| Heavy Vehicles   | 0   | 9    | 0      | 9          | 13  | 0    | 0      | 13         | 0   | 0    | 0      | 0          | 22         |
| % Heavy Vehicles   | 0   | 2.5  | 0      | 2.2        | 2.6                                       | 0    | 0      | 2.1        | 0   | 0    | 0      | 0          | 1.9        |



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Groups Printed- Cars

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |        | Old Sudbury Road (Route 27)<br>From South |      |        | Andrew Avenue (Weston Town Center)<br>From West |      |        | Int. Total |
|-------------|---|------|--------|---|------|--------|---|------|--------|------------|
|             | Right                                     | Thru | U-Turn | Thru                                      | Left | U-Turn | Right   | Left | U-Turn |            |
| 11:00 AM    | 17  | 83   | 0      | 75  | 17   | 0      | 21  | 8    | 0      | 221        |
| 11:15 AM    | 15  | 88   | 0      | 87  | 19   | 0      | 21  | 10   | 0      | 240        |
| 11:30 AM    | 10  | 83   | 0      | 89  | 18   | 0      | 22  | 21   | 0      | 243        |
| 11:45 AM    | 18  | 90   | 0      | 79  | 11   | 0      | 19  | 9    | 0      | 226        |
| Total       | 60  | 344  | 0      | 330                                       | 65   | 0      | 83  | 48   | 0      | 930        |
| 12:00 PM    | 11  | 77   | 0      | 79  | 26   | 0      | 26  | 13   | 0      | 232        |
| 12:15 PM    | 20  | 101  | 0      | 74  | 24   | 0      | 21  | 10   | 0      | 250        |
| 12:30 PM    | 17  | 71   | 0      | 84  | 21   | 0      | 19  | 18   | 0      | 230        |
| 12:45 PM    | 11  | 81   | 0      | 88  | 27   | 0      | 32  | 13   | 0      | 252        |
| Total       | 59  | 330  | 0      | 325                                       | 98   | 0      | 98  | 54   | 0      | 964        |
| Grand Total | 119                                       | 674  | 0      | 655                                       | 163  | 0      | 181   | 102  | 0      | 1894       |
| Apprch %    | 15  | 85   | 0      | 80.1                                      | 19.9 | 0      | 64  | 36   | 0      |            |
| Total %     | 6.3                                       | 35.6 | 0      | 34.6                                      | 8.6  | 0      | 9.6   | 5.4  | 0      |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |        |            | Old Sudbury Road (Route 27)<br>From South |      |        |            | Andrew Avenue (Weston Town Center)<br>From West |      |        |            | Int. Total |
|--|---|------|--------|------------|---|------|--------|------------|---|------|--------|------------|------------|
|  | Right                                     | Thru | U-Turn | App. Total | Thru                                      | Left | U-Turn | App. Total | Right   | Left | U-Turn | App. Total |            |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 |   |      |        |            |   |      |        |            |   |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |   |      |        |            |   |      |        |            |   |      |        |            |            |
| 12:00 PM   | 11  | 77   | 0      | 88         | 79  | 26   | 0      | 105        | 26  | 13   | 0      | 39         | 232        |
| 12:15 PM   | 20  | 101  | 0      | 121        | 74  | 24   | 0      | 98         | 21  | 10   | 0      | 31         | 250        |
| 12:30 PM   | 17  | 71   | 0      | 88         | 84  | 21   | 0      | 105        | 19  | 18   | 0      | 37         | 230        |
| 12:45 PM   | 11  | 81   | 0      | 92         | 88  | 27   | 0      | 115        | 32  | 13   | 0      | 45         | 252        |
| Total Volume   | 59  | 330  | 0      | 389        | 325                                       | 98   | 0      | 423        | 98  | 54   | 0      | 152        | 964        |
| % App. Total   | 15.2                                      | 84.8 | 0      |            | 76.8                                      | 23.2 | 0      |            | 64.5  | 35.5 | 0      |            |            |
| PHF  | .738                                      | .817 | .000   | .804       | .923                                      | .907 | .000   | .920       | .766  | .750 | .000   | .844       | .956       |



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Groups Printed- Peds and Bikes

| Start Time  | Old Sudbury Road (Route 27)<br>From North |      |         |         | Old Sudbury Road (Route 27)<br>From South |      |         |         | Andrew Avenue (Weston Town Center)<br>From West |      |         |         | Int. Total |
|-------------|---|------|---------|---------|---|------|---------|---------|---|------|---------|---------|------------|
|             | Right                                     | Thru | Peds EB | Peds WB | Thru                                      | Left | Peds WB | Peds EB | Right   | Left | Peds NB | Peds SB |            |
| 11:00 AM    | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| 11:15 AM    | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| 11:30 AM    | 0   | 1    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 1          |
| 11:45 AM    | 0   | 1    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 1          |
| Total       | 0   | 2    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 2          |
| 12:00 PM    | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 4       | 0       | 4          |
| 12:15 PM    | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| 12:30 PM    | 0   | 2    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 2          |
| 12:45 PM    | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 0       | 0       | 0          |
| Total       | 0   | 2    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 4       | 0       | 6          |
| Grand Total | 0   | 4    | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 4       | 0       | 8          |
| Apprch %    | 0   | 100  | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 100     | 0       |            |
| Total %     | 0   | 50   | 0       | 0       | 0   | 0    | 0       | 0       | 0   | 0    | 50      | 0       |            |

| Start Time   | Old Sudbury Road (Route 27)<br>From North |      |         |         |            | Old Sudbury Road (Route 27)<br>From South |      |         |         |            | Andrew Avenue (Weston Town Center)<br>From West |      |         |         |            | Int. Total |
|--|---|------|---------|---------|------------|---|------|---------|---------|------------|---|------|---------|---------|------------|------------|
|  | Right                                     | Thru | Peds EB | Peds WB | App. Total | Thru                                      | Left | Peds WB | Peds EB | App. Total | Right   | Left | Peds NB | Peds SB | App. Total |            |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 |   |      |         |         |            |   |      |         |         |            |   |      |         |         |            |            |
| Peak Hour for Entire Intersection Begins at 11:45 AM       |   |      |         |         |            |   |      |         |         |            |   |      |         |         |            |            |
| 11:45 AM   | 0   | 1    | 0       | 0       | 1          | 0   | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 1          |
| 12:00 PM   | 0   | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 0   | 0    | 4       | 0       | 4          | 4          |
| 12:15 PM   | 0   | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 0          |
| 12:30 PM   | 0   | 2    | 0       | 0       | 2          | 0   | 0    | 0       | 0       | 0          | 0   | 0    | 0       | 0       | 0          | 2          |
| Total Volume   | 0   | 3    | 0       | 0       | 3          | 0   | 0    | 0       | 0       | 0          | 0   | 0    | 4       | 0       | 4          | 7          |
| % App. Total   | 0   | 100  | 0       | 0       |            | 0   | 0    | 0       | 0       |            | 0   | 0    | 100     | 0       |            |            |
| PHF  | .000                                      | .375 | .000    | .000    | .375       | .000                                      | .000 | .000    | .000    | .000       | .000  | .000 | .250    | .000    | .250       | .438       |

**Attachment C**

Daily Traffic Volume Summary &  
2015 Automatic Traffic Recorder Count Data

## Comparison of Automatic Traffic Recorder Data Counts (Pre- and Post-Occupancy)

Prepared by: TEC, Inc. (under contract with the Town of Wayland)

(Counts conducted on Glezen Lane, just west of Route 126; 2006 Data provided by Applicant's engineer, VAI; 2015 data commissioned by TEC, Inc. on behalf of Town)

**2006** Date Source: PDI / Precision Data Industries, LLC (for VAI, Inc. / Twenty Wayland LLC)

| Time Start | Wednesday, May 24, 2006 |      |       | Thursday, May 25, 2006 |      |       | Friday (N/A) |    |       | Saturday, June 3, 2006 |     |       | Sunday, June 4, 2006 |     |       |
|------------|-------------------------|------|-------|------------------------|------|-------|--------------|----|-------|------------------------|-----|-------|----------------------|-----|-------|
|            | WB                      | EB   | Total | WB                     | EB   | Total | WB           | EB | Total | WB                     | EB  | Total | WB                   | EB  | Total |
| 12:00: AM  | 0                       | 1    | 1     | 3                      | 1    | 4     |              |    |       | 1                      | 3   | 4     | 3                    | 0   | 3     |
| 1:00       | 0                       | 0    | 0     | 1                      | 0    | 1     |              |    |       | 2                      | 0   | 2     | 0                    | 0   | 0     |
| 2:00       | 0                       | 0    | 0     | 0                      | 0    | 0     |              |    |       | 0                      | 0   | 0     | 1                    | 1   | 2     |
| 3:00       | 0                       | 0    | 0     | 0                      | 0    | 0     |              |    |       | 0                      | 1   | 1     | 0                    | 0   | 0     |
| 4:00       | 0                       | 0    | 0     | 1                      | 1    | 2     |              |    |       | 0                      | 0   | 0     | 0                    | 0   | 0     |
| 5:00       | 2                       | 6    | 8     | 2                      | 3    | 5     |              |    |       | 0                      | 0   | 0     | 0                    | 0   | 0     |
| 6:00       | 17                      | 90   | 107   | 14                     | 77   | 91    |              |    |       | 1                      | 7   | 8     | 0                    | 2   | 2     |
| 7:00       | 29                      | 363  | 392   | 32                     | 380  | 412   |              |    |       | 8                      | 5   | 13    | 5                    | 3   | 8     |
| 8:00       | 47                      | 248  | 295   | 36                     | 281  | 317   |              |    |       | 16                     | 13  | 29    | 9                    | 7   | 16    |
| 9:00       | 33                      | 85   | 118   | 37                     | 85   | 122   |              |    |       | 12                     | 13  | 25    | 12                   | 13  | 25    |
| 10:00      | 19                      | 34   | 53    | 27                     | 31   | 58    |              |    |       | 32                     | 23  | 55    | 16                   | 19  | 35    |
| 11:00      | 15                      | 30   | 45    | 25                     | 42   | 67    |              |    |       | 27                     | 37  | 64    | 19                   | 18  | 37    |
| 12:00 PM   | 25                      | 28   | 53    | 39                     | 36   | 75    |              |    |       | 29                     | 26  | 55    | 25                   | 20  | 45    |
| 1:00       | 34                      | 23   | 57    | 40                     | 35   | 75    |              |    |       | 31                     | 15  | 46    | 20                   | 21  | 41    |
| 2:00       | 46                      | 32   | 78    | 37                     | 38   | 75    |              |    |       | 31                     | 28  | 59    | 25                   | 20  | 45    |
| 3:00       | 59                      | 30   | 89    | 90                     | 77   | 167   |              |    |       | 30                     | 18  | 48    | 21                   | 13  | 34    |
| 4:00       | 135                     | 27   | 162   | 157                    | 49   | 206   |              |    |       | 24                     | 31  | 55    | 11                   | 14  | 25    |
| 5:00       | 242                     | 47   | 289   | 334                    | 48   | 382   |              |    |       | 10                     | 11  | 21    | 14                   | 28  | 42    |
| 6:00       | 245                     | 44   | 289   | 204                    | 33   | 237   |              |    |       | 21                     | 23  | 44    | 16                   | 14  | 30    |
| 7:00       | 51                      | 17   | 68    | 42                     | 15   | 57    |              |    |       | 7                      | 12  | 19    | 14                   | 11  | 25    |
| 8:00       | 11                      | 7    | 18    | 12                     | 10   | 22    |              |    |       | 4                      | 9   | 13    | 8                    | 5   | 13    |
| 9:00       | 8                       | 4    | 12    | 19                     | 7    | 26    |              |    |       | 9                      | 8   | 17    | 8                    | 3   | 11    |
| 10:00      | 5                       | 4    | 9     | 2                      | 4    | 6     |              |    |       | 9                      | 3   | 12    | 2                    | 4   | 6     |
| 11:00      | 3                       | 2    | 5     | 1                      | 0    | 1     |              |    |       | 7                      | 2   | 9     | 4                    | 1   | 5     |
|            | 1026                    | 1122 | 2148  | 1155                   | 1253 | 2408  |              |    |       | 311                    | 288 | 599   | 233                  | 217 | 450   |

Average Weekday Volume (2015) **2278 vpd**

**2015** Date Source: PDI / Precision Data Industries, LLC (for TEC, Inc. / Town of Wayland)

| Time Start | Wednesday, Nov. 4, 2015 |      |       | Thursday, Nov. 5, 2015 |      |       | Friday, Nov. 6, 2015 |     |       | Saturday, Nov. 7, 2015 |     |       | Sunday, Nov. 8, 2015 |     |       |
|------------|-------------------------|------|-------|------------------------|------|-------|----------------------|-----|-------|------------------------|-----|-------|----------------------|-----|-------|
|            | WB                      | EB   | Total | WB                     | EB   | Total | WB                   | EB  | Total | WB                     | EB  | Total | WB                   | EB  | Total |
| 12:00: AM  | 0                       | 1    | 1     | 2                      | 1    | 3     | 0                    | 1   | 1     | 0                      | 1   | 1     | 0                    | 2   | 2     |
| 1:00       | 0                       | 0    | 0     | 0                      | 0    | 0     | 0                    | 0   | 0     | 2                      | 0   | 2     | 0                    | 0   | 0     |
| 2:00       | 0                       | 0    | 0     | 0                      | 0    | 0     | 0                    | 0   | 0     | 0                      | 0   | 0     | 0                    | 0   | 0     |
| 3:00       | 0                       | 0    | 0     | 0                      | 0    | 0     | 0                    | 0   | 0     | 0                      | 0   | 0     | 0                    | 0   | 0     |
| 4:00       | 0                       | 0    | 0     | 0                      | 0    | 0     | 0                    | 0   | 0     | 0                      | 0   | 0     | 0                    | 0   | 0     |
| 5:00       | 0                       | 3    | 3     | 5                      | 7    | 12    | 0                    | 6   | 6     | 0                      | 0   | 0     | 2                    | 3   | 5     |
| 6:00       | 8                       | 164  | 172   | 8                      | 160  | 168   | 5                    | 108 | 113   | 1                      | 2   | 3     | 0                    | 1   | 1     |
| 7:00       | 20                      | 360  | 380   | 10                     | 404  | 414   | 19                   | 319 | 338   | 6                      | 12  | 18    | 6                    | 4   | 10    |
| 8:00       | 23                      | 239  | 262   | 23                     | 256  | 279   | 30                   | 172 | 202   | 17                     | 26  | 43    | 6                    | 11  | 17    |
| 9:00       | 15                      | 70   | 85    | 23                     | 68   | 91    | 18                   | 64  | 82    | 14                     | 17  | 31    | 10                   | 13  | 23    |
| 10:00      | 18                      | 26   | 44    | 31                     | 32   | 63    | 17                   | 33  | 50    | 24                     | 24  | 48    | 16                   | 15  | 31    |
| 11:00      | 17                      | 19   | 36    | 28                     | 20   | 48    | 25                   | 19  | 44    | 21                     | 21  | 42    | 27                   | 11  | 38    |
| 12:00 PM   | 29                      | 15   | 44    | 23                     | 23   | 46    | 24                   | 20  | 44    | 26                     | 22  | 48    | 20                   | 24  | 44    |
| 1:00       | 17                      | 20   | 37    | 15                     | 17   | 32    | 31                   | 27  | 58    | 28                     | 28  | 56    | 19                   | 19  | 38    |
| 2:00       | 42                      | 22   | 64    | 26                     | 26   | 52    | 49                   | 29  | 78    | 17                     | 23  | 40    | 12                   | 24  | 36    |
| 3:00       | 65                      | 22   | 87    | 87                     | 34   | 121   | 104                  | 20  | 124   | 26                     | 12  | 38    | 16                   | 12  | 28    |
| 4:00       | 231                     | 23   | 254   | 263                    | 28   | 291   | 255                  | 14  | 269   | 25                     | 18  | 43    | 22                   | 13  | 35    |
| 5:00       | 386                     | 12   | 398   | 381                    | 20   | 401   | 364                  | 21  | 385   | 18                     | 10  | 28    | 9                    | 9   | 18    |
| 6:00       | 279                     | 21   | 300   | 199                    | 20   | 219   | 139                  | 17  | 156   | 13                     | 14  | 27    | 12                   | 13  | 25    |
| 7:00       | 26                      | 17   | 43    | 28                     | 5    | 33    | 17                   | 11  | 28    | 3                      | 6   | 9     | 5                    | 7   | 12    |
| 8:00       | 5                       | 6    | 11    | 9                      | 2    | 11    | 9                    | 8   | 17    | 3                      | 4   | 7     | 5                    | 3   | 8     |
| 9:00       | 6                       | 8    | 14    | 5                      | 6    | 11    | 4                    | 3   | 7     | 5                      | 5   | 10    | 3                    | 0   | 3     |
| 10:00      | 3                       | 1    | 4     | 4                      | 5    | 9     | 7                    | 2   | 9     | 3                      | 3   | 6     | 1                    | 1   | 2     |
| 11:00      | 5                       | 0    | 5     | 1                      | 2    | 3     | 1                    | 3   | 4     | 4                      | 4   | 8     | 0                    | 0   | 0     |
|            | 1195                    | 1049 | 2244  | 1171                   | 1136 | 2307  | 1118                 | 897 | 2015  | 256                    | 252 | 508   | 191                  | 185 | 376   |

Average Weekday Volume (2015) **2189 vpd**



**PRECISION  
DATA  
INDUSTRIES, LLC**

**PRECISION DATA INDUSTRIES, LLC**  
Office: 508.481.3999 Fax: 508.545.1234

Email: [datarequests@pdillc.com](mailto:datarequests@pdillc.com)

*Traffic Counts with Precision*



**Google Earth**

Imagery Date: 6/6/2015 42°22'26.85" N 71°21'38.79" W elev: 141 ft eye alt: 10777 ft

**Client:**  
TEC

**Engineer:**  
R. Brown

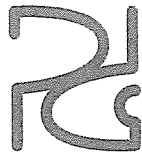
**Site Code:**  
TBA

**Date:**  
Wed 11/4 thru Sun 11/8/2015

**PDI Job Number:**  
154728

**City, State:**  
Wayland, MA





PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

154728 A Class  
Site Code: T0558.05  
Date Start: 04-Nov-15

Glezan Lane  
west of Split to Concord Road (Route 126)  
City, State: Wayland, MA  
Client: TEC/ R. Brown

| Start Time   | Cars  | Medium Heavy | Large Heavy |      |      |      |      |      |      |      |      |      |      | Total |
|--------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|-------|
| 11/05/1      |       |              |             |      |      |      |      |      |      |      |      |      |      |       |
| 5            | 2     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     |
| 01:00        | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 02:00        | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 03:00        | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 04:00        | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 05:00        | 5     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5     |
| 06:00        | 8     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     |
| 07:00        | 9     | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10    |
| 08:00        | 23    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23    |
| 09:00        | 21    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23    |
| 10:00        | 28    | 3            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31    |
| 11:00        | 26    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28    |
| 12 PM        | 23    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23    |
| 13:00        | 15    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15    |
| 14:00        | 26    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26    |
| 15:00        | 85    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 87    |
| 16:00        | 263   | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 263   |
| 17:00        | 380   | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 381   |
| 18:00        | 199   | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 199   |
| 19:00        | 28    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28    |
| 20:00        | 9     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9     |
| 21:00        | 5     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5     |
| 22:00        | 4     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     |
| 23:00        | 1     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| Total        | 1160  | 11           | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1171  |
| Percent      | 99.1% | 0.9%         | 0.0%        | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |
| AM Peak Vol. | 10:00 | 10:00        |             |      |      |      |      |      |      |      |      |      |      | 10:00 |
|              | 28    | 3            |             |      |      |      |      |      |      |      |      |      |      | 31    |
| PM Peak Vol. | 17:00 | 15:00        |             |      |      |      |      |      |      |      |      |      |      | 17:00 |
|              | 380   | 2            |             |      |      |      |      |      |      |      |      |      |      | 381   |



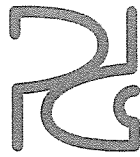
PRECISION  
D A T A  
INDUSTRIES, LLC

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154728 A Class  
Site Code: T0558.05  
Date Start: 04-Nov-15

Glezan Lane  
west of Split to Concord Road (Route 126)  
City, State: Wayland, MA  
Client: TEC/ R. Brown

| Start Time | Cars  | Medium Heavy | Large Heavy |      |      |      |      |      |      |      |      |      |      | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|-------|
| 11/07/1    |       |              |             |      |      |      |      |      |      |      |      |      |      |       |
| 5          | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 01:00      | 2     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     |
| 02:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 03:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 04:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 05:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 06:00      | 1     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 07:00      | 6     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6     |
| 08:00      | 17    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17    |
| 09:00      | 13    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14    |
| 10:00      | 23    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 24    |
| 11:00      | 20    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21    |
| 12 PM      | 26    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26    |
| 13:00      | 28    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28    |
| 14:00      | 17    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17    |
| 15:00      | 26    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26    |
| 16:00      | 25    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25    |
| 17:00      | 18    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18    |
| 18:00      | 13    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13    |
| 19:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 20:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 21:00      | 5     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5     |
| 22:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 23:00      | 4     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     |
| Total      | 253   | 3            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 256   |
| Percent    | 98.8% | 1.2%         | 0.0%        | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |
| AM Peak    | 10:00 | 09:00        |             |      |      |      |      |      |      |      |      |      |      | 10:00 |
| Vol.       | 23    | 1            |             |      |      |      |      |      |      |      |      |      |      | 24    |
| PM Peak    | 13:00 |              |             |      |      |      |      |      |      |      |      |      |      | 13:00 |
| Vol.       | 28    |              |             |      |      |      |      |      |      |      |      |      |      | 28    |



PRECISION  
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154728 A Class  
Site Code: T0558.05  
Date Start: 04-Nov-15

Glezan Lane  
west of Split to Concord Road (Route 126)  
City, State: Wayland, MA  
Client: TEC/ R. Brown

| Start Time | Cars  | Medium Heavy | Large Heavy |      |      |      |      |      |      |      |      |      |      |      | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|------|-------|
| 11/04/1    |       |              |             |      |      |      |      |      |      |      |      |      |      |      |       |
| 5          | 1     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 01:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 02:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 03:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 04:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 05:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 06:00      | 163   | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 164   |
| 07:00      | 354   | 4            | 2           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 360   |
| 08:00      | 236   | 3            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 239   |
| 09:00      | 70    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 70    |
| 10:00      | 25    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26    |
| 11:00      | 19    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19    |
| 12 PM      | 14    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15    |
| 13:00      | 18    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20    |
| 14:00      | 20    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22    |
| 15:00      | 20    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22    |
| 16:00      | 22    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23    |
| 17:00      | 12    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12    |
| 18:00      | 21    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21    |
| 19:00      | 17    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17    |
| 20:00      | 6     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6     |
| 21:00      | 8     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     |
| 22:00      | 1     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 23:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Total      | 1030  | 17           | 2           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1049  |
| Percent    | 98.2% | 1.6%         | 0.2%        | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |
| AM Peak    | 07:00 | 07:00        | 07:00       |      |      |      |      |      |      |      |      |      |      |      | 07:00 |
| Vol.       | 354   | 4            | 2           |      |      |      |      |      |      |      |      |      |      |      | 360   |
| PM Peak    | 16:00 | 13:00        |             |      |      |      |      |      |      |      |      |      |      |      | 16:00 |
| Vol.       | 22    | 2            |             |      |      |      |      |      |      |      |      |      |      |      | 23    |



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

154728 A Class  
Site Code: T0558.05  
Date Start: 04-Nov-15

Glezan Lane  
west of Split to Concord Road (Route 126)  
City, State: Wayland, MA  
Client: TEC/ R. Brown

| Start Time | Cars  | Medium Heavy | Large Heavy |      |      |      |      |      |      |      |      |      |      |      | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|------|-------|
| 11/06/1    |       |              |             |      |      |      |      |      |      |      |      |      |      |      |       |
| 5          | 1     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 01:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 02:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 03:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 04:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 05:00      | 6     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6     |
| 06:00      | 106   | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 108   |
| 07:00      | 317   | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 319   |
| 08:00      | 170   | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 172   |
| 09:00      | 61    | 3            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 64    |
| 10:00      | 32    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 33    |
| 11:00      | 19    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19    |
| 12 PM      | 18    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20    |
| 13:00      | 27    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 27    |
| 14:00      | 27    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 29    |
| 15:00      | 18    | 2            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20    |
| 16:00      | 13    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14    |
| 17:00      | 21    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21    |
| 18:00      | 17    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17    |
| 19:00      | 11    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11    |
| 20:00      | 8     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     |
| 21:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 22:00      | 2     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     |
| 23:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| Total      | 880   | 17           | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 897   |
| Percent    | 98.1% | 1.9%         | 0.0%        | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |
| AM Peak    | 07:00 | 09:00        |             |      |      |      |      |      |      |      |      |      |      |      | 07:00 |
| Vol.       | 317   | 3            |             |      |      |      |      |      |      |      |      |      |      |      | 319   |
| PM Peak    | 13:00 | 12:00        |             |      |      |      |      |      |      |      |      |      |      |      | 14:00 |
| Vol.       | 27    | 2            |             |      |      |      |      |      |      |      |      |      |      |      | 29    |



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

Glezan Lane  
west of Split to Concord Road (Route 126)  
City, State: Wayland, MA  
Client: TEC/ R. Brown

154728 A Class  
Site Code: T0558.05  
Date Start: 04-Nov-15

| Start Time | Cars  | Medium Heavy | Large Heavy |      |      |      |      |      |      |      |      |      |      |      | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|------|-------|
| 11/08/1    |       |              |             |      |      |      |      |      |      |      |      |      |      |      |       |
| 5          | 2     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     |
| 01:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 02:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 03:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 04:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 05:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 06:00      | 1     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 07:00      | 4     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     |
| 08:00      | 11    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11    |
| 09:00      | 12    | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13    |
| 10:00      | 15    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15    |
| 11:00      | 11    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11    |
| 12 PM      | 24    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 24    |
| 13:00      | 19    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19    |
| 14:00      | 24    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 24    |
| 15:00      | 12    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12    |
| 16:00      | 13    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13    |
| 17:00      | 9     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9     |
| 18:00      | 13    | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13    |
| 19:00      | 7     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     |
| 20:00      | 3     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 21:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 22:00      | 1     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 23:00      | 0     | 0            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Total      | 184   | 1            | 0           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 185   |
| Percent    | 99.5% | 0.5%         | 0.0%        | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |
| AM Peak    | 10:00 | 09:00        |             |      |      |      |      |      |      |      |      |      |      |      | 10:00 |
| Vol.       | 15    | 1            |             |      |      |      |      |      |      |      |      |      |      |      | 15    |
| PM Peak    | 12:00 |              |             |      |      |      |      |      |      |      |      |      |      |      | 12:00 |
| Vol.       | 24    |              |             |      |      |      |      |      |      |      |      |      |      |      | 24    |



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

154728 A Volume  
Site Code: T0558.05  
Date Start: 04-Nov-15

Glezan Lane  
west of Split to Concord Road (Route 126)  
City, State: Wayland, MA  
Client: TEC/ R. Brown

| Start<br>Time | WB    |       | EB    |       | Combin<br>ed |      | 05-Nov-<br>15<br>Thu |
|---------------|-------|-------|-------|-------|--------------|------|----------------------|
|               | A.M.  | P.M.  | A.M.  | P.M.  | A.M.         | P.M. |                      |
| 12:00         | 1     | 2     | 0     | 4     | 1            | 6    |                      |
| 12:15         | 1     | 10    | 1     | 10    | 2            | 20   |                      |
| 12:30         | 0     | 5     | 0     | 5     | 0            | 10   |                      |
| 12:45         | 0     | 2     | 6     | 23    | 0            | 10   | 46                   |
| 01:00         | 0     | 4     | 0     | 1     | 4            | 7    |                      |
| 01:15         | 0     | 3     | 0     | 4     | 0            | 10   |                      |
| 01:30         | 0     | 5     | 0     | 3     | 0            | 9    |                      |
| 01:45         | 0     | 0     | 3     | 0     | 3            | 6    | 32                   |
| 02:00         | 0     | 5     | 0     | 8     | 0            | 13   |                      |
| 02:15         | 0     | 7     | 0     | 10    | 0            | 17   |                      |
| 02:30         | 0     | 5     | 0     | 5     | 0            | 10   |                      |
| 02:45         | 0     | 0     | 9     | 0     | 3            | 12   | 52                   |
| 03:00         | 0     | 22    | 0     | 10    | 0            | 32   |                      |
| 03:15         | 0     | 15    | 0     | 9     | 0            | 24   |                      |
| 03:30         | 0     | 28    | 0     | 5     | 0            | 33   |                      |
| 03:45         | 0     | 0     | 22    | 0     | 10           | 32   | 121                  |
| 04:00         | 0     | 48    | 0     | 9     | 0            | 57   |                      |
| 04:15         | 0     | 70    | 0     | 5     | 0            | 75   |                      |
| 04:30         | 0     | 65    | 0     | 7     | 0            | 72   |                      |
| 04:45         | 0     | 0     | 80    | 0     | 7            | 87   | 291                  |
| 05:00         | 0     | 82    | 1     | 5     | 1            | 87   |                      |
| 05:15         | 2     | 109   | 1     | 3     | 3            | 112  |                      |
| 05:30         | 1     | 97    | 2     | 5     | 3            | 102  |                      |
| 05:45         | 2     | 5     | 93    | 3     | 7            | 100  | 401                  |
| 06:00         | 0     | 75    | 6     | 8     | 6            | 83   |                      |
| 06:15         | 3     | 66    | 31    | 4     | 34           | 70   |                      |
| 06:30         | 4     | 37    | 62    | 5     | 66           | 42   |                      |
| 06:45         | 1     | 8     | 21    | 160   | 3            | 24   | 219                  |
| 07:00         | 3     | 9     | 79    | 1     | 82           | 10   |                      |
| 07:15         | 3     | 13    | 109   | 1     | 112          | 14   |                      |
| 07:30         | 3     | 3     | 107   | 1     | 110          | 4    |                      |
| 07:45         | 1     | 10    | 3     | 404   | 2            | 5    | 33                   |
| 08:00         | 8     | 3     | 90    | 1     | 98           | 4    |                      |
| 08:15         | 8     | 3     | 76    | 1     | 84           | 4    |                      |
| 08:30         | 2     | 1     | 48    | 0     | 50           | 1    |                      |
| 08:45         | 5     | 23    | 2     | 256   | 0            | 2    | 11                   |
| 09:00         | 7     | 0     | 30    | 2     | 37           | 2    |                      |
| 09:15         | 4     | 1     | 15    | 2     | 19           | 3    |                      |
| 09:30         | 4     | 3     | 15    | 2     | 19           | 5    |                      |
| 09:45         | 8     | 23    | 1     | 68    | 0            | 1    | 11                   |
| 10:00         | 6     | 1     | 5     | 2     | 11           | 3    |                      |
| 10:15         | 8     | 0     | 12    | 1     | 20           | 1    |                      |
| 10:30         | 8     | 2     | 9     | 0     | 17           | 2    |                      |
| 10:45         | 9     | 31    | 1     | 32    | 2            | 3    | 9                    |
| 11:00         | 7     | 0     | 9     | 1     | 16           | 1    |                      |
| 11:15         | 9     | 0     | 3     | 0     | 12           | 0    |                      |
| 11:30         | 6     | 1     | 5     | 1     | 11           | 2    |                      |
| 11:45         | 6     | 28    | 0     | 20    | 9            | 0    | 3                    |
| Total         | 130   | 1041  | 948   | 188   | 1078         | 1229 |                      |
| Percent       | 12.1% | 84.7% | 87.9% | 15.3% |              |      |                      |
| Day Total     |       | 1171  |       | 1136  |              | 2307 |                      |
| Peak          | 10:30 | -     | 05:00 | -     | 07:15        | -    | 05:00                |
| Vol.          | 33    | -     | 381   | -     | 34           | -    | 401                  |
| P.H.F.        | 0.917 | -     | 0.874 | -     | 0.850        | -    | 0.895                |

Glezan Lane  
west of Split to Concord Road (Route 126)  
City, State: Wayland, MA  
Client: TEC/ R. Brown



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DATA  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

154728 A Volume  
Site Code: T0558.05  
Date Start: 04-Nov-15

| Start Time | WB    |       | EB    |       | Combin ed |      | 07-Nov-15 Sat |
|------------|-------|-------|-------|-------|-----------|------|---------------|
|            | A.M.  | P.M.  | A.M.  | P.M.  | A.M.      | P.M. |               |
| 12:00      | 0     | 7     | 0     | 4     | 0         | 11   |               |
| 12:15      | 0     | 7     | 1     | 5     | 1         | 12   |               |
| 12:30      | 0     | 6     | 0     | 6     | 0         | 12   |               |
| 12:45      | 0     | 6     | 26    | 0     | 1         | 7    | 22            |
| 01:00      | 1     | 9     | 0     | 6     | 1         | 13   | 48            |
| 01:15      | 0     | 6     | 0     | 8     | 0         | 14   |               |
| 01:30      | 1     | 6     | 0     | 7     | 1         | 13   |               |
| 01:45      | 0     | 7     | 28    | 0     | 0         | 7    | 28            |
| 02:00      | 0     | 2     | 2     | 0     | 0         | 14   | 56            |
| 02:15      | 0     | 7     | 0     | 7     | 0         | 7    |               |
| 02:30      | 0     | 3     | 0     | 6     | 0         | 14   |               |
| 02:45      | 0     | 5     | 17    | 0     | 0         | 9    |               |
| 03:00      | 0     | 11    | 0     | 2     | 0         | 10   | 40            |
| 03:15      | 0     | 8     | 0     | 4     | 0         | 13   |               |
| 03:30      | 0     | 4     | 0     | 2     | 0         | 12   |               |
| 03:45      | 0     | 3     | 26    | 0     | 0         | 6    |               |
| 04:00      | 0     | 10    | 0     | 4     | 12        | 7    | 38            |
| 04:15      | 0     | 3     | 0     | 3     | 0         | 13   |               |
| 04:30      | 0     | 8     | 0     | 6     | 0         | 9    |               |
| 04:45      | 0     | 4     | 25    | 0     | 0         | 11   |               |
| 05:00      | 0     | 7     | 0     | 6     | 18        | 10   | 43            |
| 05:15      | 0     | 5     | 0     | 4     | 0         | 11   |               |
| 05:30      | 0     | 1     | 0     | 3     | 0         | 8    |               |
| 05:45      | 0     | 5     | 18    | 0     | 0         | 4    |               |
| 06:00      | 0     | 3     | 0     | 5     | 10        | 5    | 28            |
| 06:15      | 1     | 5     | 1     | 3     | 0         | 8    |               |
| 06:30      | 0     | 3     | 0     | 3     | 0         | 8    |               |
| 06:45      | 0     | 2     | 13    | 1     | 2         | 6    |               |
| 07:00      | 2     | 0     | 2     | 3     | 14        | 5    | 27            |
| 07:15      | 1     | 1     | 4     | 2     | 4         | 2    |               |
| 07:30      | 1     | 1     | 2     | 1     | 5         | 2    |               |
| 07:45      | 2     | 1     | 3     | 2     | 3         | 3    |               |
| 08:00      | 7     | 1     | 8     | 12    | 1         | 2    | 9             |
| 08:15      | 3     | 1     | 7     | 1     | 6         | 15   |               |
| 08:30      | 1     | 0     | 5     | 1     | 10        | 2    |               |
| 08:45      | 6     | 1     | 3     | 0     | 6         | 0    |               |
| 09:00      | 5     | 2     | 6     | 26    | 2         | 43   | 7             |
| 09:15      | 4     | 1     | 4     | 2     | 4         | 3    |               |
| 09:30      | 3     | 0     | 5     | 2     | 11        | 4    |               |
| 09:45      | 2     | 1     | 5     | 2     | 8         | 1    |               |
| 10:00      | 5     | 1     | 5     | 17    | 4         | 2    |               |
| 10:15      | 9     | 1     | 7     | 1     | 5         | 3    | 10            |
| 10:30      | 5     | 1     | 4     | 1     | 10        | 2    |               |
| 10:45      | 5     | 0     | 3     | 8     | 9         | 1    |               |
| 11:00      | 6     | 2     | 9     | 24    | 13        | 3    | 6             |
| 11:15      | 4     | 0     | 2     | 1     | 15        | 0    |               |
| 11:30      | 8     | 2     | 7     | 1     | 6         | 3    |               |
| 11:45      | 3     | 0     | 4     | 21    | 15        | 2    | 8             |
| Total      | 85    | 171   | 103   | 149   | 188       | 320  |               |
| Percent    | 45.2% | 53.4% | 54.8% | 46.6% |           |      |               |
| Day Total  |       | 256   |       | 252   |           | 508  |               |
| Peak       | 10:15 | -     | 00:15 | -     | 10:15     | -    | 01:00         |
| Vol.       | 25    | -     | 28    | -     | 28        | -    | 56            |
| P.H.F.     | 0.694 | -     | 0.778 | -     | 0.875     | -    | 0.933         |

**Attachment D**

Origin-Destination Tracking Data Sheets



## Origin-Destination Study

Project: Origin-Destination Study: Glezen Lane, Wayland MA  
 Data Collected: Thursday, November 5 and Saturday, November 7, 2015  
 Date Analyzed: Tuesday, November 10, 2015  
 Analyst: TEC, Inc. / Samuel W. Gregorio, E.I.T.

### Critical Movements from Raw OD Study Data:

#### **Thursday, 11/5 from 7:05 AM - 9:00AM**

##### Left onto Old Sudbury Road from Andrew Avenue

|                      | <u>% of Origin Movement</u> | <u>Number of Cars</u> |
|----------------------|-----------------------------|-----------------------|
| To Glezen Lane NB    | 41.4%                       | 17                    |
| To Other Destination | 58.6%                       | 24                    |

##### Left onto Old Sudbury from Glezen Lane

|                      |       |    |
|----------------------|-------|----|
| To Andrew Avenue SB  | 30.8% | 8  |
| To Other Destination | 69.2% | 18 |

#### **Thursday, 11/5 from 11:00 AM to 1:00 PM**

##### Left onto Old Sudbury Road from Andrew Avenue

|                      | <u>% of Origin Movement</u> | <u>Number of Cars</u> |
|----------------------|-----------------------------|-----------------------|
| To Glezen Lane NB    | 7.8%                        | 7                     |
| To Other Destination | 92.2%                       | 83                    |

##### Left onto Old Sudbury from Glezen Lane

|                      |       |    |
|----------------------|-------|----|
| To Andrew Avenue SB  | 31.6% | 6  |
| To Other Destination | 68.4% | 13 |

#### **Thursday, 11/5 from 3:00 PM to 6:00 PM**

##### Left onto Old Sudbury Road from Andrew Avenue

|                      |       |     |
|----------------------|-------|-----|
| To Glezen Lane NB    | 13.2% | 24  |
| To Other Destination | 86.8% | 158 |

##### Left onto Old Sudbury from Glezen Lane

|                      |       |    |
|----------------------|-------|----|
| To Andrew Avenue SB  | 53.7% | 36 |
| To Other Destination | 46.3% | 31 |

#### **Saturday, 11/7 from 11:00 AM to 1:00 PM**

##### Left onto Old Sudbury Road from Andrew Avenue

|                      |       |    |
|----------------------|-------|----|
| To Glezen Lane NB    | 17.6% | 18 |
| To Other Destination | 82.4% | 84 |

##### Left onto Old Sudbury from Glezen Lane

|                      |       |    |
|----------------------|-------|----|
| To Andrew Avenue SB  | 50.0% | 17 |
| To Other Destination | 50.0% | 17 |

*NOTE: Percentages based on vehicle count over Weekday Morning Peak, Weekday Midday Peak, Weekday Afternoon Peak, and Saturday Midday Peak OD Study Period*

**Origin-Destination Study**

Project: Andrew Avenue @ Old Sudbury Road (Rte 27)  
 Date Collected: Thursday, November 5, 2015  
 Observer: TEC, Inc. / Douglass Halpert, E.I.T.  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Andrew Avenue @ Old Sudbury Road (Rte 27)  
 Movement: Left-turns from Andrew Ave to Rte 27 WB

**FROM WAYLAND CENTER TO GLEZEN LANE**

Project: Glezen Lane, Wayland MA  
 Date Collected: Thursday, November 5, 2015  
 Observer: TEC, Inc. / John Brooks  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Old Sudbury Road @ Glezen Lane  
 Movement: Right-turns from Old Sudbury Road to Glezen Lane

**Weekday Morning Peak 7:05 AM - 9:00 AM**

| Plate Type | Plate # | Time Stamp | Color  | Type         | Other Info    |
|------------|---------|------------|--------|--------------|---------------|
|            | 7V18    | 7:05       |        | Pickup Truck |               |
|            | 1JZ6    |            |        |              |               |
|            | 4BB4    |            |        |              |               |
|            | 5NC4    |            | Black  | Pickup Truck |               |
|            | 7KD7    |            | Blue   | Sedan        |               |
|            | EM90    | 7:15       | Black  | Sedan        |               |
|            | DG42    |            | Black  | SUV          |               |
|            | 89DC    |            | Black  | SUV          |               |
|            | 9FL4    |            | Black  | Sedan        |               |
|            | 3887    | 7:25       | Silver | Wagon        |               |
| Specialty  | V2R     | 7:36       | White  | Crossover    |               |
|            | 7JV5    | 7:45       | White  | SUV          |               |
|            | 2HD7    |            | Blue   | SUV          |               |
|            | 6217    |            | White  | Pickup Truck |               |
|            | 3220    |            | White  | Van          |               |
|            | GY50    |            | Red    | Sedan        |               |
|            | 66Z0    |            | Silver | SUV          |               |
|            | 7KD7    |            | Black  | Pickup Truck |               |
|            | 04TH    | 8:00       | Yellow | Van          |               |
|            | NJ67    |            | Blue   | SUV          |               |
|            | 7JD9    |            |        |              |               |
| Specialty  | 7019    | 8:10       | Blue   | SUV          | Trailer plate |
|            | SP75    |            |        |              |               |
| Specialty  | 7000    |            |        |              |               |
| Specialty  | 31GD    |            |        |              |               |
|            | 1BVB    |            | Black  | SUV          |               |
|            | X478    |            | Silver | SUV          |               |
|            | 2610    | 8:20       | White  | Van          |               |
| Pupil      | 3787    |            | Silver | Mini-Van     |               |
|            | LE70    |            | Gray   | SUV          |               |
| Specialty  | 3TT3    |            |        |              |               |
|            | NK60    |            | Black  | Sedan        |               |
| Specialty  | GBBG    |            |        |              |               |
| Commercial | 7559    |            |        |              |               |
| Police     | 1352    |            |        |              |               |
|            | 3WH8    | 8:40       | Silver | Sedan        |               |
| Specialty  | 4806    |            | Black  | Lamborghini  |               |
|            | D421    |            | Blue   | Mini-Van     |               |
|            | BB93    |            | Red    | SUV          |               |
|            | D177    |            | Silver | SUV          |               |
| Dealer     | 217     | 8:50       | Black  | SUV          |               |

17 cars along this route

**Weekday Midday Peak 11:00 AM - 1:00 PM**

| Plate Type   | Plate # | Time Stamp | Color  | Type             | Other Info                             |
|--------------|---------|------------|--------|------------------|--|
| Construction | 5097    | 11:00      |        | Front-end Loader |  |
|              | 2WZ9    |            | Blue   | SUV              |  |
|              | 9YR5    |            | Black  | SUV              |  |
|              | 9FH0    |            | Black  | SUV              |  |
|              | 9444    |            | Gray   | SUV              |  |
|              | 3EY3    |            | Black  | Pickup Truck     |  |
|              | SK47    |            | White  | SUV              |  |
|              | 6TY3    |            | Brown  | SUV              |  |
|              | 91FC    |            | Tan    | Sedan            |  |
|              | 3EC0    | 11:11      | White  | Sedan            |  |
|              | C477    |            | White  | SUV              |  |
|              | 9NW0    |            | Black  | Sedan            |  |
|              | Blank   |            |        |                  | Truck with no rear plate               |
|              | YB90    |            | Red    | SUV              |  |
|              | ZD80    |            | White  | SUV              |  |
| US Mail      | 9507    | 11:20      |        |                  |  |
| Out of State | 2061    |            |        |                  | No license plate. Plate = Truck number |
|              | 4LM1    |            |        |                  |  |
|              | 8TGM    |            | Silver | Sedan            |  |
|              | 3298    |            | Green  | Wagon            |  |
| Specialty    | F988    |            | Tan    | Mini-Van         |  |
|              | 2292    |            |        |                  |  |
|              | WW72    |            | Blue   | Wagon            | UPS                                    |
| Commercial   | 1351    |            | Brown  | Truck            |  |
|              | 9GL6    |            | Black  | SUV              |  |
|              | 8WE9    | 11:31      | Tan    | Mini-Van         |  |
|              | 5TT4    |            | Red    | Sedan            |  |
|              | CW60    |            | White  | SUV              |  |
|              | 2PK2    |            | Black  | Coupe            |  |
| Out of State | 1139    |            |        |                  |  |
|              | WG70    |            | White  | SUV              |  |
|              | 40HB    |            | Red    | Coupe            |  |
|              | AK33    |            | Black  | Sedan            |  |
|              | 3BT7    | 11:40      | White  | SUV              |  |
|              | 4TM9    |            | Gray   | Sedan            |  |
|              | B911    | 11:50      | Black  | SUV              |  |
|              | 8RZ6    |            | Blue   | SUV              |  |
| Specialty    | EBUS    |            | Silver | SUV              |  |
|              | EK90    |            | Blue   | Sedan            |  |
|              | 7Y98    |            | Blue   | SUV              |  |
|              | 6GS1    |            | Black  | SUV              |  |
|              | MV30    |            | Blue   | SUV              |  |
| Specialty    | 7601    |            | Black  | Sedan            |  |
|              | J179    |            | White  | SUV              |  |
|              | A328    |            | Black  | Sedan            |  |
|              | HJ90    |            | White  | Wagon            |  |
|              | 17PJ    |            | Black  | SUV              |  |
|              | 48ZG    |            | Black  | Sedan            |  |
|              | PV25    | 12:02 PM   | Blue   | Sedan            |  |
|              | 3S17    |            | Black  | Sedan            |  |
|              | 7GHH    |            | Black  | SUV              |  |
|              | 7CW7    |            | White  | SUV              |  |
|              | 9AD0    |            | Blue   | SUV              |  |
|              | S137    |            | Blue   | Pickup Truck     |  |
|              | A628    |            | Silver | Mini-Van         |  |
|              | 398B    |            | Black  | SUV              |  |
| Specialty    | 35JV    |            | Silver | Sedan            |  |
| Specialty    | HB50    | 12:12      |        |                  |  |
|              | PF29    |            |        |                  |  |
|              | DS00    |            | Blue   | Sedan            |  |
| Specialty    | 30NM    |            | Black  | SUV              |  |
|              | 9XHE    |            | Silver | Sedan            |  |
|              | BD20    |            | Tan    | Sedan            |  |
| Out of State | 7ESA    | 12:20      | Blue   | SUV              |  |
|              | M638    |            | White  | SUV              |  |
|              | SG90    |            | Black  | SUV              |  |
|              | 27DT    |            | White  | Sedan            |  |
|              | V519    |            | Blue   | SUV              |  |
|              | 6921    |            | Tan    | Wagon            |  |
|              | 42LX    |            | Blue   | SUV              |  |
| Specialty    | 3460    | 12:31      |        |                  |  |
| Specialty    | ASEV    |            | Red    | SUV              |  |
|              | 1Rk4    |            | Blue   | SUV              |  |
| Specialty    | 7A14    |            | Silver | Mini-Van         |  |
|              | ER90    |            | Silver | SUV              |  |
| Specialty    | 54AV    | 12:41      | White  | Sedan            |  |
|              | 71LS    |            | Tan    | SUV              |  |
|              | 5Y22    |            | Black  | Sedan            |  |
|              | AF27    |            | Black  | SUV              |  |
| Specialty    | 85GH    |            | Silver | SUV              |  |
|              | 6DX6    |            | Blue   | SUV              |  |
| Specialty    | D670    |            | Black  | SUV              |  |
|              | 7613    | 12:50      | Gray   | Sedan            |  |
|              | A721    |            | Blue   | Sedan            |  |

7 cars along this route

| Plate Type   | Plate # | Time Stamp | Color         | Type          | Other Info |
|--------------|---------|------------|---------------|---------------|------------|
| Commercial   | 1269    |            | White         | Van           |            |
|              | 4JE3    |            | Silver        | Coupe         |            |
| Official     | 9HF0    |            | Red           | Wagon         |            |
|              | 0482    |            | White         | SUV           |            |
|              | M289    |            | Black         | SUV           |            |
|              | FC32    | 3:00       | Gray          | Sedan         |            |
|              | 6WD3    |            | Black         | Sedan         |            |
| Specialty    | 6092    |            | Tan           | Sedan         |            |
|              | 5Y77    |            | Tan           | Sedan         |            |
|              | 6LK2    |            | Blue          | SUV           |            |
|              | GN34    |            | Red           | SUV           |            |
|              | SY76    |            | Tan           | Sedan         |            |
|              | 0YEE    |            | Silver        | SUV           |            |
|              | 8CY1    |            | Red           | SUV           |            |
|              | Z920    |            | Black         | SUV           |            |
|              | 24BV    |            | White         | SUV           |            |
| Commercial   | 2406    |            | Blue          | Pick-up Truck |            |
|              | PK68    |            | Blue          | Mini-Van      |            |
| Specialty    | DT10    | 3:12       | Black         | SUV           |            |
|              | 43UB    |            | Green         | SUV           |            |
|              | 1XJ6    |            | Silver        | Wagon         |            |
| Specialty    | 7XC8    |            | Red           | SUV           |            |
|              | 0508    |            | Green         | SUV           |            |
|              | 4SF4    |            | Green         | Sedan         |            |
|              | 2XX1    |            | Black         | SUV           |            |
| Specialty    | 877C    |            | Brown         | SUV           |            |
|              | 8BH4    |            | Silver        | Coupe         |            |
|              | P637    |            | White         | Sedan         |            |
|              | 7XH1    |            | Blue          | Sedan         |            |
|              | 9RT6    |            | Brown         | SUV           |            |
|              | 9KX1    |            | Blue          | SUV           |            |
|              | N540    |            | Silver        | Sedan         |            |
|              | EN80    |            | Blue          | Sedan         |            |
|              | EJ64    |            | Blue          | Mini-Van      |            |
|              | 3S      |            | Silver        | Sedan         |            |
|              | SM50    |            | Silver        | Mini-Van      |            |
| Out of State | 7579    |            | Blue          | SUV           |            |
|              | D348    |            | Silver        | Sedan         |            |
|              | 8AV4    |            | White         | Sedan         |            |
|              | 26LX    |            | Tan           | Mini-Van      |            |
| Specialty    | 5AX1    | 3:32       | Tan           | Crossover     |            |
|              | DKLS    |            | White         | Sedan         |            |
|              | F898    |            | Black         | Sedan         |            |
|              | KF84    |            | Silver        | Sedan         |            |
|              | 0G5T    |            | Black         | Sedan         |            |
|              | KZ72    |            | Black         | Bicyclist     |            |
|              | PR76    |            | Silver        | Sedan         |            |
|              | 8HP2    |            | Silver        | SUV           |            |
|              | KG23    |            | Green         | SUV           |            |
|              | ZY04    |            | Blue          | Sedan         |            |
|              | 4KT_    |            | Black         | Sedan         |            |
|              | 47AR    |            | Silver        | Sedan         |            |
|              | 29WP    |            | Blue          | SUV           |            |
|              | 0RNJ    |            | Blue          | Sedan         |            |
|              | 9DZ6    |            | Blue          | Sedan         |            |
|              | 4BC6    |            | Blue          | Silver        |            |
|              | 54YY    |            | Silver        | Sedan         |            |
|              | C821    |            | Red           | Sedan         |            |
|              | 4PH1    |            | Silver        | SUV           |            |
| Out of State | 6996    | 3:50       | Red           | Sedan         |            |
|              | 2MA9    |            | Tan           | Sedan         |            |
| Out of State | 6866    |            | White         | Sedan         |            |
|              | 2DL7    |            | Tan           | Sedan         |            |
|              | RJ17    |            | Silver        | Sedan         |            |
|              | NJ69    |            | Black         | Sedan         |            |
|              | 82PA    |            | Silver        | Pick-up Truck |            |
|              | 9NT6    |            | Silver        | SUV           |            |
|              | 54YY    |            | Red           | SUV           |            |
|              | 1RL8    |            | Blue          | SUV           |            |
|              | MR66    |            | Gray          | Sedan         |            |
|              | K874    |            | Green         | Sedan         |            |
|              | SK29    |            | Gray          | SUV           |            |
|              | F472    |            | Gray          | Mini-Van      |            |
|              | 1PC5    |            | Brown         | SUV           |            |
| Specialty    | 1115    |            | Red           | Sedan         |            |
|              | KT73    |            | Green         | Sedan         |            |
| Specialty    | 5978    | 4:10       | Gray          | Sedan         |            |
|              | N836    |            | White         | SUV           |            |
|              | 2WP1    |            | Black         | Sedan         |            |
|              | R417    |            | Black         | SUV           |            |
| Commercial   | 8159    |            | Black         | Van           |            |
|              | K747    |            | Black         | Sedan         |            |
|              | 0341    |            | White         | SUV           |            |
|              | 4WB9    |            | Gray          | SUV           |            |
|              | 42BV    |            | White         | Sedan         |            |
|              | X847    |            | Black         | Sedan         |            |
| Specialty    | FN60    |            | White         | Sedan         |            |
| Pupil        | V2P     |            | Silver        | SUV           |            |
| Specialty    | 7475    | 4:20       | White         | Sedan         |            |
|              | USSY    |            | White         | Mini-Van      |            |
|              | DA90    |            | Gray          | SUV           |            |
|              | 6BH0    |            | Gray          | Mini-Van      |            |
|              | 9RK5    |            | Gray          | Mini-Van      |            |
|              | TM52    | 4:24       | Black         | SUV           |            |
|              | 23RH    |            | Black         | Sedan         |            |
|              | 6EH7    |            | Black         | SUV           |            |
|              | WT44    |            | Green         | SUV           |            |
| Specialty    | 140G    |            | Red           | SUV           |            |
| Out of State | 9044    | 4:30       | Red           | Sedan         |            |
|              | 0XHR    |            | White         | Sedan         |            |
|              | 10RD    |            | White         | Sedan         |            |
|              | 20S1    |            | BLUE          | SUV           |            |
| Specialty    | 9RV2    | 4:10       | Red           | Sedan         |            |
|              | 7G82    |            | Tan           | Sedan         |            |
|              | 98VV    |            | Black         | Pick-up Truck |            |
| Specialty    | 50GE    | 4:40       | White         | Sedan         |            |
|              | RV1N    |            | White         | Sedan         |            |
| Specialty    | 7ZC2    |            | White         | SUV           |            |
|              | G35     |            | White         | Pick-up Truck |            |
|              | XC70    |            | White         | SUV           |            |
|              | 15GY    |            | Red           | Sedan         |            |
|              | 3TA8    |            | White         | Mini-Van      |            |
|              | VH69    |            | Silver        | Wagon         |            |
|              | 75ZB    | 4:52       | White         | Sedan         |            |
|              | 8DM2    |            | White         | Mini-Van      |            |
|              | K664    |            | Sedan         | Sedan         |            |
| Out of State | M435    |            | SUV           | SUV           |            |
|              | 7HY0    |            | SUV           | SUV           |            |
|              | C680    |            | SUV           | SUV           |            |
|              | 3NE4    |            | SUV           | Pick-up Truck |            |
| Commercial   | 6756    |            | Sedan         | Sedan         |            |
|              | 6W5G    |            | Pick-up Truck | Pick-up Truck |            |
|              | YX43    |            | SUV           | Pick-up Truck |            |
| Commercial   | 4333    | 5:00       | Sedan         | Sedan         |            |
| Specialty    | 3046    |            | Sedan         | Sedan         |            |
|              | CF09    |            | Sedan         | Sedan         |            |
|              | FA12    |            | Sedan         | Sedan         |            |
|              | Y482    |            | SUV           | SUV           |            |
|              | 3PM8    |            | SUV           | SUV           |            |
|              | C986    |            | SUV           | Sedan         |            |
| Specialty    | DK90    |            | SUV           | SUV           |            |
|              | 9XX5    |            | SUV           | Sedan         |            |
|              | FA42    |            | Sedan         | Sedan         |            |
|              | 6HK5    |            | Sedan         | Sedan         |            |
|              | 4NSF    |            | SUV           | SUV           |            |
|              | 3WW8    |            | SUV           | SUV           |            |
|              | 4LL9    |            | SUV           | SUV           |            |

Weekday Evening Peak 3:00 PM - 6:00 PM

Weekday Evening Peak 3:00 PM - 6:00 PM

| State | Specialty  | Plate # | Time Stamp | Color        | Type              | Other Info                     |
|-------|------------|---------|------------|--------------|-------------------|--------------------------------|
|       |            | 52JF    | 3:00       | Silver       | SUV               |                                |
|       |            | 0YEE    |            | Tan          | SUV               |                                |
|       |            | 4486    |            | Tan          | Sedan             |                                |
|       |            | O508    | 3:10       | Green        | Sedan             |                                |
|       |            | 8VH4    |            |              | Convertible       |                                |
|       |            | 9RT6    | 3:20       |              | SUV               |                                |
|       |            | EN80    |            | Blue         | Sedan             |                                |
|       |            | 3SG     |            | Silver       | Sedan             |                                |
|       |            | 8AV4    |            | White        | Sedan             |                                |
|       |            | E947    | 3:30       | Gray         | Sedan             |                                |
|       | Commercial | 8727    |            | Green        | Pick-up Truck     |                                |
|       |            | 8HP2    | 3:40       | Green        | SUV               |                                |
|       |            | 4KNO    |            | L. Blue      | SUV               |                                |
|       |            | P667    |            | Tan          | Porsche SUV       |                                |
|       |            | 4PH1    | 3:50       | Tan          | Convertible       |                                |
|       |            | 75LW    |            | Red          | SUV               |                                |
|       |            | 3WC2    |            | White        | SUV               |                                |
|       |            | 9NT6    | 4:00       | Silver       | Mini-van          |                                |
|       |            | F472    |            | Silver       | SUV               |                                |
|       |            | K747    | 4:10       | D. Blue      | Sedan             |                                |
|       |            | FN60    |            | White        | SUV               |                                |
|       |            | V2R     | 4:20       | White        | SUV               |                                |
|       |            | 9RK5    |            | L. Blue      | Mini-van          |                                |
|       |            | YT48    |            | Silver       | Sedan             |                                |
|       |            | 140G    | 4:30       | Red          | SUV               |                                |
|       | Specialty  | PV29    |            | Black        | SUV               |                                |
|       |            | 9XX5    |            | L. Blue      | SUV               |                                |
|       |            | 1XL5    |            | Blue         | SUV               |                                |
|       |            | 90YN    | 4:41       | Black        | SUV               |                                |
|       |            | 59VS    |            | Tan          | Sedan             |                                |
|       |            | 6A98    | 4:50       |              | SUV               |                                |
|       |            | 7HY0    |            | Gold         | SUV               |                                |
|       |            | ZE78    |            | White/Gray   | SUV               |                                |
|       |            | 9XX5    | 5:00       | L. Blue      | SUV               |                                |
|       |            | FA42    |            | Black        | SUV               |                                |
|       |            | 2BK9    |            | Black        | SUV               |                                |
|       |            | FN60    | 5:10       | White        | SUV               | Could be FM60                  |
|       |            | S395    |            | White        | Contracting Truck | Plate Unreadable - Contracting |
|       |            | USSY    | 5:20       | White        | SUV               |                                |
|       |            | Z435    |            | Dark         | SUV               |                                |
|       |            | FX80    | 5:30       | Black        | Sedan             |                                |
|       |            | 6SG6    |            | Black        | SUV               |                                |
|       |            | 9525    |            | Black        | SUV               |                                |
|       |            | AM10    | 5:40       | Blue         | SUV               | Tire on back                   |
|       |            | PE38    |            | White/Silver | SUV               |                                |
|       |            | 8VZ9    | 5:50       | Red          | Mini-van          |                                |

24 cars along this route

covered plate

T CRUISER

Mini Cooper

|                      |      |               |
|----------------------|------|---------------|
| Specialty Commercial | KG36 | SUV           |
|                      | 7490 | Wagon         |
|                      | M45  | Truck         |
|                      | N940 | SUV           |
|                      | 26LX | Mini-Van      |
|                      | 5WDR | SUV           |
|                      | 7YB6 | Sedan         |
|                      | PW82 | Sedan         |
|                      | 5:20 |               |
| Specialty            | 5BGO | SUV           |
|                      | S395 | SUV           |
|                      | SP75 | SUV           |
|                      | US5Y | SUV           |
|                      | S284 | Sedan         |
|                      | Z435 | SUV           |
|                      | 6TY6 | SUV           |
|                      | GA72 | SUV           |
|                      | RZ80 | SUV           |
|                      | F646 | SUV           |
|                      | 7ZY6 | Sedan         |
|                      | 1GF4 | Sedan         |
|                      | SJ21 | Pick-up Truck |
|                      | 9LS9 | Sedan         |
|                      | 9ZE1 | SUV           |
|                      | MJ87 | SUV           |
|                      | 6SG6 | SUV           |
|                      | -    | MISSED        |
|                      | R553 | Sedan         |
|                      | 1CC5 | Sedan         |
|                      | 3KM2 | SUV           |
|                      | A220 | SUV           |
|                      | P9E8 | SUV           |
|                      | 1YK4 | Sedan         |
| Specialty            | H000 | Sedan         |
|                      | FL50 | SUV           |
|                      | HP15 | SUV           |
|                      | 5WDT | Sedan         |
|                      | L557 | Sedan         |
|                      | 9XB6 | SUV           |
|                      | AG74 | Sedan         |
|                      | 4WJ6 | SUV           |
|                      | E498 | SUV           |
| Out of State         | 1317 | SUV           |
|                      | 9BR6 | SUV           |
|                      | 1WG3 | SUV           |
|                      | 1VS3 | Sedan         |
|                      | RF35 | SUV           |
|                      | 4LW5 | SUV           |
|                      | L398 | Sedan         |



FROM GLEZEN LANE TO WAYLAND CENTER

Project: Origin-Destination Study: Glezen Lane, Wayland MA  
 Date Collected: Thursday, November 5, 2015  
 Observer: TEC, Inc. / Mackenzie Sharp  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Old Sudbury Road @ Glezen Lane  
 Movement: Left-turns from Glezen Lane to Old Sudbury Road

Project: Origin-Destination Study: Glezen Lane, Wayland MA  
 Date Collected: Thursday, November 5, 2015  
 Observer: TEC, Inc. / Eric Paquette, E.I.T.  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Old Sudbury Road Andrew Avenue  
 Movement: Right-turns from Old Sudbury Road to Andrew Ave

| Weekday Morning Peak 7:05 AM - 9:00 AM | Plate # | Time Stamp | Color     | Type        | Other Info                               |
|--|---------|------------|-----------|-------------|--|
| Specialty                              | LA81    | 7:05       | silver    | range rover |  |
|  | ZH65    |            | black     | toyota      | highlander                               |
|  | 6SG6    | 7:15       | white     | subaru      |  |
|  | 8WT9    |            | gray      |             |  |
|  | 1CL4    | 7:25       | gray      |             | regal                                    |
|  | 8EN8    |            | black     | ford        | f150 pick up truck                       |
|  | 7KV7    | 7:36       | black     | suburban    |  |
|  | 85B3    | 7:45       | gold      | toyota      | tacoma pick up truck                     |
|  | F894    |            | white     | jeep        | grand cherokee                           |
|  | 8TT6    | 7:55       | black     | sedan       |  |
|  | BLE5    | 8:05       | green     | nissan      |  |
|  | 35DS    |            | silver    | saturn      | large truck w red thing on back "Harvey" |
| specialty                              | 59SR    | 8:10       | maroon    |             | pilot                                    |
|  | 7VB6    |            | white     | ford        |  |
|  | M198    | 8:15       | white     | GMC         |  |
| specialty                              | RG      | 8:25       | silver    | ford        | f150 pick up truck                       |
|  | 6ZM6    |            | white     | audi        | f150 pick up truck                       |
|  | WL51    | 8:35       | black     | audi        |  |
|  | TJ92    | 8:40       | dark blue | sedan       |  |
|  | 3CP6    | 8:45       | gray      | minivan     |  |
|  | VS82    |            | silver    | sequoia     |  |
|  | 6071    | 8:50       | gold      | ford        | avalon                                   |
|  | 59VS    |            | red       |             |  |
|  | 7AJ4    |            | red       |             |  |
|  | B279    |            | silver    |             |  |

8 Cars along this route

| Weekday Morning Peak 7:05 AM - 9:00 AM | Plate # | Time Stamp | Color  | Type         | Other Info                            |
|--|---------|------------|--------|--------------|---------------------------------------|
| Specialty                              | LA81    | 7:05       | White  | Pickup Truck |                                       |
|  | G35     | 7:15       | White  | SUV          |                                       |
|  | JL94    |            | White  | SUV          |                                       |
|  | D840    |            | Silver | SUV          |                                       |
|  | X478    |            | Black  | Truck        | Landscaping truck                     |
|  | GR21    | 7:26       | Black  | Sedan        |                                       |
|  | TV37    |            | Silver | Sedan        | Plate could TB37                      |
|  | 4715    |            | Blue   | SUV          |                                       |
|  | 7KB7    |            | Black  | Pickup Truck |                                       |
|  | KSR4    |            | Silver | SUV          |                                       |
|  | 5KG6    | 7:35       | Black  | SUV          |                                       |
|  | 7EX7    |            | Black  | SUV          |                                       |
|  | 85B3    |            | Black  | Pickup Truck |                                       |
|  | 4533    |            | White  | SUV          |                                       |
|  | BC40    |            | Silver | SUV          |                                       |
|  | BB93    | 7:45       | Purple | Sedan        |                                       |
|  | 6HK5    |            | White  | Sedan        |                                       |
|  | Y954    |            | Black  | Sedan        |                                       |
|  | L557    |            | Black  | Sedan        |                                       |
|  | MK50    |            | White  | Sedan        |                                       |
|  | N125    | 7:55       | Black  | Sedan        |                                       |
|  | 8TT6    |            | White  | SUV          |                                       |
|  | C821    |            | Silver | Sedan        | Could be gold                         |
|  | 3DK7    |            | White  | Minivan      |                                       |
|  | 7DHJ    |            | Silver | Sedan        |                                       |
|  | A220    |            | Brown  | SUV          |                                       |
|  | 6VY4    |            | Silver | Sedan        |                                       |
|  | 9WC1    |            | White  | SUV          |                                       |
|  | VM60    |            | Blue   | SUV          |                                       |
|  | 2871    | 8:00       | Black  | SUV          |                                       |
|  | 8FX3    |            | Blue   | SUV          |                                       |
|  | 7XHI    |            | Blue   | Sedan        |                                       |
|  | 35DS    |            | Silver | Sedan        |                                       |
|  | ZF60    |            | White  | Sedan        |                                       |
|  | 9G      |            | Black  | SUV          |                                       |
|  | 7000    |            | Yellow | SUV          |                                       |
|  | 7019    |            | Red    | Trailer      |                                       |
|  | 1RP8    | 8:10       | Red    | Hatchback    |                                       |
|  | 6302    |            | Yellow | Bus          |                                       |
|  | 7490    |            | Gold   | Hatchback    |                                       |
|  | 96L4    | 8:15       | Gold   | SUV          | Small school bus                      |
|  | G623    |            | Green  | SUV          |                                       |
|  | IXEV    | 8:24       | Red    | SUV          |                                       |
|  | CL92    |            | Blue   | Hatchback    |                                       |
|  | 7XZ2    |            | Silver | Hatchback    |                                       |
|  | 4WB1    |            | Gray   | Hatchback    |                                       |
|  | WL51    | 8:31       | Black  | Pickup Truck |                                       |
|  | 34LZ    | 8:40       | Black  | Sedan        |                                       |
|  | 8427    |            | White  | Van          |                                       |
|  | TJ92    |            | Black  | Sedan        | Commercial van                        |
|  | CK10    |            | Black  | SUV          |                                       |
|  | ZJ90    |            | Silver | Sedan        |                                       |
|  | 57ST    |            | Gold   | SUV          | Dark color                            |
|  | 8:45    |            | Gold   | SUV          | Traffic queue for file 27 SB blocking |
|  | G594    |            | White  | SUV          |                                       |
|  | 3MK8    |            | Gray   | Minivan      |                                       |
|  | 4PA1    |            | Black  | Pickup Truck |                                       |
|  | 98VV    |            | White  | Sedan        |                                       |
|  | F462    |            | Silver | Sedan        |                                       |
|  | VS82    | 8:51       | White  | Minivan      |                                       |
|  | 2251    |            | Green  | Truck        | Dump truck                            |
|  | 07PR    |            | White  | Coupe        | Small electric car                    |
|  | 59SR    |            | Green  | Sedan        |                                       |
|  | 93AE    |            | Black  | SUV          |                                       |
|  | AM90    |            | Black  | Pilot        |                                       |
|  | 6DX6    |            | Blue   | SUV          |                                       |
|  | 96KW    |            | Blue   | Pickup Truck |                                       |
|  | 9TNE    |            | Red    | SUV          |                                       |

| Weekday Midday Peak 11:00 AM - 1:00 PM | Plate # | Time Stamp | Color  | Type        | Other Info                          |
|--|---------|------------|--------|-------------|-------------------------------------|
| out of state                           | F469    | 11:00      | silver | chrysler    |                                     |
|  | APIL    | 11:21      | blue   | toyota      |                                     |
|  | 51LG    |            | blue   | sedan       |                                     |
| out of state/commercial                | S863    | 11:30      | red    | sedan       |                                     |
|  | 9HX3    |            | silver | sedan       | large blue van "sprinter"           |
|  | 5Z7     | 11:40      | white  | ford        |                                     |
|  | 09HG    |            | red    | sedan       |                                     |
|  | 225SH   | 11:50      | white  | mustang     |                                     |
|  | 7WMA9   |            | white  | ford        |                                     |
|  | 0719    |            | white  | truck       | large white truck with portopoddy's |
|  | A328    |            | blue   | sedan       |                                     |
| out of state                           | BZPM    | 12:10      | white  | kia         |                                     |
|  | G903    |            | white  | ford        |                                     |
|  | CK60    | 12:20      | white  | sedan       | volvo                               |
|  | R726    | 12:30      | silver | lexus       |                                     |
|  | 3NN9    |            | white  | Chevy       | silverado truck                     |
|  | 6S66    | 12:40      | black  | toyota      | highlander                          |
| specialty                              | 2090    | 12:50      | blue   | range rover |                                     |

6 Cars along this route

| Weekday Midday Peak 11:00 AM - 1:00 PM | Plate # | Time Stamp | Color  | Type          | Other Info        |
|--|---------|------------|--------|---------------|-------------------|
|  | 2NE4    | 11:00      | Gray   | Sedan         |                   |
|  | DN82    |            | Silver | Sedan         |                   |
|  | 13KM    |            | Gray   | SUV           |                   |
|  | 8866    |            | Black  | SUV           |                   |
|  | 9AD0    |            | Blue   | Pickup Truck  |                   |
|  | ZL14    |            | Purple | SUV           |                   |
|  | SZ26    |            | Black  | Sedan         |                   |
|  | 0H4N    |            | Green  | SUV           |                   |
|  | 2RK2    | 11:12      | Black  | Coupe         |                   |
|  | 1139    |            | Gray   | SUV           |                   |
|  | CK25    |            | Red    | SUV           |                   |
|  | EK90    |            | Green  | Sedan         |                   |
|  | 398B    |            | Green  | SUV           |                   |
|  | MV30    | 11:21      | Blue   | SUV           |                   |
|  | S863    |            | Blue   | Sedan         |                   |
|  | 17FJ    |            | Purple | Sedan         |                   |
|  | 9XHE    |            | Silver | SUV           |                   |
|  | 9444    |            | Green  | Sedan         |                   |
|  | APIT    | 11:31      | Green  | Pickup Truck  |                   |
|  | 4JE8    |            | White  | Pickup Truck  | Greenish blue     |
|  | 7ZD7    |            | Gray   | Coupe         |                   |
|  | V670    | 11:41      | Gray   | SUV           |                   |
|  | 2WE2    |            | Gold   | Sedan         |                   |
|  | H133    |            | Gold   | Sedan         |                   |
|  | MD69    |            | White  | SUV           | Dark color        |
|  | 4228    |            | White  | Minivan       |                   |
|  | 6GS1    |            | White  | SUV           | Landscaping truck |
|  | 3ST7    |            | White  | Sedan         | Dark color        |
|  | 7601    |            | White  | Sedan         | Dark color        |
|  | 7BV3    |            | White  | Sedan         |                   |
|  | 7ESA    |            | Black  | Sedan         |                   |
|  | XF72    |            | Blue   | SUV           |                   |
|  | GN95    |            | Blue   | SUV           |                   |
|  | 2WZ8    |            | Blue   | SUV           |                   |
|  | SA25    |            | Gold   | SUV           |                   |
|  | FS27    |            | White  | SUV           |                   |
|  | 48ZG    |            | White  | Sedan         |                   |
|  | 25SH    |            | White  | Convertible   |                   |
|  | CV20    |            | White  | Sedan         |                   |
|  | 5YV7    |            | Gray   | SUV           |                   |
|  | K424    |            | Green  | Sedan         |                   |
|  | LY98    | 11:50      | Green  | Minivan       |                   |
|  | ZZ10    |            | Green  | Sedan         |                   |
|  | 1861    |            | Silver | SUV           |                   |
|  | 2WP8    |            | Gray   | SUV           |                   |
|  | 9ZY5    |            | Blue   | SUV           | Blueish gray      |
|  | A721    |            | Blue   | Sedan         |                   |
|  | HB50    |            | Gray   | Sedan         | Grayish blue      |
|  | RL46    |            | Gray   | Hatchback     |                   |
|  | M638    |            | White  | Coupe         |                   |
|  | 8FZ7    |            | Black  | SUV           |                   |
|  | 63DG    |            | Gray   | Sedan         |                   |
|  | A328    |            | Blue   | Sedan         |                   |
|  | ERES    |            | Black  | Sedan         |                   |
|  | 3KB4    | 12:01      | Gray   | Coupe         |                   |
|  | A528    |            | Gray   | SUV           |                   |
|  | N891    |            | White  | SUV           |                   |
|  | J110    | 12:11      | Brown  | Pickup Truck  |                   |
|  | 9FHB    |            | Gray   | Station Wagon |                   |
|  | 54AV    |            | Gray   | Crossover     |                   |
|  | 43GA    |            | Black  | Sedan         |                   |
|  | SG90    |            | Black  | Minivan       |                   |
|  | 6WD3    | 12:20      | Black  | SUV           |                   |
|  | 1XS9    |            | Black  | Sedan         |                   |
|  | 7TLS    |            | White  | Hatchback     |                   |
|  | 5YC2    |            | Gold   | Coupe         |                   |
|  | 2WZ9    |            | Blue   | SUV           |                   |
|  | CK60    |            | White  | SUV           |                   |
|  | CY90    |            | Blue   | SUV           |                   |
|  | 3ZV9    | 12:30      | Black  | Sedan         |                   |
|  | R726    |            | Gold   | Sedan         | Could be 3ZB9     |
|  | A751    |            | Silver | SUV           |                   |

| Plate # | Time Stamp | State | Other Info | Type         | Color  |
|---------|------------|-------|------------|--------------|--------|
| ME1B    |            |       |            | SUV          | Gray   |
| CZ83    |            |       |            | Sedan        | Gray   |
| JINK    |            |       |            | SUV          | Blue   |
| 8FF5    |            |       |            | SUV          | Black  |
| 5RT5    |            |       |            | Hatchback    | Blue   |
| 7CEF    |            |       |            | Pickup Truck | Blue   |
| S600    | 12:42      |       |            | SUV          | Silver |
| 1ZP1    |            |       |            | SUV          | Red    |
| RSR6    |            |       |            | SUV          | Silver |
| 3GN5    |            |       |            | SUV          | Gray   |
| 0482    |            |       |            | SUV          | White  |
| 6LK2    |            |       |            | SUV          | Blue   |
| BC40    |            |       |            | SUV          | Blue   |
| 0705    |            |       |            | Van          | Blue   |
| 5993    |            |       |            | Minivan      | White  |
| 5JC9    |            |       |            | Sedan        | Silver |
| 6949    |            |       |            | Sedan        | Black  |
| 26BR    |            |       |            | Pickup Truck | Black  |
| PG72    |            |       |            | Sedan        | Brown  |
| 2XT5    | 12:51      |       |            | Van          | Blue   |
| JB20    |            |       |            | Hatchback    | Brown  |
| 6NV2    |            |       |            | SUV          | Black  |

Commercial van  
Commercial van

Weekday Afternoon Peak 3:00 PM - 6:00 PM

| State     | Plate # | Time Stamp | Color        | Type        | Other Info                             |
|-----------|---------|------------|--------------|-------------|--|
|           | YD48    | 3:00       | light blue   | lexus       |  |
|           | 6508    | 3:10       | gold         | toyota      | sienna minivan                         |
|           | 4607    |            | green        | honda       | CRV                                    |
|           | FN60    | 3:20       | silver       | toyota      | landscaping truck                      |
|           | V2R     |            | dark blue    | audi        | SUV                                    |
|           | 4KNO    |            | light blue   | audi        | hatchback                              |
|           | 75LW    |            | red          | toyota      | highlander                             |
|           | USSY    | 3:30       | white        | BMW         | convertible                            |
|           | 9NT6    |            | silver       | toyota      | sequoia                                |
|           | SG44    | 3:40       | black        | hundai      | sonata                                 |
|           | 6TM5    |            | blue         | subaru      | outback                                |
|           | 9HN3    |            | gray         | audi        | hatchback                              |
|           | 8YH5    |            | light blue   | honda       | civic                                  |
|           | 7VB6    |            | maroon       | mini cooper | white roof                             |
|           | 8YD9    | 3:50       | dark green   | GMC         | pilot                                  |
|           | 07ZA    |            | red          | toyota      | yukon                                  |
|           | 3YK7    | 4:00       | silver       | honda       | highlander                             |
|           | 42BV    |            | white        | honda       | hatchback                              |
|           | 907N    | 4:10       | white        | sedan       | maybe mercedes                         |
|           | 3835    |            | black        | GMC         | YukonXL                                |
|           | 9385    |            | white        | van         | Lynch Tree Landscaping truck           |
|           | 9507    |            | white        | van         | transit                                |
|           | TR01    | 4:20       | silver       | honda       | US mail truck                          |
|           | 1XL5    |            | dark blue    | accord      | SUV 4-matic                            |
|           | PX93    |            | white        | ford        | 1150 pick up truck                     |
|           | USSY    |            | white        | sequoia     |  |
|           | ZE78    |            | light green  | honda       | CRV                                    |
|           | 7LL3    | 4:41       | black        | chevy       | tahoe                                  |
|           | 6FD6    |            | tan          | honda       | CRV                                    |
|           | 3NE4    |            | blue         | chevy       | pick up truck                          |
|           | PV29    |            | dark blue    | honda       | pilot                                  |
|           | 9XX5    |            | silver       | subaru      | outback                                |
| specialty | 84      |            | silver       | BMW         |  |
|           | YK37    | 4:50       | silver       | BMW         | motorcycle                             |
|           | 2289    |            | dark blue    | camry       |  |
|           | 9RTC    |            | dark blue    | toyota      | highlander                             |
|           | 6SG6    |            | dark blue    | toyota      | hatchback                              |
|           | 8HT4    |            | blue         | lexus       | hatchback                              |
|           | 147B    | 5:00       | black        | sedan       | hatchback                              |
|           | 7YB6    |            | silver       | audi        | hatchback                              |
|           | 4E52    | 5:10       | silver       | minivan     | hatchback                              |
|           | DF94    |            | white        | sedan       |  |
|           | P180    | 5:20       | mint green   | honda       | CRV                                    |
|           | J763    |            | white        | SUV         | highlander                             |
|           | L617    | 5:30       | silver       | toyota      | highlander                             |
|           | O7ZA    |            | dark coloret | sedan       | hatchback                              |
|           | YRA0    |            | silver       | sedan       | hatchback                              |
|           | 8PF8    |            | silver       | sedan       | hatchback                              |
|           | 6921    |            | silver       | sedan       | hatchback                              |
|           | V810    |            | red          | audi        | pick up truck                          |
|           | 5MJ4    | 5:40       | red          | BMW         |  |
|           | 6FFJ    |            | white        | SUV         | pick up truck                          |
|           | 1XL5    | 5:50       | dark coloret | toyota      | highlander                             |
|           | Z250    |            | dark coloret | sedan       | hatchback                              |
|           | 7E27    |            | dark coloret | sedan       | hatchback                              |
|           | 9E95    |            | dark coloret | BMW         | SUV                                    |
|           | GSJ8    |            | dark coloret | sedan       | RAV 4                                  |
|           | AM10    |            | red          | SUV         | dealer plate                           |
|           | F960    |            | red          | SUV         | hatchback with obstacle on back on car |
| specialty | 67AJ    |            | red          | SUV         | hatchback with obstacle on back on car |
|           | 8_LB4   |            | red          | SUV         | hatchback with obstacle on back on car |

36 Cars along this route

Weekday Evening Peak 3:00 PM - 6:00 PM

| State | Plate # | Time Stamp | Color  | Type         | Other Info          |
|-------|---------|------------|--------|--------------|---------------------|
|       | M553    | 3:00       | Blue   | SUV          |                     |
|       | 43U8    |            | Green  | Hatchback    |                     |
|       | L56     |            | Red    | Sedan        |                     |
|       | 4GLX    |            | Silver | Minivan      |                     |
|       | SY76    |            | Gold   | Convertible  |                     |
|       | 26LX    |            | Gold   | Minivan      |                     |
|       | 7579    |            | Blue   | SUV          |                     |
|       | OGST    |            | Black  | Sedan        |                     |
|       | YG90    |            | Black  | Sedan        |                     |
|       | 9X      |            | Blue   | Sedan        |                     |
|       | 0508    |            | Green  | Sedan        |                     |
|       | FW10    |            | Gold   | Sedan        |                     |
|       | 877C    |            | Brown  | Sedan        |                     |
|       | 1WG4    |            | Green  | SUV          |                     |
|       | D380    | 3:14       | Black  | Pickup Truck |                     |
|       | FN60    |            | Silver | SUV          |                     |
|       | V2R     |            | White  | Hatchback    |                     |
|       | Y634    |            | Blue   | Convertible  |                     |
|       | L182    |            | Blue   | SUV          |                     |
|       | EX37    |            | Blue   | Coupe        |                     |
|       | JS54    |            | Green  | Hatchback    |                     |
|       | 7VVS    |            | Yellow | Coupe        |                     |
|       | USSY    | 3:28       | White  | SUV          |                     |
|       | 6996    |            | Black  | Sedan        |                     |
|       | F898    |            | Black  | Sedan        |                     |
|       | 5S37    |            | Black  | Sedan        |                     |
|       | 9NT6    |            | Silver | Sedan        |                     |
|       | 5JV9    |            | Silver | Sedan        |                     |
|       | 4WB9    |            | Gray   | SUV          |                     |
|       | 7FE1    | 3:37       | Blue   | Sedan        |                     |
|       | 30WZ    |            | Black  | SUV          |                     |
|       | M131    |            | Black  | Pickup Truck | Couldn't read plate |
|       | LF12    |            | Black  | Minivan      |                     |
|       | 4806    |            | Black  | Motorcycle   |                     |
|       | 4XZX    |            | Black  | Coupe        |                     |
|       | K874    |            | Gray   | Sedan        |                     |
|       | C821    |            | Green  | Sedan        |                     |
|       | JPMB    |            | White  | Sedan        |                     |
|       | 8009    | 3:47       | White  | SUV          |                     |
|       | 5AVY    |            | White  | Van          |                     |
|       | N959    |            | Red    | SUV          |                     |
|       | SKZ8    |            | Blue   | Sedan        |                     |
|       | 8YD9    |            | Black  | SUV          |                     |
|       | 2BC1    | 4:10       | White  | SUV          |                     |
|       | 82PA    |            | White  | Pickup Truck |                     |
|       | RH79    |            | Blue   | Sedan        |                     |
|       | 06HX    | 3:55       | White  | Sedan        |                     |
|       | 5LX5    |            | Brown  | Hatchback    |                     |
|       | 6866    |            | Brown  | Sedan        |                     |
|       | LT60    |            | White  | Sedan        |                     |
|       | 7565    |            | White  | Pickup Truck |                     |
|       | T520    |            | Red    | Sedan        |                     |
|       | 6BH0    |            | Gray   | Minivan      |                     |
|       | 9MK0    |            | Silver | SUV          |                     |
|       | 4645    |            | White  | Van          |                     |
|       | 4451    |            | White  | Van          |                     |
|       | 4R1K    |            | White  | Sedan        |                     |
|       | 3YK7    |            | Silver | Sedan        |                     |
|       | 42BV    |            | White  | Sedan        |                     |
|       | 5ZV9    | 4:10       | Red    | Sedan        |                     |
|       | 46KT    |            | Silver | Sedan        |                     |
|       | W277    |            | Black  | SUV          |                     |
|       | 5YK6    |            | Gold   | Sedan        |                     |
|       | 5933    |            | Red    | Sedan        |                     |
|       | 5185    |            | Blue   | Sedan        |                     |
|       | 55CR    | 4:15       | Blue   | Sedan        |                     |
|       | 74RF    |            | White  | SUV          |                     |
|       | TR01    |            | Silver | Sedan        |                     |
|       | 20S1    |            | Blue   | SUV          |                     |
|       | 1WG3    | 4:25       | Silver | SUV          |                     |
|       | TD82    |            | Black  | Sedan        |                     |
|       | 4RH4    |            | Black  | SUV          |                     |
|       | 30RE    |            | Green  | Sedan        |                     |
|       | 1932    |            | Black  | Sedan        |                     |
|       | 8NE2    |            | Gray   | SUV          |                     |
|       | 6756    |            | Silver | Sedan        |                     |
|       | USSY    |            | White  | SUV          |                     |
|       | 8XM9    |            | Red    | Sedan        |                     |
|       | 4JE8    |            | Blue   | Hatchback    |                     |
|       | AR25    |            | White  | SUV          |                     |
|       | 1VJ9    | 4:32       | Silver | SUV          |                     |
|       | 5NE4    |            | Black  | SUV          |                     |
|       | 7LL3    |            | Black  | SUV          |                     |
|       | 7KK4    |            | Black  | Hatchback    |                     |
|       | 3HX0    |            | Gray   | SUV          |                     |
|       | 7HY0    |            | Green  | SUV          |                     |
|       | 9NH0    | 4:38       | Gold   | SUV          |                     |
|       | 4BB4    |            | White  | SUV          |                     |
|       | 5MN8    |            | Gray   | Sedan        |                     |
|       | 3TA8    |            | Gray   | Minivan      |                     |
|       | 6FD6    |            | Gray   | SUV          |                     |
|       | 7Y73    |            | Black  | SUV          |                     |
|       | T656    |            | Black  | Sedan        |                     |
|       | 7MP0    |            | Blue   | SUV          |                     |
|       | 3NE4    |            | Blue   | Pickup Truck |                     |
|       | 9XX5    |            | Silver | Sedan        |                     |
|       | 75B5    |            | Black  | Hatchback    |                     |
|       | AM27    |            | Black  | Hatchback    |                     |
|       | M468    |            | Silver | Sedan        |                     |
|       | YK37    |            | Silver | SUV          |                     |
|       | 90KT    | 4:49       | Silver | Sedan        |                     |
|       | YN84    |            | Black  | Sedan        |                     |
|       | 3XY5    |            | Gray   | Minivan      |                     |
|       | 9RTC    |            | Gray   | Sedan        |                     |

Dark color difficult to differentiate car colors and read plates

Dark color  
Dark color  
Dark color  
Dark color  
FedEx Express Van  
Dark color

|      |      |        |              |
|------|------|--------|--------------|
| 6SG6 |      | Black  | SUV          |
| 8HT4 |      | Blue   | Hatchback    |
| HD98 |      | Blue   | Sedan        |
| 9XB6 |      | Blue   | SUV          |
| 8ED7 |      | Blue   | Sedan        |
| AR60 |      | Silver | Sedan        |
| 7YB6 |      | Gray   | SUV          |
| 547A |      | Gray   | Minivan      |
| 9WS6 |      | Red    | SUV          |
| 2TZ6 |      | Green  | Sedan        |
| F588 |      | Green  | Sedan        |
| EM82 |      | Silver | Sedan        |
| LJ61 |      | Red    | Hatchback    |
| AYS7 | 5:10 | Red    | Pickup Truck |
| X184 |      | Red    | Sedan        |
| 5452 |      | White  | Sedan        |
| 4JX1 |      | Silver | Van          |
| 0070 |      | Gray   | SUV          |
| 3ES2 |      | Gray   | SUV          |
| 95MB |      | White  | Minivan      |
| T228 |      | Blue   | SUV          |
| 9WT7 |      | Gray   | Sedan        |
| P190 |      | White  | Sedan        |
| R770 |      | Blue   | Hatchback    |
| KW34 | 5:20 | Blue   | Sedan        |

Dark color

|      |              |        |      |  |  |
|------|--------------|--------|------|--|--|
| J763 | SUV          |        |      |  |  |
| 4172 | Hatchback    | Gray   |      |  |  |
| M890 | SUV          | Blue   |      |  |  |
| 3AY2 | SUV          | White  |      |  | Dark color   |
| 3665 | SUV          |        |      |  |  |
| 5933 | Hatchback    | Silver |      |  |  |
| 9525 | Sedan        | Red    | 5:27 |  | Dark color   |
| PW82 | SUV          |        |      |  | Could be blue  |
| MC51 | Sedan        | Gray   |      |  |  |
| KX17 | SUV          | Black  |      |  |  |
| TS63 | SUV          | Silver |      |  | Dark color   |
| VR40 | Sedan        | Black  |      |  |  |
| 5ZL1 | Sedan        | Red    |      |  |  |
| YR02 | Convertible  |        |      |  |  |
| MH20 | SUV          |        |      |  |  |
| 18SY | Sedan        | Gray   |      |  |  |
|      |              |        | 5:34 |  | Cars turning right from Andrew Avenue are not coming to a complete stop before turning |
| BFF8 | Sedan        | Silver |      |  |  |
| 6921 | Hatchback    | Gray   |      |  |  |
| LK43 | Pickup Truck | Red    |      |  |  |
| 0WPC | SUV          |        | 5:38 |  |  |
| VR10 | Sedan        | Gray   |      |  |  |
| 5MJ4 | Sedan        | Red    |      |  |  |
| BSF2 | SUV          |        |      |  | Dark color   |
| AG40 | SUV          | Brown  |      |  |  |
| Z427 | SUV          | White  |      |  |  |
| 1317 | SUV          | White  |      |  |  |
| LK60 | SUV          |        |      |  |  |
| 3298 | Hatchback    |        | 5:46 |  | Dark color   |
| 6RAV | Sedan        | White  |      |  | Light color  |
| D9H1 | SUV          | Blue   |      |  |  |
| 7GE5 | SUV          | Blue   | 5:50 |  |  |
| 5VB6 | SUV          |        |      |  |  |
| MJ87 | SUV          |        |      |  |  |
| Z250 | SUV          |        |      |  |  |
| 291X | Pickup Truck | Black  |      |  |  |
| Z796 | Sedan        |        |      |  |  |
| 16S0 | SUV          | Blue   |      |  |  |
| 2WA5 | SUV          | Gray   |      |  |  |
| 37JA | SUV          | Blue   |      |  |  |
| WP12 | SUV          | Blue   |      |  |  |
| VR10 | Motorcycle   |        |      |  | Couldn't read plate  |
| 1SV2 | Sedan        | Silver |      |  |  |
| GJ18 | SUV          |        |      |  | Dark color   |
| AM10 | Sedan        |        | 5:55 |  |  |
| 567  | SUV          | Gray   |      |  |  |
|      |              | Red    |      |  |  |
|      | Dealer       |        |      |  |  |

**Origin-Destination Study**

Project: Origin-Destination Study: Glezen Lane, Wayland MA  
 Date Collected: Thursday, November 5, 2015/ Saturday, November 7, 2015  
 Observer: TEC, Inc. / Peter Ellison, E.I.T.  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Andrew Avenue @ Old Sudbury Road (Rte 27)  
 Movement: Left-turns from Andrew Ave to Rte 27 WB

**FROM WAYLAND CENTER TO GLEZEN LANE**

Project: Origin-Destination Study: Glezen Lane, Wayland MA  
 Date Collected: Thursday, November 5, 2015/ Saturday, November 7, 2015  
 Observer: TEC, Inc. / Lauren Nicholson  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Old Sudbury Road @ Glezen Lane  
 Movement: Right-turns from Old Sudbury Road to Glezen Lane

**Saturday/Midday Peak: 11:00 AM - 1:00 PM**

| Plate Type   | Plate # | Time Stamp | Color  | Type          | Other Info |
|--------------|---------|------------|--------|---------------|------------|
|              | 6VY4    | 11:00      | Silver | Sedan         |            |
|              | OWTW    | 11:00      | Silver | Sedan         |            |
|              | XH04    |            | Gray   | Van           |            |
|              | LT70    |            | Gray   | Crossover     |            |
|              | S686    | 11:10      | Red    | SUV           |            |
|              | 8AP6    |            | Silver | Sedan         |            |
|              | 7KV4    |            | Red    | Sedan         |            |
|              | ZA56    |            | Black  | SUV           |            |
|              | 6JH6    |            | Gray   | SUV           |            |
|              | 56CM    |            | Blue   | SUV           |            |
| Specialty    | 57TN    |            | Green  | Sedan         |            |
|              | AE70    |            | Red    | SUV           |            |
|              | 61PZ    | 11:20      | Silver | SUV           |            |
|              | A373    |            | Gray   | SUV           |            |
|              | 4734    |            | Red    | Van           |            |
|              | N579    |            | Gray   | SUV           |            |
|              | C340    |            | Gray   | Pick-up Truck |            |
|              | 5500    | 11:31      | Silver | Sedan         |            |
|              | 5XT2    |            | Silver | Sedan         |            |
|              | RP30    |            | Black  | SUV           |            |
|              | JK17    |            | Black  | SUV           |            |
|              | MP40    |            | Red    | Sedan         |            |
| Specialty    | 53EA    |            | Black  | SUV           |            |
|              | N899    |            | Silver | Sedan         |            |
|              | 8JZ2    |            | Black  | Sedan         |            |
|              | 26YZ    |            | Gray   | Sedan         |            |
|              | 4ZW9    |            | Black  | SUV           |            |
|              | 5KG6    |            | Black  | SUV           |            |
| Specialty    | Z665    |            | Blue   | Van           |            |
| Out of State | 1640    |            | White  | Sedan         |            |
|              | 7YD2    | 11:41      | Gray   | Sedan         |            |
| Specialty    | 50AX    |            | Belge  | Sedan         |            |
|              | 9CD1    |            | Red    | Crossover     |            |
|              | E984    |            | Gray   | Crossover     |            |
|              | KH67    |            | Blue   | Sedan         |            |
|              | X687    |            | Blue   | Pick-up Truck |            |
|              | 9WS2    |            | Red    | SUV           |            |
|              | Z382    |            | White  | SUV           |            |
|              | 2XF6    |            | Black  | Sedan         |            |
|              | YW80    |            | Black  | SUV           |            |
|              | M289    |            | Black  | SUV           |            |
|              | 94KG    |            | Gray   | SUV           |            |
|              | 81FJ    | 11:52      | Gray   | Sedan         |            |
|              | YZ23    |            | Black  | Sedan         |            |
|              | 6XBB    |            | Black  | SUV           |            |
| Specialty    | 36JX    |            | Black  | SUV           |            |
| Specialty    | 845D    |            | White  | SUV           |            |
|              | PK40    | 12:02      | Silver | Sedan         |            |
|              | 3XRH    |            | Silver | Sedan         |            |
|              | 75AT    |            | Gray   | Van           |            |
|              | 78NH    |            | Gray   | SUV           |            |
|              | F233    |            | Blue   | Sedan         |            |
|              | 55NY    | 12:10      | Silver | Sedan         |            |
|              | 6969    |            | Black  | Pick-up Truck |            |
|              | 15VM    |            | Black  | Sedan         |            |
| Specialty    | 16EJ    |            | Red    | SUV           |            |
|              | XF70    |            | Gray   | Sedan         |            |
|              | D676    |            | Gray   | SUV           |            |
|              | 9ZD8    |            | Black  | SUV           |            |
|              | 7JC6    |            | Red    | Pick-up Truck |            |
|              | 6HC6    |            | Blue   | Sedan         |            |
|              | 44YN    | 12:21      | Silver | SUV           |            |
|              | 9SY6    |            | Gray   | Sedan         |            |
| Out of State | 4215    |            | Red    | Sedan         |            |
|              | 5733    |            | Black  | Sedan         |            |
|              | 6HV8    |            | Gray   | SUV           |            |
|              | N987    |            | Red    | Sedan         |            |
| Specialty    | 35RJ    |            | White  | SUV           |            |
|              | 8FN3    |            | White  | Sedan         |            |
| Specialty    | 838A    | 12:30      | Black  | Pick-up Truck |            |
|              | 1ZRN    |            | Gray   | Sedan         |            |
|              | JR32    |            | Green  | Sedan         |            |
|              | C485    |            | Gray   | SUV           |            |
|              | 6564    |            | Black  | SUV           |            |
|              | ZY77    |            | Black  | SUV           |            |
|              | 5PG1    |            | Gray   | Sedan         |            |
|              | GENT    |            | Silver | Sedan         |            |
|              | GS64    |            | Gray   | Sedan         |            |
|              | 4PH1    |            | Silver | SUV           |            |
|              | 56J1    |            | Gray   | SUV           |            |
|              | C335    |            | Green  | Sedan         |            |
|              | 8CG4    |            | Black  | Sedan         |            |
|              | 9TC9    | 12:44      | Silver | SUV           |            |
|              | B743    |            | Black  | SUV           |            |
|              | 4LW2    |            | Silver | SUV           |            |
| Out of State | FMA4    |            | White  | SUV           |            |
|              | 3KJ2    |            | Blue   | Sedan         |            |
|              | 64XE    |            | Blue   | Sedan         |            |
|              | 6EA7    |            | Black  | SUV           |            |
|              | E921    |            | Black  | SUV           |            |
| Out of State | ZE78    |            | Gray   | SUV           |            |
|              | T485    | 12:50      | White  | SUV           |            |
|              | PP32    |            | Gray   | Sedan         |            |
|              | 1638    |            | Black  | Dump Truck    |            |
|              | 9LXS    |            | Black  | Sedan         |            |
|              | P212    |            | White  | Sedan         |            |
|              | 9SV5    |            | Gray   | Sedan         |            |
|              | 4YV1    |            | Silver | Sedan         |            |
|              | 6GL1    |            | White  | SUV           |            |
|              | HOME    |            | Blue   | Sedan         |            |

18 cars along this route

No Plate - 12:29 PM



FROM GLEZEN LANE TO WAYLAND CENTER

Project: Origin-Destination Study, Glezen Lane, Wayland MA  
 Date Collected: Saturday, November 7, 2015  
 Observer: TEC, Inc. / Mackenzie Sharp  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Old Sudbury Road @ Glezen Lane  
 Movement: Left-turns from Glezen Lane to Old Sudbury Road

Saturday Middav Peak: 11:00 AM - 1:00 PM

| State     | Plate # | Time Star | Color         | Type        | Other Info           |
|-----------|---------|-----------|---------------|-------------|----------------------|
|           | 8ZD5    | 11:00     | black         | jeep        |                      |
|           | W120    | 11:12     | dark green    | subaru      | outback              |
|           | C340    |           | silver        | toyota      | tundra pick up truck |
|           | B438    |           | black         | kia         | optima               |
|           | 5XMG    |           | silver        | acura       | small SUV            |
|           | 9HY6    |           | black         |             | hatchback            |
|           | P867    | 11:20     | rk silver/ble | pororsche   |                      |
|           | SWP     |           | white         | jeep        |                      |
|           | 75LW    |           | red           | BMW         |                      |
|           | 94KG    |           | dark gray     | volvo       | small SUV            |
|           | 1WS7    |           | silver        | minivan     |                      |
|           | ZE78    | 11:31     | blue/gray     | honda       | CRV                  |
|           | W460    |           | red           | GMC         | sierra pick up truck |
|           | O9HG    | 11:40     | red           | mercury     | 4matic               |
|           | 36JX    |           | black         | range rover |                      |
| specialty | 8WT9    | 11:51     | white         | subaru      | cross track          |
|           | 3VT9    |           | silver        | audi        | A3                   |
|           | 4HM7    | 12:02     | dark blue     | prius       |                      |
|           | GENT    |           | dark gray     | BMW         |                      |
|           | 1AM3    |           | dark blue     | buick       |                      |
|           | ZJ76    |           | silver        | infiniti    |                      |
|           | 9HE6    | 12:09     | white         | small SUV   |                      |
|           | E947    | 12:20     | silver        | nissan      |                      |
|           | B279    |           | silver        | SUV         |                      |
|           | GW76    |           | black         | nissan      | pathfinder           |
| specialty | 65JG    | 12:31     | white         | suburban    |                      |
|           | 5NK0    |           | silver        | acura       |                      |
|           | F786    | 12:41     | black         | sedan       |                      |
|           | TJ32    |           | dark blue     | audi        | small SUV            |
|           | P180    | 12:50     | white         | sedan       | civic                |
|           | H915    |           | silver        | honda       | land scaping truck   |
|           | 6973    |           | black         | sedan       |                      |
|           | 6FE4    |           | black         | sedan       |                      |

17 Cars along this route

Project: Origin-Destination Study, Glezen Lane, Wayland MA  
 Date Collected: Saturday, November 7, 2015  
 Observer: TEC, Inc. / Eric Paquette, E.I.T.  
 Date Input: Monday, November 9, 2015  
 Analyst: TEC, Inc. / John Brooks

Location: Old Sudbury Road @ Glezen Lane  
 Movement: Right-turns from Old Sudbury Road to Andrew Ave

Saturday Middav 11:00 AM - 1:00 PM

| State     | Plate # | Time Star | Color  | Type          | Other Info         |
|-----------|---------|-----------|--------|---------------|--------------------|
|           | TV37    | 11:00     | silver | Sedan         |                    |
|           | ET83    |           | Silver | SUV           | Could be TB37      |
|           | 651E    |           | Silver | SUV           |                    |
| Specialty | 7749    |           | Blue   | Sedan         |                    |
| Specialty | SC60    |           | Silver | SUV           |                    |
|           | ME11    |           | Silver | SUV           |                    |
|           | F430    |           | Black  | SUV           |                    |
|           | 1ZRN    |           | Green  | Sedan         |                    |
|           | 7VC5    |           | Black  | SUV           |                    |
|           | 2CB4    | 11:10     | White  | Pickup Truck  |                    |
|           | 55NY    |           | Silver | Hatchback     |                    |
|           | B650    |           | Gray   | Sedan         |                    |
|           | GN35    |           | Black  | SUV           |                    |
|           | 1NC6    |           | Red    | Hatchback     |                    |
|           | H641    |           | Blue   | SUV           |                    |
|           | 7YD2    |           | Blue   | Sedan         |                    |
|           | C340    |           | Brown  | Pickup Truck  |                    |
|           | L965    |           | Silver | SUV           |                    |
|           | C160    |           | Black  | SUV           |                    |
|           | 5XMG    |           | Silver | SUV           |                    |
|           | AJ15    |           | White  | Sedan         |                    |
|           | 6EA7    | 11:20     | Purple | SUV           |                    |
|           | 94KG    |           | Gray   | Hatchback     |                    |
|           | M289    |           | Black  | SUV           |                    |
|           | EP57    |           | Black  | Sedan         |                    |
|           | 8FN7    |           | Silver | Sedan         |                    |
|           | 8546    |           | White  | Van           | Commercial van     |
|           | C735    |           | Gray   | SUV           |                    |
|           | 9V      |           | White  | Sedan         |                    |
|           | 9D4V    |           | Gray   | SUV           |                    |
|           | MP40    |           | Black  | SUV           |                    |
|           | 5KG6    |           | Black  | SUV           |                    |
|           | 6JY1    |           | Silver | SUV           |                    |
|           | ZE78    | 11:30     | Green  | SUV           |                    |
|           | W460    |           | Blue   | Pickup Truck  |                    |
|           | 6HC6    |           | Blue   | Sedan         |                    |
|           | 64XE    |           | Blue   | Sedan         |                    |
|           | 6969    | 11:40     | Black  | Pickup Truck  |                    |
|           | 5733    |           | Black  | Convertible   |                    |
|           | 8Y76    |           | Green  | SUV           |                    |
|           | 7YV1    |           | Black  | Sedan         |                    |
|           | 7GA1    |           | Silver | Minivan       |                    |
|           | 36JX    |           | Black  | SUV           |                    |
|           | 9000    |           | Brown  | SUV           |                    |
|           | 4LW2    |           | White  | SUV           |                    |
|           | 98BN    |           | Black  | SUV           |                    |
|           | 7936    |           | Black  | Pickup Truck  |                    |
|           | 9AA     |           | Black  | Sedan         |                    |
|           | X286    |           | Silver | Sedan         |                    |
|           | 9SV5    |           | Silver | Sedan         |                    |
|           | 2WE2    |           | Gray   | Sedan         |                    |
|           | 6MA2    | 11:50     | White  | SUV           |                    |
|           | T711    |           | Silver | Sedan         |                    |
|           | V820    |           | Blue   | SUV           |                    |
|           | 838A    |           | Gray   | Sedan         |                    |
|           | 3KJ2    |           | Blue   | Hatchback     |                    |
|           | 9WC1    |           | White  | SUV           |                    |
|           | 9JT2    |           | Silver | SUV           |                    |
|           | 3VT9    |           | Blue   | Hatchback     |                    |
|           | 4215    |           | Red    | Van           | Commercial van     |
|           | BB93    |           | Purple | SUV           |                    |
|           | 5KK7    |           | Black  | SUV           |                    |
|           | 7EW5    | 12:00     | Orange | SUV           |                    |
|           | 8VP4    |           | White  | SUV           |                    |
|           | GENT    |           | Brown  | Sedan         |                    |
|           | 1YH7    |           | Gray   | SUV           |                    |
|           | 7WK3    |           | White  | Sedan         |                    |
|           | 1AM3    | 12:10     | Black  | Sedan         |                    |
|           | ZJ76    |           | White  | Sedan         |                    |
|           | RW24    |           | Brown  | Sedan         |                    |
|           | 6EB3    |           | Blue   | Sedan         |                    |
|           | 1WT3    |           | Blue   | SUV           |                    |
|           | 1SX4    |           | Silver | SUV           |                    |
|           | 05BP    |           | Black  | SUV           |                    |
|           | C627    |           | Blue   | Sedan         |                    |
|           | 7LL3    |           | Black  | SUV           |                    |
|           | 9V      |           | SUV    |               |                    |
|           | T485    |           | White  | SUV           |                    |
|           | NK60    | 12:20     | Black  | Sedan         |                    |
|           | 5733    |           | Black  | Convertible   |                    |
|           | E947    |           | Silver | Sedan         |                    |
|           | S747    |           | Black  | Coupe         |                    |
|           | 4478    |           | Gray   | SUV           |                    |
|           | C485    |           | Black  | SUV           |                    |
|           | 43UB    |           | Green  | Hatchback     |                    |
|           | 5WDB    |           | Silver | SUV           |                    |
|           | DN80    |           | Silver | SUV           |                    |
|           | 3RW6    |           | Black  | Sedan         |                    |
|           | 5TT4    |           | Red    | Sedan         |                    |
|           | 7979    |           | Silver | Trailer       | Blke on top of car |
|           | 1FC9    | 12:30     | Black  | SUV           |                    |
|           | XH99    |           | Gray   | Sedan         |                    |
|           | M441    |           | Gray   | Sedan         |                    |
|           | G946    |           | Gray   | Station Wagon |                    |
|           | F860    |           | Black  | Sedan         |                    |
|           | 1675    |           | Blue   | Sedan         |                    |
|           | 60PI    |           | Blue   | Hatchback     |                    |
|           | VS80    |           | Gold   | SUV           |                    |
|           | E840    |           | Silver | Sedan         |                    |
|           | 51HK    |           | Green  | SUV           |                    |
|           | 4AS3    |           | Blue   | SUV           |                    |
|           | RN40    |           | Green  | Hatchback     |                    |
|           | 65JG    | 12:40     | White  | SUV           |                    |
|           | 1BK7    |           | Black  | SUV           |                    |
|           | NL84    |           | Gray   | SUV           |                    |
|           | 5NK0    |           | Silver | Sedan         |                    |
|           | LD32    |           | Black  | SUV           |                    |
|           | PF32    |           | Silver | Sedan         |                    |
|           | AY01    |           | Blue   | SUV           |                    |
|           | 1NX0    |           | Blue   | SUV           |                    |
|           | 1CJ5    |           | White  | SUV           |                    |
|           | 7HAB    |           | Red    | Sedan         |                    |
|           | AK87    |           | Blue   | SUV           |                    |
|           | 2MM3    |           | Black  | Coupe         |                    |
|           | BW40    |           | Black  | Sedan         |                    |
|           | F786    | 12:50     | Black  | Sedan         |                    |
|           | TJ32    |           | Blue   | SUV           |                    |
|           | P180    |           | White  | Sedan         |                    |
|           | H915    |           | Blue   | Sedan         |                    |
|           | 9Y23    |           | Silver | Sedan         |                    |
|           | 6FE4    |           | Black  | Sedan         |                    |