



TECHNICAL MEMORANDUM

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

DATE: April 6, 2015

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

PROJECT NO.: T0558.05

RE: Introductory Glezen Lane Neighborhood Traffic Assessment
Summary of Initial Data Collection and Potential Diversion Alternatives

INTRODUCTION

TEC, Inc. has been retained by the Town of Wayland to commence data collection efforts to support a neighborhood traffic study along Glezen Lane that assesses the cut-through trip potential related to the Town Center Project ("the Project"). As part of a settlement agreement with certain plaintiffs who live along Glezen Lane, the Town of Wayland has implemented increasingly stringent traffic calming and travel route diversion measures based on increasing traffic volumes on Glezen Lane. The requirements of the settlement are identified in the Judgment on Count II of the Plaintiff's Amended Complaint, signed by a Justice of the Superior Court on July 16, 2008 (see Attachment A). The following measures have been implemented since the initial occupancy of the Project:

- Designation of a 25 mile-per-hour speed limit
- Truck restriction for through traffic
- Traffic signal improvements at the intersection of Routes 27 and 126
- Nine (9) speed tables to moderate travel speeds
- Various motorist guide signs on Andrew Avenue and Concord Road
- Time-of-day turn prohibition signs at Route 27 / Glezen Lane
- Targeted police patrols to monitor the public's compliance with the turn restrictions

The final mitigation element outlined in the settlement includes a physical change in the geometry of the intersection of Route 27 / Glezen Lane. The roadway opening on the southeasterly side of the existing triangular island would be removed to make the Route 27 northbound right turn onto Glezen Lane particularly challenging. A sketch of the intersection was prepared as part of the recommendations from the Plaintiff's consultant (TEPP LLC). TEC later performed a preliminary layout of the improvement and informed the Town that fire trucks would be required to use the entire width of both Route 27 and Glezen Lane to negotiate the turn. Both exhibits are provided in Attachment B.

The Town informed TEC that the traffic volume threshold for this final change was recently surpassed. The current turn restrictions and pending geometric changes have been a topic of great public interest by residents that have expressed a hardship associated with the



inability to legally perform movements between Route 27 and Glezen Lane to and from destinations to the south unrelated to the Project. Prior to implementation of the final geometric improvements, or a discussion about permanent regulatory turn restrictions, the Town engaged TEC to collect actual traffic data about the Project.

EXISTING AND FUTURE TRIP GENERATION CHARACTERISTICS

The Project has much of its commercial office and retail uses constructed and occupied. The Town Planning Department staff provided a summary of the occupancy that is accurate for the time of the traffic counts in early March 2015 (see Attachment C). Certificates of Occupancy have been issued for 120,737 square feet (SF) of non-residential uses throughout the Project and 12 units (14,558 SF) of residential condominiums within Building 2F. TEC performed comprehensive traffic counts at both ends of Andrew Avenue using both automatic traffic recorders (ATRs) and technicians performing manual turning movement counts (TMCs) at the intersections. The ATRs were installed on each end of Andrew Avenue from Thursday, February 26 through Saturday, February 28, 2015 and again from Thursday, March 5 through Saturday, March 7, 2015. The manual TMCs were conducted during the weekday morning and evening; and Saturday midday peak periods on March 5 and 7, 2015.

The traffic counts provide a conservative assessment of the current site trip generation because it included trips from the 48-unit Wayland Commons 40B residential development, which is not part of the Project. The data, as detailed in Attachment D, shows good consistency between the two separate three-day continuous count periods.

The following table provides a summary of the current peak hour and daily trip generation for the Project:

Table 1 – Existing (March 2015 Actual) Trip Generation

<u>Time Period / Direction</u>	<u>Average Trip Generation</u>
<i>Weekday Daily</i>	6,942 vpd
<i>Weekday Morning Peak Hour</i>	
Enter	179
Exit	126
Total	305 vph
<i>Weekday Evening Peak Hour</i>	
Enter	304
Exit	263
Total	567 vph
<i>Saturday Daily</i>	8,395 vpd
<i>Saturday Midday Peak Hour</i>	
Enter	394
Exit	383
Total	777 vph



Note: vpd – vehicles per day; vph – vehicles per hour

The average daily and peak hour trip generation volumes are calculated and summarized in Attachment E.

The following future land uses or portions of new buildings yet to be occupied will contribute additional trip generation potential for the Project:

- Residential (±113,000 SF / 88 Units) – Brendan Homes
- Retail (approximately ±14,400 SF)
- Office (approximately ±14,400 SF)
- Municipal / Institutional (originally projected as a 40,000 SF library)

Using standard trip generation rates provided by the Institute of Transportation Engineers¹, the remaining development components listed above will understandably increase the number of trips visiting the Project. The table below provides a summary of the estimated total vehicle trips at full build-out in relation to the estimates provided originally in the Project’s Master Special Permit (MSP) filing prepared by Vanasse & Associates, Inc. (VAI)².

Table 2 – Adjusted Trip Generation Projections & Comparison

Time Period	Current Trips	Updated Full-Build Trips	VAI Full-Build Projection	Percentage of Original Estimate
Weekday Daily (vpd)	6,942	10,127	13,940	73%
Weekday Morning Peak Hour (vph)	305	427	315	136%
Weekday Evening Peak Hour (vph)	567	971	1,405	69%
Saturday Daily (vpd)	7,665	10,782	17,898	60%
Saturday Midday Peak Hour (vph)	777	1,164	1,785	65%

Note: vpd – vehicles per day; vph – vehicles per hour

Detailed calculations for the remaining floor areas and units are provided in Attachment F. Although there is a slight increase in the weekday morning peak hour when compared to VAI’s original estimate, the current volumes include the Wayland Commons residential trips. Furthermore, the morning peak hour trip generation from the Project is considerably lower than the prior alternative assuming re-occupancy of the former Raytheon office building prior to construction of the Project.

The remaining daily and peak hour time periods for the Project are expected to result in only 60% to 73% of the originally estimated trip generation identified during the permitting phase. The originally planned 40,000 SF library contributes more than half of the remaining (projected) trips shown above and no shared-trip credits have been applied to the future

¹ Trip Generation Manual, 9th Edition, Institute of Transportation Engineers (ITE), 2012.

² Master Special Permit Traffic Impact and Access Study – Wayland Town Center, Vanasse & Associates, Inc., May 2007; Follow-up Technical Memoranda prepared in August 2007.



numbers. 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.

POTENTIAL FOR GLEZEN LANE CUT-THROUGH TRAFFIC

The recent data collection effort establishes a significantly lower trip generation rate than originally anticipated. Therefore, the potential for cut-through traffic along Glezen Lane, between Routes 27 and 126, is also lower. The recent turn restrictions that have been implemented and monitored during most daytime hours have likely reduced the turning movements to and from the Project from Route 27 to the north (Glezen Lane related traffic included).

The original MSP traffic projections prepared by Vanasse & Associates, Inc. (VAI), and reviewed by TEC, anticipated a larger percentage of site-related trips that might desire to use the local streets northeast of the Project. However, the local and regional traffic generated by the Project is more heavily concentrated at the Route 20 access point. For instance, the MSP traffic study anticipated 49% of the total evening peak hour trip generation to access the Project via Route 27. Based on the current traffic projections, only 44% is using the Route 27 access point during the same peak hour. During the Saturday midday peak hour, the current 38% use of this driveway is significantly lower than the 47% originally projected. The current and previously projected driveway counts are graphically depicted in Attachments G and H, respectively.

The lower post-occupancy trip generation counts, coupled with the lower documented use of the Route 27 access point, suggests that there is less traffic originating from, or destined to, the northeast. Thus, there is less potential for cut-through traffic along Glezen Lane than originally anticipated. TEC observed the public dialogue with the Board of Selectmen on September 15, 2014 regarding the increasingly stringent regulatory turn prohibitions at the intersection of Route 27 / Glezen Lane. There appear to be two mutually exclusive interests from neighborhood residents:

- a) a desire to curb the potential for commuter and/or Project-related cut-through traffic along Glezen Lane; and
- b) providing reasonable and customary access from the Glezen Lane neighborhood for trips to the Project or elsewhere in the Town to the south.

Based on the limited evidence provided in the recent Andrew Avenue counts, it is possible that the traffic using Glezen Lane might be predominantly generated by the neighborhood residents themselves and may not result in a measurable, impactful volume of regional cut-through traffic. *The most accurate way to assess the actual cut-through traffic volumes is to temporarily remove the turn restrictions (currently a regulatory prohibition required per the Settlement Agreement). If authorized for supplemental tasks on this project, TEC could perform origin-destination traffic counts to track vehicles between Glezen Lane and the Project.*



POTENTIAL TRAFFIC DIVERSION ALTERNATIVES

Glezen Lane has been recognized as a commuter cut-through route for motorists seeking to bypass the Route 20 corridor between Sudbury and Weston, and ultimately toward the Interstate 95 corridor. Knowing that the traffic thresholds have purportedly increased despite increasingly stringent turn prohibitions to and from Route 27, the Glezen Lane traffic increases are most likely associated with other regional background traffic unrelated to the Project. TEC will be performing a detailed review of the historic traffic data along Glezen Lane as part of a subsequent task for this assignment.

The Plaintiffs have requested a list of potential alternatives to the current turn restrictions that may provide a similar or greater reduction in cut-through traffic along Glezen Lane. They would like to review the alternatives prior to considering a temporary removal of the restrictions at the westerly end of Glezen Lane for the requested origin-destination data collection effort.

TEC has identified the following alternatives, at a conceptual level, and provides introductory dialogue on the potential merits of pursuing each:

1. *Modify the turn restrictions at Route 27 / Glezen Lane to prohibit left turns from Route 27 southbound (from Sudbury) onto Glezen Lane and allowing all other movements*
 - The left turn volume is higher than 400 vehicles per hour during the weekday morning peak period due to the eastbound commuter traffic trends and reduces to 82 vehicles per hour during the evening peak hour. This left turn volume is similar to, or higher than, the northbound right turn movement (coming from Town Center) during most weekday periods.
 - Redirecting more than 400 vehicles per hour toward the intersection of Routes 20/27/126 is expected to result in a significant increase in morning commuter congestion. This will affect regional commuters, Glezen Lane residents, and visitors to the Project alike.
 - The westbound commuter traffic on Glezen Lane westbound during the evening peak hours would remain unchanged.
2. *Terminate the westerly end of Glezen Lane in a cul-de-sac near Training Field Road*
 - This will eliminate all potential for cut-through traffic, but will meanwhile eliminate a neighborhood connection from Moore Road, Sedgemoor Road, Loblolly Lane, Wayside Road, Spruce Tree Lane, Pheasant Run, Orchard Lane, and Training Field Road to Route 27.
 - It reduces the ability for emergency services to respond to an incident from multiple directions and could increase response times.
 - It creates a haphazard street name and numbering system for the general public who may desire to visit residents and do not realize the road does not have a "through" connection and detour routes may not be obvious.



3. *Terminate the Glezen Lane in a cul-de-sac west of Concord Road (Route 126)*

- This alternative is unlikely to modify commuter cut-through trends along the westerly end of Glezen Lane because many motorists will simply be diverted to Training Field Road. This will also increase the potential for increased cut-through along Plain Road and Claypit Hill Road.
- It similarly creates a haphazard street name and numbering system for the general public seeking to visit sections of Glezen Lane on either side of Concord Road.

Our professional opinion is that these alternatives do not have sufficient merit to warrant extensive traffic analysis or conceptual design and will cause greater travel restrictions for the neighborhood and emergency services.

TEC recommends the following action items:

- Seek a temporary suspension of the terms of the settlement agreement to remove all turn restrictions at the intersection of Route 27 / Glezen Lane for a period of 60 days. (Town Counsel / Board of Selectmen);
- Perform supplemental traffic counts, including an origin-destination tracking study for motorists traveling between Route 126, Glezen Lane, and the Project to quantify the actual cut-through traffic versus neighborhood-related trips (TEC);
- Perform updated turning movement counts and daily traffic counts as an update to TEC's recent work and to verify the accuracy of the radar traffic recorder counts taken historically along Glezen Lane (TEC).

Please contact us at (978) 794-1792 with any follow-up questions regarding the recent trip generation data collection, the potential traffic diversion alternatives, or our recommendations for subsequent action items.

Attachments:

- A - Judgment on Count II of the Plaintiff's Amended Complaint, signed by a Justice of the Superior Court on July 16, 2008
- B - Prior Intersection Sketches (TEPP LLC and TEC, Inc.)
- C - Wayland Town Center Zoning Summary (December 10, 2014)
- D - Andrew Avenue Traffic Counts (February / March 2015)
- E - Current Post-Occupancy Trip Generation Data
- F - Updated Site Trip Generation Estimate - Full Build
- G - Current Traffic Volume Networks (TEC)
- H - Projected Full-Build Trip Generation Estimate & Traffic Volume Networks (VAI)

Attachment A

Judgment on Count II of the Plaintiff's Amended Complaint

COMMONWEALTH OF MASSACHUSETTS

MIDDLESEX, SS.

SUPERIOR COURT
C.A. NO. 08-0552

DAVID BERNSTEIN, KATHLEEN
BERNSTEIN, JEFFREY PORTER, JILL
PORTER, SUSAN REED, WILLIAM PETRI,
ARLENE PETRI, TIMOTHY MARSTERS, L.
HOWARD HARTLEY, MARCIA ANNE
HARTLEY, RICHARD MIKELS, DEBORAH
MIKELS, and MICHAEL BATE,

Plaintiffs

v.

WAYLAND PLANNING BOARD,
WILLIAM STEINBERG, ALBERT I.
MONTAGUE, JR., DANIEL MESNICK,
KEVIN MURPHY, and LYNNE
DUNBRACK, as members of the Wayland
Planning Board, ANETTE LEWIS, as an
associate member of the Wayland Planning
Board, TOWN OF WAYLAND, WAYLAND
BOARD OF SELECTMEN, WAYLAND
BOARD OF ROAD COMMISSIONERS, and
TWENTY WAYLAND, LLC,

Defendants

JUDGMENT ON COUNT II OF
PLAINTIFFS' AMENDED COMPLAINT

The above-captioned matter having come before the Court on the Agreement for Judgment on Count II of the Amended Complaint ("Agreement for Judgment") by the Plaintiffs David Bernstein, Kathleen Bernstein, Jeffrey Porter, Jill Porter, Susan Reed, William Petri, Arlene Petri, Timothy Marsters, L. Howard Hartley, Marcia Anne Hartley, Richard Mikels, Deborah Mikels, and Michael Bate ("Plaintiffs"), and the Defendant Town of Wayland, by and through its Board of Selectmen and Board of Road Commissioners (collectively, "Wayland"), it is hereby ordered, judged and decreed that final Judgment be entered on Count II of Plaintiffs'

Amended Complaint on the following terms and conditions, and that Count I be dismissed.

Whereas,

1. Twenty Wayland, LLC (“20 Wayland”) has proposed to develop a large mixed-use project known as the Wayland Town Center Project, consisting of 372,500 square feet of commercial, residential and municipal building space and related infrastructure on an approximately 56-acre parcel situated within Wayland’s town center (the “Town Center Project”).

2. The Wayland Planning Board (“Planning Board”), in a decision filed with the Wayland Town Clerk on January 18, 2008 and amended on January 23, 2008, granted a master special permit, other special permits, site plan approval and waivers to Twenty Wayland, LLC for its Project (“Planning Board Decision”).

3. On February 6, 2008, Plaintiffs filed a one-count complaint appealing the Planning Board Decision under G.L. c. 40A, § 17, naming the Planning Board and 20 Wayland as defendants (“Count I”). Simultaneously with filing of the Agreement for Judgment, the Plaintiffs filed an Amended Complaint adding the Town of Wayland, Wayland Board of Selectmen and Wayland Board of Road Commissioners (collectively “Wayland”) as defendants and adding Count II, a declaratory judgment claim against Wayland (“Count II”). The defendants consented to the filing of the Amended Complaint without admitting or agreeing with the factual or legal assertions contained in the Amended Complaint.

4. All parties to this action have stipulated to the dismissal of Count I, subject to issuance of this Judgment. The Plaintiffs and Wayland (the “Parties”), who are the only parties who are named in Count II, have agreed to entry of this Judgment on Count II simultaneous with the dismissal of Count I.

5. The Parties have agreed that the measures set forth in this Judgment are warranted and appropriate to address through traffic on Glezen Lane in the Town of Wayland generated by the Town Center Project, and are consistent with valid municipal planning purposes to promote public health, safety, and welfare in the Glezen Lane area of Wayland.

6. The Parties therefore, intending to be legally bound, have agreed to the immediate entry of this Judgment on Count II.

IT IS HEREBY ORDERED, ADJUDGED AND DECREED AS FOLLOWS:

I. TRAFFIC MONITORING AND MITIGATION

A. Overview

The traffic mitigation provisions set forth in this Judgment consist generally of (1) traffic monitoring and analysis requirements, (2) initial traffic mitigation measures to be implemented in an effort to control traffic speeds and volumes on Glezen Lane, and (3) additional traffic mitigation measures if and when triggered by certain measured traffic volumes in excess of the Maxima outlined below.

B. Maxima – Triggering Implementation of Additional Mitigation Measures

An increase in the volume of traffic on Glezen Lane exceeding the following traffic volume Maxima will result in the implementation of the mitigation measures specified below (except as otherwise expressly provided or modified below with respect to any particular measure):

<u>Time Period</u>	<u>Maximum</u>
Weekdays 6:00 a.m. - 9:00 a.m.	five percent (5%) over the Baseline Traffic Volume
Weekdays 9:00 a.m. - 4:00 p.m.	thirty-five percent (35%) over the Baseline Traffic Volume
Weekdays 4:00 p.m. - 7:00 p.m.	five percent (5%) over the Baseline Traffic Volume
Saturdays and Sundays	thirty-five percent (35%) over the Baseline Traffic Volume

C. Baseline Traffic Volumes and 1% Annual Adjustment

The existing Baseline Traffic Volume for each weekday time period specified in Section I(B) shall be based on data to be collected by Wayland (or its consultant) on Glezen Lane west of Concord Road during the following periods: September 22-26, 2008, October 20-24, 2008, and October 27-31, 2008. The average of the data collected during those periods for each weekday time period specified above shall constitute the existing Baseline Traffic Volume for that time period. If during any of those periods, an event occurs that materially affects customary traffic patterns on Glezen Lane, substitute data shall be collected during an alternative period mutually agreed to by the Parties, unless the Parties agree otherwise.

Within 30 days after completion of the weekday traffic counts specified above, Wayland shall provide notice to the Plaintiffs, as provided in Section I.K, of the weekday data collected by Wayland (or its consultant) during the above time periods in 2008. The Parties agree that method of data collection during the above time periods in 2008 may be the same as the method used to collect the weekend data in 2006. The Parties shall cooperate in good faith to resolve any disputes regarding the data collected during the above time periods in 2008.

The existing Baseline Traffic Volume for each Saturday and Sunday are based on data collected by Vanesse & Associates, Inc. during June 3-4, 2006, and are as follows:

Saturday: 599 (based on June 3, 2006 data)

Sunday: 450 (based on June 4, 2006 data)

Each Baseline Traffic Volume will be adjusted upward by one percent (1%) per annum commencing on the date that is one year after the date that the existing Baseline Traffic Volume figures are established for the weekday periods.

D. Traffic Monitoring and Monitoring Period

Wayland shall install a fixed traffic monitoring device near the western terminus of Glezen Lane east of the junction with Old Sudbury Road (Route 27) to collect data relative to traffic volumes for weekdays between 6:00 a.m. and 7:00 p.m. and 24 hours on Saturday and Sunday. Wayland shall commence said traffic monitoring no later than the date any retail floor space at the Town Center Project is first operated and shall continue monitoring until the later of (i) implementation of the last mitigation measure set forth in this Judgment, or (ii) four consecutive 13-Week Monitoring Periods (as defined below), occurring after 90% occupancy of the retail floor space at the Town Center Project, during which none of the Maxima specified herein are exceeded (such period referred to hereafter as the "Monitoring Period"). First operation of retail floor space shall mean the first date that retail floor space in the Town Center Project is open to the public for business. The Monitoring Period shall be extended or recommenced in the event Wayland is permitted under this Judgment to remove, and does remove, any previously-implemented mitigation measure, as provided for below, and shall continue as specified above in the event of any such removals pursuant to the second sentence of this paragraph.

E. Data Review and Calculations for Determining if Maxima Are Exceeded and Additional Mitigation Measures Triggered

After each week during the Monitoring Period, Wayland (or its consultant) shall collect and document traffic volume data collected for each day of the preceding week and determine and document the average traffic volume for the three (3) preceding calendar weeks for the following time periods:

Weekdays:	6:00 a.m. - 9:00 a.m.
	9:00 a.m. - 4:00 p.m.
	4:00 p.m. - 7:00 p.m.

Saturdays and Sundays:	24 hours
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Each week, a new three-week rolling average for each time period shall be calculated by including data for the new week and dropping data for the first week of the prior three week period.

The three-week rolling averages will be evaluated over 13-week reporting periods (“13-Week Reporting Period”). The first 13-Week Reporting Period will consist of the first 13 calendar weeks following commencement of the Monitoring Period. Wayland (or its consultant) shall review the 13 previous three-week rolling averages for each weekday and weekend time period specified above within each 13-Week Reporting Period, and shall prepare a written report within twenty (20) days after each 13-Week Reporting Period, documenting the results of that review. The written report shall include the traffic data collected during the Reporting Period, shall be substantially in the form attached hereto as Exhibit 1, and shall be provided to the Plaintiffs’ representative designated in Section I(K). A Maximum specified in Section I(B) or I(G)(4) shall be deemed exceeded for purposes of triggering Wayland’s obligation to implement the next specified mitigation measure if at least four (4) of the 13 three-week rolling averages during that 13-Week Reporting Period exceed the specified Maximum.

Traffic data collected during the following three Excluded Periods shall not be utilized in the above-referenced calculations:

1. Calendar weeks, beginning on a Sunday, in which short-term road construction projects or weather-related detours materially affect customary traffic patterns on Glezen Lane, not to exceed a total of ten (10) weeks in any 52-week period.
2. The holiday shopping period beginning on the Sunday prior to Thanksgiving through the first Saturday in January.
3. The eight (8) full calendar weeks following the date on which any retail floor space is first operated in the Town Center Project.

The three-week rolling average shall exclude data collected during any such Excluded Period. The first three-week rolling average after the Excluded Period shall include data from the two calendar weeks immediately preceding the Excluded Period and the first calendar week after the Excluded Period. The second three-week rolling average after the Excluded Period shall include data from the calendar week before the Excluded Period and the two calendar weeks after the Excluded Period. A 13-Week Reporting Period will span more than 13 calendar weeks in the event of any intervening Excluded Period.

The three-week rolling averages and the 13-Week Reporting Period evaluations and reports shall be restarted after deployment of each new traffic mitigation measure specified below, beginning with the fifth full calendar week after deployment of each measure (to allow time for the effects of that particular measure to be realized).

F. Initial Traffic Mitigation Measures

No later than fourteen (14) calendar days prior to issuance of an occupancy permit for any retail floor space at the Town Center Project, Wayland shall complete and maintain the mitigation measures specified in subparagraphs (4), (5) and (6) below, continue if not achieved the mitigation measures specified in subparagraphs (1) and (2), and maintain the mitigation measures specified in subparagraphs (3), (7) and (8):

1. 25-Mile-Per-Hour Speed Limit: Wayland shall continue to diligently pursue imposition of a consistent 25 MPH speed limit on Glezen Lane (request pending at MassHighway, District 3 office).
2. Truck Restriction: Wayland shall continue to diligently pursue imposition of a truck restriction on Glezen Lane (request pending at MassHighway, District 3 office).
3. Route 126/Route 27 Intersection Improvements: The road improvements and signalization of the Route 126 and Route 27 intersection generally described in the February 15, 2008 Final Environmental Impact Report for the Town Center Project, as such improvements and signalization are approved by MassHighway, shall be completed prior to issuance of any building permit for the Town Center Project and shall thereafter be maintained by Wayland.
4. Tier I Speed Tables: Wayland shall install or cause to have installed and maintain three year-round speed tables pursuant to the specifications set forth in Exhibit 2 hereto at the following locations on Glezen Lane (as further identified in Exhibit 3 hereto):
 - a. in front of 14 Glezen Lane
 - b. in front of 44 Glezen Lane
 - c. in front of 88 Glezen Lane
5. “No Access to Town Center Signs”: Wayland shall install or cause to have installed and maintain signs that say, with 6-inch letter: “[appropriate street reference] No Access to Town Center, Use Route 126 South [with arrow if space available]” at the following locations:
 - a. Route 126 southbound at Moore Road
 - b. Route 126 southbound at Glezen Lane
 - c. Glezen Lane westbound at the east side of the intersection at Route 126
 - d. Training Field Road westbound at the west side of the intersection at Route 126
 - e. Moore Road southbound at intersection with Glezen Lane

If the name of the Town Center Project is changed or a more effective reference to the Project is identified, the signs shall be updated to reference the new name/reference – with any such revision being subject to Plaintiffs’ prior approval, which shall not be unreasonably withheld.

6. Signs at Access Road/Route 27: Wayland shall install or cause to have installed directional signs at the east end of the access road through the Town Center Project at the intersection with Route 27 directing all traffic seeking to use Route 126 northbound or southbound to turn right to access the traffic signal at the Route 126/27 intersection.
7. Weekend 11-6 Turn Prohibitions, Glezen Lane – Route 27: Wayland shall prohibit left-turns from Glezen Lane westbound onto Route 27 southbound and

prohibit right-turns from Route 27 northbound onto Glezen Lane eastbound on Saturdays and Sundays 11:00 a.m. to 6:00 p.m.

8. Police Patrols: Wayland shall provide directed police patrols to target speed enforcement and compliance with turn-restrictions implemented pursuant to this Judgment at least four (4) times per calendar month during any of the following periods
 - a. weekends 11:00 a.m. - 6:00 p.m. (to be expanded to 9:00 a.m. - 6:00 p.m. if additional mitigation measure 3, below, is triggered)
 - b. weekdays 6:00 a.m. – 7:00 p.m.

The Plaintiffs acknowledge that extraordinary emergency circumstances could prevent Wayland from complying with the provisions of this paragraph. In the event such circumstances occur, Wayland shall not be in breach of this Judgment.

G. Additional Traffic Mitigation Measures As May Be Triggered By Maxima Being Exceeded

If during a 13-Week Reporting Period traffic volumes exceed any of the specified traffic volume Maxima, Wayland shall also complete and maintain the traffic mitigation measures specified below in the sequence specified below.

1. Tier II Speed Tables: Install and maintain three additional year-round speed tables pursuant to the specifications set forth in Exhibit 2 hereto at the following locations on Glezen Lane (as further identified in Exhibit 3 hereto) – if any weekday or weekend Maximum specified in Section I(B) is exceeded:
 - a. just east of Barley Lane
 - b. between 58 and 62 Glezen Lane
 - c. in front of 102 Glezen Lane
2. Weekday and Extended Weekend Turn Prohibitions, Glezen Lane – Route 27: If any weekday Maximum specified in Section I(B) is exceeded during a 13-Week Reporting Period, prohibit left-turns from Glezen Lane westbound onto Route 27 southbound and prohibit right-turns from Route 27 northbound onto Glezen Lane eastbound weekdays, 9:00 a.m. to 6:00 p.m. If any weekday Maximum is exceeded during a subsequent 13-Week Reporting Period before any weekend Maximum is exceeded, mitigation measure 3 (and subsequently measure 4) will be triggered and implemented (even though Extended Weekend turn prohibitions are not yet triggered or implemented).

If any weekend Maximum specified in Section I(B) is exceeded during a 13-Week Reporting Period, prohibit left-turns from Glezen Lane westbound onto Route 27 southbound and prohibit right-turns from Route 27 northbound onto Glezen Lane eastbound Saturdays and Sundays, 9:00 a.m. to 6:00 p.m. If any weekend Maximum is exceeded during a subsequent 13-Week Reporting Period before any weekday Maxima are exceeded, mitigation measure 3 (and subsequently measure

4) will be triggered and implemented (even though Weekday turn prohibitions are not yet triggered or implemented).

If any weekday Maximum and any weekend Maximum specified in Section I(B) are both exceeded during the same 13-Week Reporting Period, prohibit left-turns from Glezen Lane westbound onto Route 27 southbound and prohibit right-turns from Route 27 northbound onto Glezen Lane eastbound weekdays, Saturdays and Sundays 9:00 a.m. to 6:00 p.m. If any weekday or weekend Maximum is exceeded during a subsequent 13-Week Reporting Period, mitigation measure 3 (and subsequently measure 4) will be triggered and implemented.

3. Tier III Speed Tables: Install and maintain three additional year-round speed tables pursuant to the specifications set forth in Exhibit 2 hereto at the following locations on Glezen Lane (as further identified in Exhibit 3 hereto) – if, after implementation of measure 2 above, any weekday or weekend Maximum specified in Section I(B) is exceeded:
 - a. just west of 6 Glezen Lane
 - b. in front of 22 Glezen Lane
 - c. in front of 106 Glezen Lane

4. Permanent Turn Prohibitions and Physical Restrictions, Glezen Lane – Route 27: Prohibit left-turns from Glezen Lane westbound onto Route 27 southbound and prohibit right-turns from Route 27 northbound onto Glezen Lane eastbound at all times (24 hours, 7 days, year-round) and install and maintain physical restrictions effectively prohibiting such turns, as described in Exhibit 4 hereto – if, after implementation of measure 3 above, traffic volumes during the weekday 9:00 a.m. - 4:00 p.m. period or Saturdays or Sundays exceed forty (40%) percent of the Baseline Traffic Volume (specified in Section I(B) as adjusted pursuant to Section I(C)), or if traffic volumes during the weekday 6:00 a.m. - 9:00 a.m. period or 4:00 p.m. - 7:00 p.m. period exceed fifteen (15%) percent of the Baseline Traffic Volume (specified in Section I(B) as adjusted pursuant to Section I(C)).

H. Deadlines to Complete Required Mitigation Measures

Wayland shall complete installation of any signs specified above within fourteen (14) calendar days of the determination that an applicable Maximum has been exceeded. Wayland shall complete installation of any required speed tables, weather permitting, within forty-five (45) days of the determination that an applicable Maximum has been exceeded. Wayland shall complete the physical changes required in Section I(G)(4), within ninety (90) days of the determination that an applicable Maximum has been exceeded, provided however, that no roadway construction shall be performed between November 15 and April 1 in order to provide an acceptable construction environment and temperature for roadway base, pavement and striping preparation and installation.

No delay in the installation of any mitigation measure shall be deemed to be a breach of this Judgment to the extent the delay is caused by an event beyond the control of Wayland and could not have been foreseen or prevented. Wayland shall exercise good faith efforts to

anticipate any such event and to address the effects of any such event to prevent or minimize any resulting delay to the greatest extent possible. Financial inability shall not constitute an “event beyond the control of Wayland” or otherwise excuse Wayland’s failure to perform or Wayland’s delay in performing its obligations hereunder.

Potential Removal of Measures, Continued Monitoring, and Reinstallation

Wayland reserves the right to remove traffic mitigation measures in reverse order of installation if, based on continued monitoring, traffic volumes during all 13 rolling averages in a 13-Week Reporting Period have dropped below the now-existing unadjusted Baseline Traffic Volume specified in Section I(B). Only one mitigation measure may be removed at a time, in reverse of the order installed, and each removal shall be followed by monitoring as specified in Section I(D). If all 13 rolling averages in a subsequent 13-Week Reporting Period are again determined to remain below the now-existing unadjusted Baseline Traffic Volume specified in Section I(B), Wayland may remove the most recently installed remaining mitigation measure. If, however, during a subsequent 13-Week Reporting Period the traffic volume is determined to exceed any of the traffic volume Maxima specified in Section I(B) or I(G), measured against the then-current, adjusted Baseline Traffic Volume including the 1% per annum adjustment provided for in Section I(C), Wayland shall reinstall and maintain the previously-removed mitigation measures – one mitigation measure at a time, the most recently removed mitigation measure to be reinstalled each time, and each reinstallation to be followed by monitoring as specified in Section I(D).

Mitigation Fund

Wayland shall set aside the following specified funds in a separate account dedicated for the purpose of complying with this Judgment and to be used exclusively towards implementation of the traffic mitigation measures specified in this Judgment: \$50,000 (fifty thousand dollars) within sixty (60) days of the effective date of this Judgment and \$90,000 (ninety thousand dollars) within thirty (30) days of issuance of the first building permit for the Town Center Project. The total amount is an estimate of the cost to implement all of the measures required by this Judgment. However, Wayland acknowledges that the cost may be higher. Wayland’s obligation to implement the measures required by this Judgment shall not be limited in any way by the amount of the set-aside mitigation funds.

In the event Wayland removes any previously installed traffic mitigation measure(s) pursuant to Section I(I), it shall place back into the mitigation fund account an amount equal to the projected installation costs of the removed measure(s).

I. Records and Reports

During the Monitoring Period (as it may be extended in the event Wayland removes any mitigation measure as provided for in this Judgment), Wayland shall keep and maintain all documents generated pursuant to this Judgment or relating to the implementation of its terms at the Wayland Town Building, including but not limited to those documents identifying each three-week rolling traffic volume averages and the data and calculations used to generate those averages. Wayland shall provide copies of those documents to the Plaintiffs’ representative designated in this Section.

Wayland shall also provide the Plaintiffs' representative designated in this Section with a 13-Week Reporting Period summary report within twenty (20) days of each 13-Week Reporting Period. That report shall be substantially in the form attached hereto as Exhibit 1, shall include the data specified in Section I.E for the preceding 13-Week Reporting Period, and shall summarize that data, describe any declared exclusions, and provide the calculations and conclusions relevant to determining whether any traffic mitigation measure has been triggered pursuant to this Judgment. The summary report shall be sent in writing by mail and electronically by email to the Plaintiffs by sending it to the address set forth below, or to such other address as the Plaintiffs (or their representative) may from time to time designate by written notice to Wayland:

David Bernstein
25 Glezen Lane
Wayland, MA 01778
Email: dave.bernstein@comcast.net

II. ADDITIONAL PROVISIONS

A. Effective Date

This Judgment shall take effect as of the date it is entered by the Court. There is no just cause for the delay in the immediate issuance and entry of this Judgment.

B. Defaults and Remedies

In the event Plaintiffs or any of them assert that Wayland has failed to comply with or has breached any provision of this Judgment, and such alleged failure or breach continues for 45 days after written notice thereof from the Plaintiffs or any one of them to Wayland, the Plaintiffs or any of them may institute such actions or proceedings as he/she/they deem appropriate to enforce this Judgment and to compel specific performance. The Plaintiffs recognize that a de minimis breach of the specific terms of this Judgment shall not subject Wayland to contempt or other sanctions for violation.

In any action for breach of this Judgment, the party who prevails or substantially prevails shall be entitled to recover from the other party(ies) their reasonable attorneys fees, interest, expert fees and costs, in addition to any other legal and equitable relief to which they are entitled, provided the Court finds that the non-prevailing party breached the Judgment without a reasonable basis for believing that its actions or inactions would not constitute a breach.

C. Authorization and Validity

The Board of Selectmen and Board of Road Commissioners have represented and warranted that this Judgment has been duly authorized by all necessary votes, actions, and other requirements of the Town of Wayland, the Board of Selectmen and the Board of Road Commissioners. Each Plaintiff has also represented and warranted that he or she is authorized to do so.

The Plaintiffs and Wayland have agreed that the Court has jurisdiction to issue this Judgment and that the Judgment, once issued, will be valid and binding on the Parties in accordance with its terms. The Court retains jurisdiction over this matter for the purpose of enforcing the terms of this Judgment.

In the event any person or entity challenges or asserts a claim challenging the enforceability of this Judgment or seeking to prevent Wayland's performance under this Judgment, the Parties shall defend against any such challenge or claim. In addition, if any provision of this Judgment is declared or determined to be unenforceable, Wayland shall take all steps necessary to address the basis for such declaration or determination, to ratify or otherwise render such terms enforceable and to otherwise secure performance of Wayland's obligations set forth in this Judgment.

D. Notices

All notices to be given pursuant to this Judgment shall be in writing and shall be deemed given when delivered by hand or when mailed by certified or registered mail, postage prepaid, return receipt requested, to the parties hereto at the addresses set forth below, or to such other place as a party may from time to time designate by written notice:

Wayland:

Wayland Town Clerk
Wayland Town Hall
41 Cochituate Road
Wayland, MA 01778

Frederic Turkington, Town Administrator
Wayland Town Hall
41 Cochituate Road
Wayland, MA 01778

With a copy to their attorneys:

Mark J. Lanza, Town Counsel
Wayland Town Hall
41 Cochituate Road
Wayland, MA 01778

Patricia A. Cantor, Special Counsel
Kopelman and Paige, P.C.
101 Arch Street
Boston, MA 02110

Plaintiffs:

David and Kathleen Bernstein
25 Glezen Lane
Wayland, MA 01778

Jeffrey and Jill Porter
62 Glezen Lane
Wayland, MA 01778

Susan Reed
58 Glezen Lane
Wayland, MA 01778

William and Arlene Petri
86 Glezen Lane
Wayland, MA 01778

L. Howard Hartley and Marcia Anne
Hartley
22 Glezen Lane
Wayland, MA 01778

Timothy Marsters
96 Glezen Lane
Wayland, MA 01778

Richard and Deborah Mikels
4 Barley Lane
Wayland, MA 01778

Michael Bate
104 Glezen Lane
Wayland, MA 01778

With a copy to their attorney:

Jeffrey L. Roelofs
Law Offices of Jeffrey L. Roelofs, P.C.
30 Green Street
Newburyport, MA 01950
Tel: 978-462-7600
jlr@roelofslaw.com

E. No Waiver

Failure of the Plaintiffs or Wayland to avail themselves of any of the terms, covenants and conditions of this Judgment for a period of time or at any time or times, shall not be construed or deemed to be a waiver of any of their rights hereunder.

F. Cooperation

The Parties shall cooperate and to act in good faith to achieve the terms and objectives of this Judgment.

G. Amendments

This Judgment may not be modified except pursuant to a written amendment executed by Wayland, by and through its Board of Selectmen and Board of Road Commissioners, and by all Plaintiffs who still reside in Wayland at the time any such amendment is executed. Any such amendment shall be filed with the Court and entered as an amendment of this Judgment.

H. Entire Agreement

This Judgment embodies the entire agreement and understanding between the Parties with respect to the subject matter hereof and supersedes all prior agreements and understandings relating to such subject matter.

This Judgment shall be binding upon the Parties' heirs, assigns, and all successors in interest to them.

I. No Admission

This Judgment does not constitute an admission by the Plaintiffs or Wayland for any purpose. The Plaintiffs and Wayland have waived, on behalf of themselves and their heirs, assigns, and all successors in interest to them, any challenge to the validity or enforceability of this Judgment or any provision of this Judgment.

So ordered,


Justice of the Superior Court

Date: July 16, 2005

EXHIBITS TO JUDGMENT

GLEZEN LANE TRAFFIC MITIGATION

<u>Number</u>	<u>Exhibit</u>
1	13-Week Reporting Period Report Form
2	Speed Table Specifications
3	Speed Table Locations
4	Physical Restrictions – Mitigation Measure I.G.4

Exhibit 1

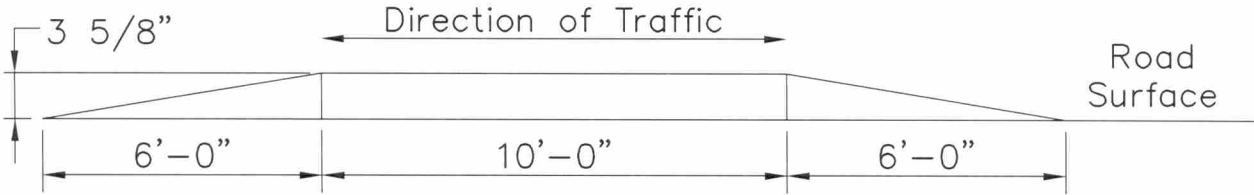
Exhibit 2



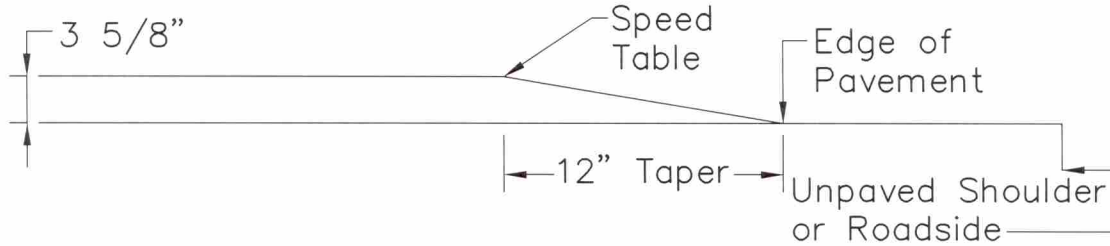
N.T.S.

Speed Table Detail

Section A-A

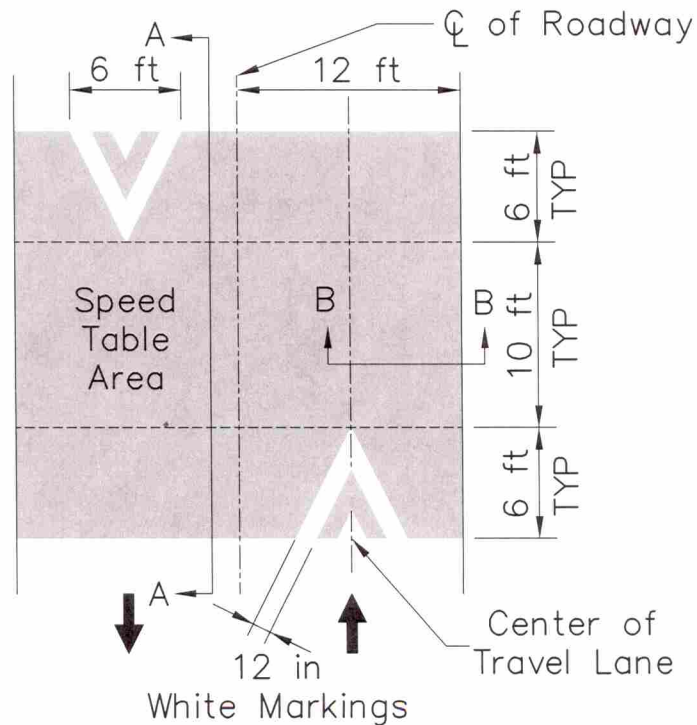


Section B-B



Source: ITE Proposed Recommended Practice, Guidelines for the Design and Application of Speed Humps, 2007, Figures 4.3 and 4.7

Legend



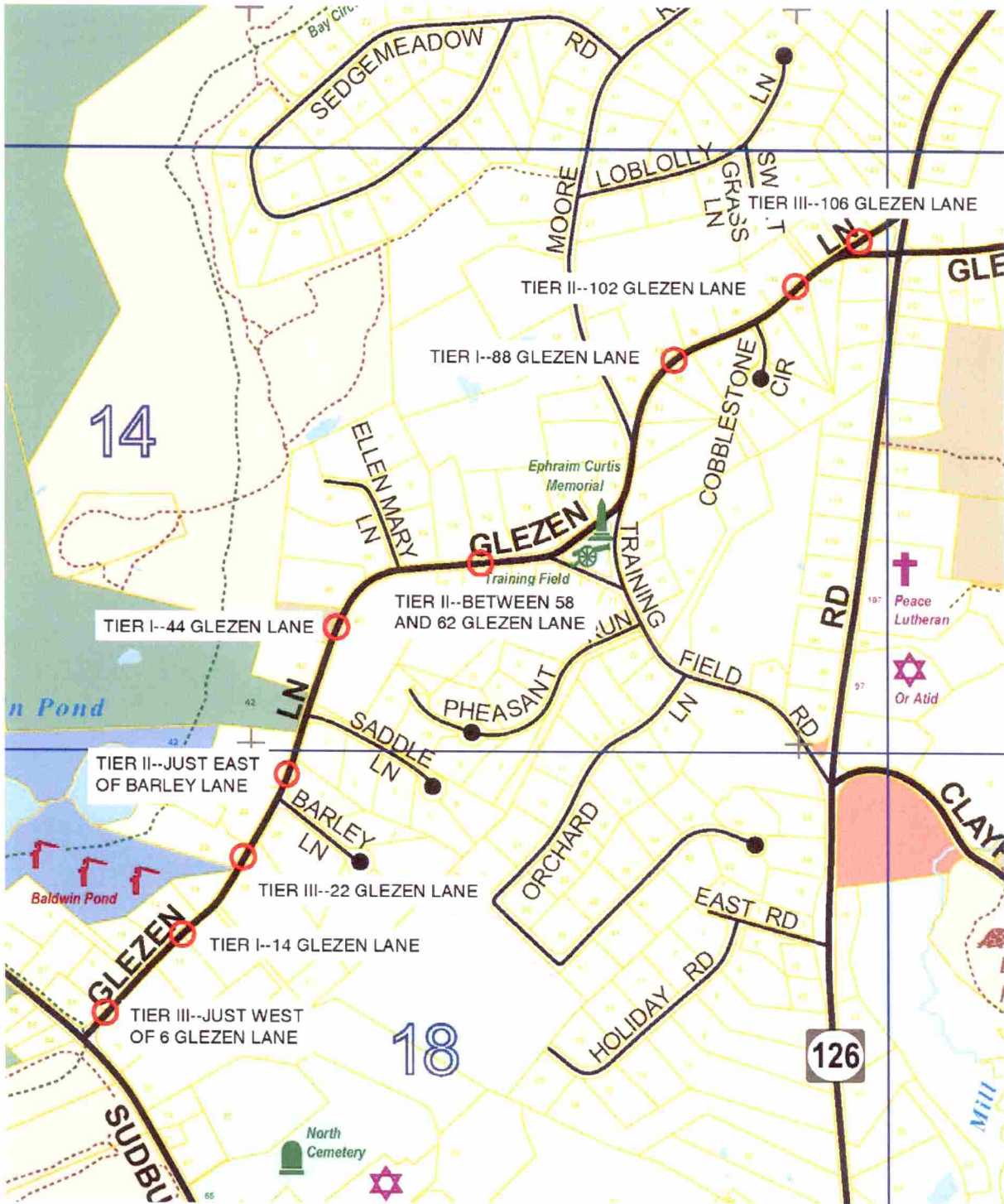
Signs to be installed per the Manual on Uniform Traffic Control Devices (MUTCD) Section 2C.24.

Source: MUTCD, Section 3B.27, Figure 3B-30

Exhibit 2 - Speed Table Specifications

Speed Table Detail

Exhibit 3



Base Map: Town of Wayland, Massachusetts Geographic Information System
 Not to Scale



Exhibit 4



Pointer 42°22'21.97" N 71°22'16.66" W elev 143 ft

76 ft

Image MassGIS, Commonwealth of Massachusetts EOGA

© 2008 Europa Technologies

© 2008 Tele Atlas

© 2008 Sanborn

Streaming 100%

Old Sudbury Road

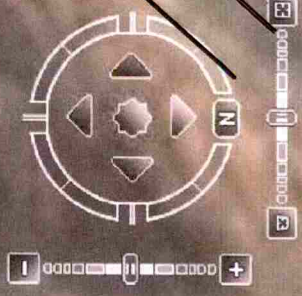
Old Sudbury Road

STOP

Glezen Lane

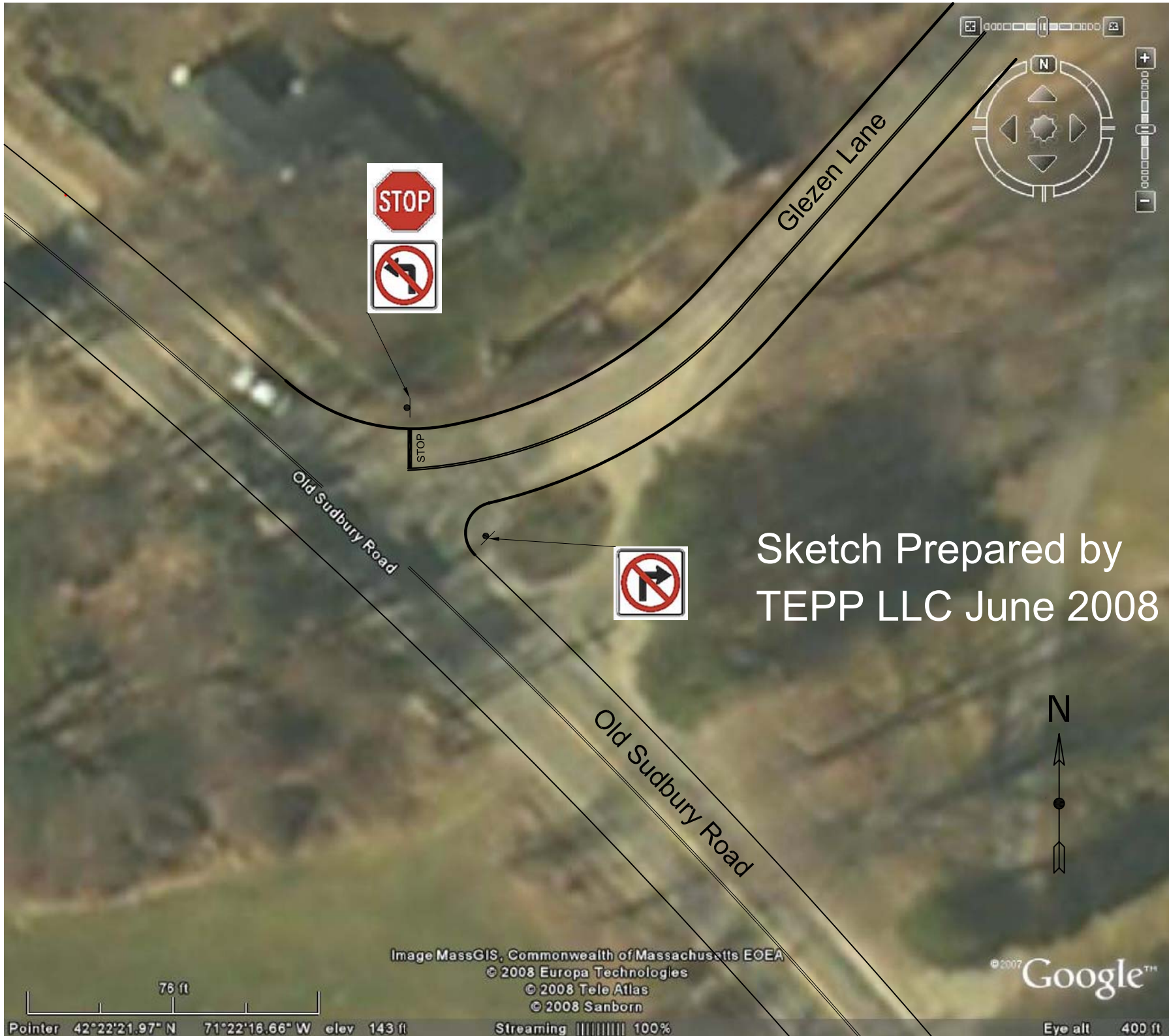
Google™

Eye all 400 ft



Attachment B

Prior Intersection Sketches
(TEPP LLC & TEC, Inc.)



Sketch Prepared by
TEPP LLC June 2008

Image MassGIS, Commonwealth of Massachusetts EOE
© 2008 Europa Technologies
© 2008 Tele Atlas
© 2008 Sanborn

© 2007 Google™

78 ft
Pointer 42°22'21.97" N 71°22'16.66" W elev 143 ft

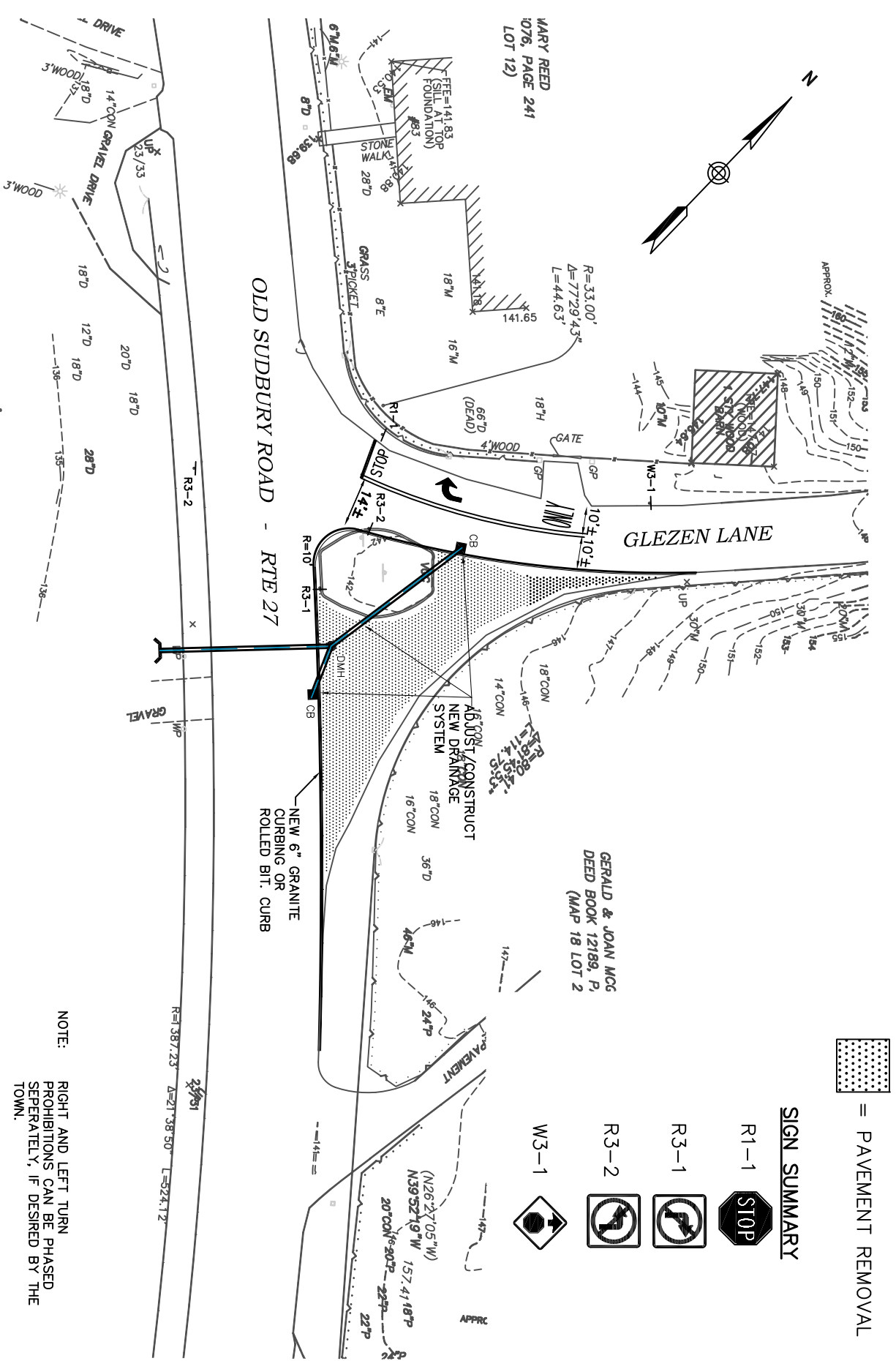
Streaming 100%



Eye all 400 ft

1" = 40'

Old Sudbury Road (Route 27) at Glezen Lane - Wayland, Massachusetts



= PAVEMENT REMOVAL

SIGN SUMMARY



R1-1



R3-1



R3-2



W3-1

NOTE:
RIGHT AND LEFT TURN PROHIBITIONS CAN BE PHASED SEPARATELY, IF DESIRED BY THE TOWN.

Figure 1

Old Sudbury Road (Route 27) & Glezen Lane Intersection Improvements



TEC, INC.

Attachment C

Wayland Town Center Zoning Summary
(December 10, 2014)

Attachment C

— Attachment A —
Wayland Town Center Project
Wayland, Massachusetts
Zoning Summary
Revised December 10, 2014

<u>Zoning Entitlement</u>	<u>* Residential</u>	<u>Non Residential</u>	<u>Total</u>	<u>Municipal</u>	<u>Town Center Total</u>
Total Allowed	<u>155,500</u>	<u>177,000</u>	<u>332,500</u>	<u>40,000</u>	<u>372,500</u>

<u>Development Summary</u>	<u>Residential</u>	<u>Non Residential</u>	<u>Total</u>	<u>Non-Resi CO Issued</u>
Phase I (South of Andrew Ave)	14,558	105,052	119,610	93,068
Medical Office Building		18,161	18,161	11,174
BSC Lot		18,311	18,311	16,495
Subtotal	<u>14,558</u>	<u>141,524</u>	<u>156,082</u>	<u>120,737</u>

Programmed But Not Constructed

Pad 4A		4,000	4,000
Building 2B		24,730	24,730
Subtotal	-	<u>28,730</u>	<u>28,730</u>

Brendon Homes Development	113,000	-	113,000
----------------------------------	---------	---	---------

Total	<u>127,558</u>	<u>170,254</u>	<u>297,812</u>
--------------	----------------	----------------	----------------

Remaining Development SF	<u>27,942</u>	<u>6,746</u>	<u>34,688</u>
---------------------------------	---------------	--------------	---------------

<u>* Residential Program Compliance</u>	<u>Units</u>	<u>Bedrooms</u>
Allowed Per Zoning	100	200
Building 2F Apartments	(12)	(12)
Brendon Homes Development	(42)	(84)
Remaining Development	<u>46</u>	<u>104</u>

Development Agreement CO Summary (SF)

50% of Phase II CO	
Phase I	100,000
50% Phase II (177,000-100,000)*50%	<u>38,500</u>
	138,500
Current CO's	<u>120,737</u>
Remaining	<u>17,763</u>

**Attachment A
Wayland Town Center Project
Wayland, Massachusetts
Zoning Summary
Revised December 10, 2014**

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
1C	10	2,000	2,000	Sperry	-	2,000
	20	900	900	Antons	-	900
	30	1,250	1,250	Supercuts	-	1,250
	40	1,140	1,140	GNC	-	1,140
	50/60	2,278		Vacant	-	2,278
	70	1,282	1,282	Lux Nails	-	1,282
	80	150		Mech Room		
Bldg Totals:		<u>9,000</u>	<u>6,572</u>		<u>-</u>	<u>8,850</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
2C	10	2,000	2,000	Almaari Jewelry	0	2,000
	20	1,200	1,200	Subway	0	1,200
	30	1,620	1,620	Orange Leaf	0	1,620
	40/50	4,025	4,025	Sleepys	0	4,025
	60	150		Mech Room		
Bldg Totals:		<u>8,995</u>	<u>8,845</u>		<u>-</u>	<u>8,845</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
2D	10	2,000	2,000	Takara	-	2,000
	20/50	3,675	3,675	Petco	-	3,675
	30	2,995	2,995	TC Orthodontics	-	2,995
	40	150		Mech Room		
Bldg Totals:		<u>8,820</u>	<u>8,670</u>		<u>-</u>	<u>8,670</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
2E	10	3,250	3,250	Bertuccis	-	3,250
	20	1,160		Vacant	-	1,160
	40	150		Mech Room		
Bldg Totals:		<u>4,560</u>	<u>3,250</u>		<u>-</u>	<u>4,410</u>

Attachment A
Wayland Town Center Project
Wayland, Massachusetts
Zoning Summary
Revised December 10, 2014

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
<u>2F</u>	<u>First Floor</u>					
	10	1,866	1,866	Lauren Craig	-	1,866
	20	2,065	2,065	Elements	-	2,065
	30	4,500	4,500	Jos A Bank	-	4,500
	40	1,858		Prop. AT&T	-	1,858
	50	4,000		Vacant	-	4,000
	60	2,688		Vacant	-	2,688
	Stair 1	313			313	-
	Stair 2	182			182	-
	Mech Storage	300		Mech Room		
	Elev & Machine	313		Mech Room		
	Sprinkler Room	315		Mech Room		
	Egress Corridor	140			140	-
	<u>Second Floor</u>					
	LL Storage - 213	850		Mech Room		
	LL Storage - 214	345		Mech Room		
	LL Storage - 215	672		Mech Room		
	Stair 2	182			182	-
	Elev & Machine	315		Mech Room		
	Corridor and Stair	1,078			1,078	-
	201	1,151			1,151	-
	202	1,020			1,020	-
	203	984			984	-
	204	987			987	-
	205	894			894	-
	206	1,078			1,078	-
	207	1,036			1,036	-
	208	1,036			1,036	-
	209	1,010			1,010	-
	210	1,007			1,007	-
	211	984			984	-
	212	1,476			1,476	-
Bldg Totals:		<u>34,645</u>	<u>8,431</u>		<u>14,558</u>	<u>16,977</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
<u>2G</u>	10	3,900	3,900	Panera Bread	-	3,900
	20	213		Mech Room		
Bldg Totals:		<u>4,113</u>	<u>3,900</u>		<u>-</u>	<u>3,900</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
<u>3A</u>	10	2,400	2,400	Middlesex Bank	-	2,400
	20	6,000	6,000	The Local	-	6,000
	30	162		Mech. Rm		
Bldg Totals:		<u>8,562</u>	<u>8,400</u>		<u>-</u>	<u>8,400</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
<u>5A</u>	10	45,000	45,000	S&S	-	45,000
Bldg Totals:		<u>45,000</u>	<u>45,000</u>		<u>-</u>	<u>45,000</u>

Attachment A
Wayland Town Center Project
Wayland, Massachusetts
Zoning Summary
Revised December 10, 2014

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
1A	<u>First Floor</u>					
	10	5,138	5,138	Beth Israel	-	5,138
	20	3,000	3,000	Joint Venture	-	3,000
	30	1,143			-	1,143
	Stairs	350			-	350
	Lobby/Vestibule	253			-	253
	Mech Room	183		Mech. Rm		
	Elev & Mech Shafts	67		Mech. Rm		
	<u>Second Floor</u>					
	210	1,395	1,395	Dr. Boch	-	1,395
	220	1,641	1,641	Dr. Lavigne	-	1,641
	230	1,660		Vacant	-	1,660
	240	1,886		Vacant	-	1,886
	Stairs	424			-	424
	Corridor and Bathrooms	1,271			-	1,271
	Mech Room and Shafts	66		Mech. Rm		
	Elev & Mech Shafts	196		Mech. Rm		
	Bldg Totals:	<u>18,673</u>	<u>11,174</u>		<u>-</u>	<u>18,161</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
2A	10	15,000	15,000	Boston Sports	-	15,000
	Mech Room	215		Mech. Rm		
	20a	1,816		Vacant	-	1,816
	20b	1,495	1,495	Amm Comm	-	1,495
	Bldg Totals:	<u>18,526</u>	<u>16,495</u>		<u>-</u>	<u>18,311</u>

To Be Built

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Office</u>	<u>Non Residential</u>
4A Pad	10	4,000		Prop. Vac.	-	4,000
	Bldg Totals:	<u>4,000</u>	<u>-</u>		<u>-</u>	<u>4,000</u>

<u>Bldg</u>	<u>Space</u>	<u>Area (SF)</u>	<u>CO Issued</u>	<u>Tenant</u>	<u>Use Summary</u>	
					<u>Residential</u>	<u>Non Residential</u>
2B	10	3,150		TBD	-	3,150
	20	200		Mech. Rm		
	30	1,430		TBD	-	1,430
	40	15,000		Ace	-	15,000
	50	2,000		Radio Shack	-	2,000
	60	3,150		TBD	-	3,150
	Bldg Totals:	<u>24,930</u>	<u>-</u>		<u>-</u>	<u>24,730</u>

Attachment D

Andrew Avenue Traffic Counts (February/March 2015)



PRECISION
D A T A
INDUSTRIES, LLC

PRECISION DATA INDUSTRIES, LLC

Office: 508.481.3999 Fax: 508.545.1234

Email: datarequests@pdillc.com

Traffic Counts with Precision



Client:
TEC

Engineer:
R. Brown

Site Code:
T0558.05

Date:
Thurs 3/5 thru Sat 6/7/15

PDI Job Number:
154301

City, State:
Wayland, MA

Andrew Avenue
north of Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown



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

154301 A Volume
Site Code: T0558.05
Date Start: 26-Feb-15

Start Time	SB		NB		Combin ed		26-Feb-15 Thu						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	0	40	1	64	1	104							
12:15	1	42	1	50	2	92							
12:30	0	52	0	50	0	102							
12:45	2	3	54	188	2	4	44	208	4	7	98	396	
01:00	1	36	0	28	1	64							
01:15	0	44	0	42	0	86							
01:30	0	49	0	34	0	83							
01:45	0	1	36	165	0	0	25	129	0	1	61	294	
02:00	0	50	0	19	0	69							
02:15	0	38	0	27	0	65							
02:30	0	34	0	43	0	77							
02:45	0	0	39	161	0	0	39	128	0	0	78	289	
03:00	0	39	0	33	0	72							
03:15	0	43	0	39	0	82							
03:30	0	35	0	24	0	59							
03:45	0	0	35	152	0	0	33	129	0	0	68	281	
04:00	0	27	0	35	0	62							
04:15	0	31	0	25	0	56							
04:30	0	31	1	32	1	63							
04:45	0	0	40	129	0	1	42	134	0	1	82	263	
05:00	3	48	6	35	9	83							
05:15	2	34	2	46	4	80							
05:30	1	40	4	37	5	77							
05:45	2	8	28	150	2	14	48	166	4	22	76	316	
06:00	6	30	5	41	11	71							
06:15	6	15	6	25	12	40							
06:30	2	25	10	36	12	61							
06:45	5	19	30	100	13	34	37	139	18	53	67	239	
07:00	14	38	16	37	30	75							
07:15	9	27	14	21	23	48							
07:30	9	31	28	25	37	56							
07:45	11	43	33	129	28	86	21	104	39	129	54	233	
08:00	22	34	25	12	47	46							
08:15	14	25	20	18	34	43							
08:30	22	23	25	8	47	31							
08:45	24	82	20	102	21	91	17	55	45	173	37	157	
09:00	15	24	40	4	55	28							
09:15	29	9	32	2	61	11							
09:30	20	13	34	2	54	15							
09:45	36	100	9	55	33	139	2	10	69	239	11	65	
10:00	30	13	28	3	58	16							
10:15	18	6	33	4	51	10							
10:30	30	8	39	4	69	12							
10:45	26	104	4	31	34	134	3	14	60	238	7	45	
11:00	30	6	40	1	70	7							
11:15	36	5	38	2	74	7							
11:30	34	0	53	0	87	0							
11:45	26	126	0	11	66	197	0	3	92	323	0	14	
Total	486	1373	700	1219	1186	2592							
Percent	41.0%	53.0%	59.0%	47.0%									
Day Total		1859		1919		3778							
Peak Vol.	10:45	-	12:00	-	11:00	-	12:00	-	11:00	-	12:00	-	-
P.H.F.	0.875	-	0.870	-	0.746	-	0.813	-	0.878	-	0.952	-	-

Andrew Avenue
north of Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown



PRECISION
D A T A
INDUSTRIES, LLC

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Email: datarequests@pdillc.com

154301 A Volume
Site Code: T0558.05
Date Start: 26-Feb-15

Start Time	SB		NB		Combin ed		27-Feb-15 Fri						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	3	40	1	52	4	92							
12:15	0	35	0	71	0	106							
12:30	0	53	1	64	1	117							
12:45	0	3	38	166	1	3	42	229	1	6	80	395	
01:00	0	46	0	45	0	91							
01:15	1	46	2	38	3	84							
01:30	1	42	0	48	1	90							
01:45	0	2	43	177	0	2	32	163	0	4	75	340	
02:00	0	65	0	33	0	98							
02:15	0	39	0	30	0	69							
02:30	0	49	0	31	0	80							
02:45	0	0	34	187	0	0	32	126	0	0	66	313	
03:00	0	55	0	40	0	95							
03:15	0	44	0	42	0	86							
03:30	0	34	0	42	0	76							
03:45	0	0	31	164	0	0	52	176	0	0	83	340	
04:00	0	42	0	43	0	85							
04:15	1	35	0	37	1	72							
04:30	0	46	0	55	0	101							
04:45	2	3	32	155	1	1	34	169	3	4	66	324	
05:00	0	41	0	36	0	77							
05:15	5	37	6	44	11	81							
05:30	1	28	1	50	2	78							
05:45	1	7	35	141	3	10	54	184	4	17	89	325	
06:00	3	35	10	60	13	95							
06:15	1	31	6	47	7	78							
06:30	4	29	11	38	15	67							
06:45	7	15	34	129	6	33	32	177	13	48	66	306	
07:00	8	49	22	40	30	89							
07:15	8	42	14	45	22	87							
07:30	8	40	19	24	27	64							
07:45	13	37	22	153	26	81	19	128	39	118	41	281	
08:00	16	21	23	22	39	43							
08:15	14	25	27	17	41	42							
08:30	14	32	19	18	33	50							
08:45	16	60	21	99	31	100	16	73	47	160	37	172	
09:00	20	26	28	13	48	39							
09:15	17	26	29	18	46	44							
09:30	29	13	31	23	60	36							
09:45	28	94	10	75	32	120	14	68	60	214	24	143	
10:00	18	11	23	0	41	11							
10:15	22	12	38	9	60	21							
10:30	24	18	24	4	48	22							
10:45	32	96	9	50	32	117	4	17	64	213	13	67	
11:00	28	14	33	1	61	15							
11:15	34	13	37	0	71	13							
11:30	36	11	34	1	70	12							
11:45	34	132	8	46	49	153	1	3	83	285	9	49	
Total	449	1542	620	1513	1069	3055							
Percent	42.0%	50.5%	58.0%	49.5%									
Day Total		1991		2133		4124							
Peak Vol.	11:00	-	01:15	-	11:00	-	12:00	-	11:00	-	12:00	-	-
P.H.F.	0.917	-	0.754	-	0.781	-	0.806	-	0.858	-	0.844	-	-

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154301 A Volume
Site Code: T0558.05
Date Start: 26-Feb-15

Start Time	SB		NB		Combined		28-Feb-15 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	7	47	1	69	8	116	
12:15	3	54	0	68	3	122	
12:30	1	55	0	65	1	120	
12:45	1	12 49	205	0	1 67	269	13 116 474
01:00	0	46	1	68	1	114	
01:15	2	53	0	69	2	122	
01:30	1	64	1	53	2	117	
01:45	1	4 62	225	0	2 44	234	1 6 106 459
02:00	0	42	0	36	0	78	
02:15	2	50	0	45	2	95	
02:30	0	43	0	54	0	97	
02:45	2	4 48	183	2	2 54	189	4 6 102 372
03:00	0	39	0	42	0	81	
03:15	0	38	0	40	0	78	
03:30	0	54	0	51	0	105	
03:45	0	0 39	170	0	0 43	176	0 0 82 346
04:00	0	39	0	40	0	79	
04:15	1	35	0	39	1	74	
04:30	0	33	0	39	0	72	
04:45	1	2 26	133	2	2 44	162	3 4 70 295
05:00	0	58	2	48	2	106	
05:15	2	33	1	41	3	74	
05:30	1	31	0	50	1	81	
05:45	0	3 28	150	3	6 38	177	3 9 66 327
06:00	0	32	2	44	2	76	
06:15	1	44	1	31	2	75	
06:30	1	28	2	46	3	74	
06:45	2	4 32	136	14	19 28	149	16 23 60 285
07:00	3	29	9	31	12	60	
07:15	15	26	15	27	30	53	
07:30	10	25	10	21	20	46	
07:45	13	41 22	102	22	56 27	106	35 97 49 208
08:00	12	30	20	16	32	46	
08:15	11	19	27	25	38	44	
08:30	16	27	23	14	39	41	
08:45	16	55 25	101	22	92 5	60	38 147 30 161
09:00	24	13	31	11	55	24	
09:15	18	18	34	5	52	23	
09:30	35	17	45	4	80	21	
09:45	38	115 8	56	57	167 5	25	95 282 13 81
10:00	39	9	44	1	83	10	
10:15	43	18	47	8	90	26	
10:30	47	13	46	5	93	18	
10:45	46	175 17	57	48	185 6	20	94 360 23 77
11:00	48	11	55	3	103	14	
11:15	46	8	45	5	91	13	
11:30	55	5	62	0	117	5	
11:45	58	207 8	32	67	229 1	9	125 436 9 41
Total	622	1550	761	1576	1383	3126	
Percent	45.0%	49.6%	55.0%	50.4%			
Day Total		2172		2337		4509	
Peak	11:00	- 01:00	- 11:00	- 12:00	- 11:00	- 12:00	- - -
Vol.	207	- 225	- 229	- 269	- 436	- 474	- - -
P.H.F.	0.892	0.879	0.854	0.975	0.872	0.971	

Andrew Avenue
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154301 B Volume
Site Code: T0558.05
Date Start: 26-Feb-15

Start Time	EB		WB		Combin ed		26-Feb-15 Thu			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	0	27	0	36	0	63				
12:15	2	27	0	23	2	50				
12:30	0	32	0	24	0	56				
12:45	1	3	28	114	0	0	25 108 1 3 53 222			
01:00	0	29	0	16	0	45				
01:15	0	16	0	15	0	31				
01:30	0	24	0	22	0	46				
01:45	0	0	33	102	0	0	16 69 0 0 49 171			
02:00	0	25	0	30	0	55				
02:15	0	31	0	23	0	54				
02:30	0	25	0	25	0	50				
02:45	0	0	30	111	0	0	28 106 0 0 58 217			
03:00	0	40	0	32	0	72				
03:15	0	26	0	20	0	46				
03:30	0	22	0	28	0	50				
03:45	0	0	25	113	0	0	37 117 0 0 62 230			
04:00	0	22	0	24	0	46				
04:15	0	24	0	28	0	52				
04:30	0	35	0	32	0	67				
04:45	0	0	39	120	1	1	30 114 1 1 69 234			
05:00	0	30	1	25	1	55				
05:15	1	34	4	36	5	70				
05:30	0	21	4	36	4	57				
05:45	0	1	35	120	3	12	31 128 3 13 66 248			
06:00	1	34	6	34	7	68				
06:15	2	29	5	35	7	64				
06:30	8	31	6	36	14	67				
06:45	12	23	35	129	9	26	30 135 21 49 65 264			
07:00	17	34	17	35	34	69				
07:15	10	34	13	21	23	55				
07:30	13	26	14	22	27	48				
07:45	11	51	21	115	16	60	10 88 27 111 31 203			
08:00	14	16	28	13	42	29				
08:15	14	16	18	9	32	25				
08:30	19	20	17	8	36	28				
08:45	14	61	28	80	22	85	7 37 36 146 35 117			
09:00	20	23	35	5	55	28				
09:15	16	14	20	2	36	16				
09:30	19	8	22	7	41	15				
09:45	18	73	8	53	26	103	2 16 44 176 10 69			
10:00	17	13	27	0	44	13				
10:15	21	7	25	2	46	9				
10:30	25	6	9	0	34	6				
10:45	20	83	5	31	14	75	2 4 34 158 7 35			
11:00	17	0	23	0	40	0				
11:15	14	2	22	1	36	3				
11:30	11	1	22	1	33	2				
11:45	20	62	0	3	35	102	0 2 55 164 0 5			
Total	357	1091	464	924	821	2015				
Percent	43.5%	54.1%	56.5%	45.9%						
Day Total		1448		1388		2836				
Peak Vol.	10:00	-	04:30	-	09:00	-	05:45	-	-	-
P.H.F.	0.830	-	0.885	-	0.736	-	0.951	-	0.800	-

Andrew Avenue
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154301 B Volume
Site Code: T0558.05
Date Start: 26-Feb-15

Start Time	EB		WB		Combin ed		27-Feb-15 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	2	25	0	26	2	51	
12:15	2	25	0	25	2	50	
12:30	0	23	0	25	0	48	
12:45	2	6 24	97 0	0 34	110 2	6 58	207
01:00	0	31	0	31	0	62	
01:15	0	26	0	22	0	48	
01:30	0	31	0	31	0	62	
01:45	1	1 22	110 1	1 26	110 2	2 48	220
02:00	0	30	0	24	0	54	
02:15	0	36	0	30	0	66	
02:30	0	38	0	18	0	56	
02:45	0	0 26	130 0	0 20	92 0	0 46	222
03:00	0	29	0	22	0	51	
03:15	0	24	0	31	0	55	
03:30	0	26	0	27	0	53	
03:45	0	0 31	110 0	0 26	106 0	0 57	216
04:00	0	34	0	25	0	59	
04:15	0	32	0	24	0	56	
04:30	0	20	0	32	0	52	
04:45	0	0 32	118 1	1 30	111 1	1 62	229
05:00	0	27	0	26	0	53	
05:15	0	27	2	35	2	62	
05:30	0	45	4	37	4	82	
05:45	2	2 30	129 3	9 23	121 5	11 53	250
06:00	2	36	10	33	12	69	
06:15	2	42	3	37	5	79	
06:30	8	27	2	37	10	64	
06:45	9	21 36	141 10	25 35	142 19	46 71	283
07:00	9	35	10	21	19	56	
07:15	16	39	13	25	29	64	
07:30	7	28	12	20	19	48	
07:45	11	43 25	127 13	48 11	77 24	91 36	204
08:00	7	29	26	18	33	47	
08:15	9	23	20	17	29	40	
08:30	16	24	17	12	33	36	
08:45	15	47 17	93 19	82 9	56 34	129 26	149
09:00	19	15	24	4	43	19	
09:15	18	16	20	8	38	24	
09:30	23	12	34	3	57	15	
09:45	16	76 13	56 20	98 10	25 36	174 23	81
10:00	11	16	18	6	29	22	
10:15	18	8	24	3	42	11	
10:30	11	7	13	5	24	12	
10:45	18	58 12	43 25	80 2	16 43	138 14	59
11:00	24	5	25	3	49	8	
11:15	28	7	20	2	48	9	
11:30	28	6	29	1	57	7	
11:45	27	107 5	23 21	95 1	7 48	202 6	30
Total	361	1177	439	973	800	2150	
Percent	45.1%	54.7%	54.9%	45.3%			
Day Total		1538		1412		2950	
Peak Vol.	11:00 - 107	05:30 - 153	10:45 - 99	06:00 - 142	11:00 - 202	05:30 - 283	
P.H.F.	0.955	0.850	0.728	0.959	0.886	0.863	

Andrew Avenue
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154301 B Volume
Site Code: T0558.05
Date Start: 26-Feb-15

Start Time	EB		WB		Combin ed		28-Feb- 15 Sat						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	1	40	1	38	2	78							
12:15	5	39	0	36	5	75							
12:30	8	51	2	39	10	90							
12:45	0	14	35	165	0	3	32	145	0	17	67	310	
01:00	0	40	0	28	0	68							
01:15	0	38	0	29	0	67							
01:30	0	32	0	40	0	72							
01:45	0	0	37	147	0	0	20	117	0	0	57	264	
02:00	0	43	1	29	1	72							
02:15	0	51	0	30	0	81							
02:30	0	32	0	36	0	68							
02:45	0	0	47	173	0	1	21	116	0	1	68	289	
03:00	0	32	0	38	0	70							
03:15	1	39	0	31	1	70							
03:30	0	42	0	31	0	73							
03:45	0	1	31	144	0	0	32	132	0	1	63	276	
04:00	0	48	0	22	0	70							
04:15	1	37	1	17	2	54							
04:30	0	40	0	39	0	79							
04:45	1	2	38	163	0	1	26	104	1	3	64	267	
05:00	0	38	0	34	0	72							
05:15	0	36	1	31	1	67							
05:30	0	33	1	21	1	54							
05:45	2	2	36	143	1	3	37	123	3	5	73	266	
06:00	0	29	1	32	1	61							
06:15	3	33	3	28	6	61							
06:30	3	34	2	27	5	61							
06:45	1	7	25	121	5	11	22	109	6	18	47	230	
07:00	0	25	10	18	10	43							
07:15	5	28	13	20	18	48							
07:30	3	29	8	27	11	56							
07:45	6	14	20	102	14	45	14	79	20	59	34	181	
08:00	4	16	15	8	19	24							
08:15	7	21	15	6	22	27							
08:30	13	22	20	8	33	30							
08:45	9	33	24	83	20	70	7	29	29	103	31	112	
09:00	14	15	25	9	39	24							
09:15	10	14	23	2	33	16							
09:30	23	10	27	4	50	14							
09:45	23	70	10	49	28	103	3	18	51	173	13	67	
10:00	21	4	31	1	52	5							
10:15	20	8	41	1	61	9							
10:30	20	7	32	2	52	9							
10:45	31	92	8	27	29	133	5	9	60	225	13	36	
11:00	32	6	31	2	63	8							
11:15	26	1	31	0	57	1							
11:30	32	3	33	0	65	3							
11:45	29	119	0	10	40	135	3	5	69	254	3	15	
Total	354	1327	505	986	859	2313							
Percent	41.2%	57.4%	58.8%	42.6%									
Day Total		1681		1491		3172							
Peak	10:45	-	02:00	-	11:00	-	12:00	-	11:00	-	12:00	-	-
Vol.	121	-	173	-	135	-	145	-	254	-	310	-	-
P.H.F.	0.945	-	0.848	-	0.823	-	0.929	-	0.920	-	0.861	-	-

Andrew Avenue
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154301 AA Volume
Site Code: T0558.05
Date Start: 05-Mar-15

Start Time	NB		SB		Combined		05-Mar-15 Thu						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	0	44	2	41	2	85							
12:15	1	59	0	40	1	99							
12:30	0	58	2	48	2	106							
12:45	0	1	30	191	0	4	55	184	0	5	85	375	
01:00	1	40	0	55	1	95							
01:15	0	48	2	31	2	79							
01:30	0	43	0	48	0	91							
01:45	1	2	40	171	0	2	50	184	1	4	90	355	
02:00	1	30	0	50	1	80							
02:15	0	36	0	45	0	81							
02:30	0	33	0	50	0	83							
02:45	0	1	34	133	0	0	30	175	0	1	64	308	
03:00	0	30	0	43	0	73							
03:15	0	38	0	27	0	65							
03:30	0	42	0	36	0	78							
03:45	0	0	55	165	0	0	31	137	0	0	86	302	
04:00	0	43	0	38	0	81							
04:15	0	39	0	39	0	78							
04:30	0	31	0	41	0	72							
04:45	3	3	43	156	1	1	36	154	4	4	79	310	
05:00	1	36	1	43	2	79							
05:15	2	40	3	34	5	74							
05:30	4	50	1	28	5	78							
05:45	8	15	44	170	0	5	36	141	8	20	80	311	
06:00	6	44	3	35	9	79							
06:15	10	48	2	44	12	92							
06:30	14	31	8	28	22	59							
06:45	10	40	28	151	8	21	23	130	18	61	51	281	
07:00	15	47	7	25	22	72							
07:15	20	29	12	29	32	58							
07:30	34	19	16	25	50	44							
07:45	27	96	31	126	20	55	30	109	47	151	61	235	
08:00	23	22	15	26	38	48							
08:15	41	14	20	37	61	51							
08:30	19	3	23	24	42	27							
08:45	15	98	13	52	14	72	30	117	29	170	43	169	
09:00	20	12	23	26	43	38							
09:15	29	3	21	24	50	27							
09:30	32	9	17	17	49	26							
09:45	30	111	10	34	28	89	12	79	58	200	22	113	
10:00	32	5	23	11	55	16							
10:15	34	3	28	5	62	8							
10:30	38	3	17	13	55	16							
10:45	41	145	9	20	33	101	8	37	74	246	17	57	
11:00	41	3	35	10	76	13							
11:15	48	1	38	1	86	2							
11:30	44	0	40	0	84	0							
11:45	80	213	1	5	50	163	6	17	130	376	7	22	
Total	725	1374	513	1464	1238	2838							
Percent	58.6%	48.4%	41.4%	51.6%									
Day Total		2099		1977		4076							
Peak	11:00	-	12:00	-	11:00	-	00:15	-	11:00	-	00:15	-	-
Vol.	213	-	191	-	163	-	198	-	376	-	385	-	-
P.H.F.	0.666		0.809		0.815		0.900		0.723		0.908		-

Andrew Avenue
north of Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/R. Brown



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154301 AA Volume
Site Code: T0558.05
Date Start: 05-Mar-15

Start Time	NB		SB		Combined		06-Mar-15 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	57	2	38	3	95	
12:15	1	52	5	39	6	91	
12:30	0	58	0	49	0	107	
12:45	0	2 39	206	1 8	62	188	10 101 394
01:00	0	52	0	53	0	105	
01:15	0	31	0	48	0	79	
01:30	0	50	0	44	0	94	
01:45	0	0 37	170	0 0	44	189	0 0 81 359
02:00	0	31	0	47	0	78	
02:15	0	40	0	37	0	77	
02:30	0	30	0	54	0	84	
02:45	0	0 26	127	0 0	43	181	0 0 69 308
03:00	0	27	0	42	0	69	
03:15	0	47	0	54	0	101	
03:30	1	47	0	39	1	86	
03:45	0	1 39	160	0 0	38	173	0 1 77 333
04:00	0	50	1	38	1	88	
04:15	0	38	0	33	0	71	
04:30	0	36	1	35	1	71	
04:45	1	1 37	161	2 4	38	144	3 5 75 305
05:00	1	39	1	32	2	71	
05:15	4	44	1	32	5	76	
05:30	5	54	4	46	9	100	
05:45	7	17 48	185	1 7	40	150	8 24 88 335
06:00	6	44	3	42	9	86	
06:15	10	45	2	35	12	80	
06:30	10	37	8	33	18	70	
06:45	15	41 39	165	10 23	36	146	25 64 75 311
07:00	15	42	8	34	23	76	
07:15	25	34	9	36	34	70	
07:30	22	20	15	29	37	49	
07:45	24	86 31	127	22 54	38	137	46 140 69 264
08:00	22	19	20	34	42	53	
08:15	30	22	14	38	44	60	
08:30	22	23	17	13	39	36	
08:45	22	96 18	82	24 75	21	106	46 171 39 188
09:00	27	7	22	33	49	40	
09:15	38	11	12	22	50	33	
09:30	24	3	30	19	54	22	
09:45	28	117 6	27	25 89	20	94	53 206 26 121
10:00	25	2	30	16	55	18	
10:15	32	10	28	8	60	18	
10:30	37	4	32	13	69	17	
10:45	26	120 7	23	24 114	10	47	50 234 17 70
11:00	40	1	24	9	64	10	
11:15	52	1	32	5	84	6	
11:30	54	3	48	5	102	8	
11:45	41	187 0	5	30 134	4	23	71 321 4 28
Total	668	1438	508	1578	1176	3016	
Percent	56.8%	47.7%	43.2%	52.3%			
Day Total		2106		2086		4192	
Peak Vol.	11:00 - 187	12:00 - 206	11:00 - 134	00:30 - 212	11:00 - 321	00:15 - 404	- - -
P.H.F.	0.866	0.888	0.698	0.855	0.787	0.944	

Andrew Avenue
north of Boston Post Road (Route 20)
City, State: Wayland, MA
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154301 AA Volume
Site Code: T0558.05
Date Start: 05-Mar-15

Start Time	NB		SB		Combin ed		07-Mar-15 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	72	3	43	4	115	
12:15	0	68	1	44	1	112	
12:30	1	73	1	65	2	138	
12:45	0	2 51	264	2 7 39	191	2 9 90	455
01:00	0	56	2	52	2	108	
01:15	1	57	0	45	1	102	
01:30	1	55	2	62	3	117	
01:45	0	2 70	238	1 5 66	225	1 7 136	463
02:00	1	56	0	52	1	108	
02:15	0	56	0	60	0	116	
02:30	0	53	1	56	1	109	
02:45	0	1 52	217	0 1 58	226	0 2 110	443
03:00	0	51	0	52	0	103	
03:15	0	59	0	47	0	106	
03:30	2	62	2	47	4	109	
03:45	0	2 38	210	0 2 57	203	0 4 95	413
04:00	0	50	0	57	0	107	
04:15	0	48	0	56	0	104	
04:30	0	41	2	42	2	83	
04:45	2	2 46	185	0 2 46	201	2 4 92	386
05:00	0	43	1	55	1	98	
05:15	3	38	1	40	4	78	
05:30	2	47	1	25	3	72	
05:45	0	5 43	171	1 4 29	149	1 9 72	320
06:00	3	33	1	40	4	73	
06:15	4	38	5	34	9	72	
06:30	3	34	2	29	5	63	
06:45	10	20 30	135	3 11 35	138	13 31 65	273
07:00	11	33	10	34	21	67	
07:15	13	25	11	40	24	65	
07:30	22	21	5	32	27	53	
07:45	22	68 12	91	12 38 25	131	34 106 37	222
08:00	12	12	18	16	30	28	
08:15	20	13	6	18	26	31	
08:30	16	13	11	17	27	30	
08:45	27	75 15	53	12 47 26	77	39 122 41	130
09:00	34	7	26	19	60	26	
09:15	40	5	23	14	63	19	
09:30	33	8	31	10	64	18	
09:45	38	145 4	24	35 115 10	53	73 260 14	77
10:00	45	2	34	17	79	19	
10:15	44	6	48	8	92	14	
10:30	56	4	39	15	95	19	
10:45	46	191 3	15	54 175 8	48	100 366 11	63
11:00	68	0	36	12	104	12	
11:15	67	2	52	3	119	5	
11:30	53	1	50	3	103	4	
11:45	54	242 2	5	62 200 5	23	116 442 7	28
Total	755	1608	607	1665	1362	3273	
Percent	55.4%	49.1%	44.6%	50.9%			
Day Total		2363		2272		4635	
Peak Vol.	11:00 - 12:00	- 264	- 200	- 240	- 442	- 477	- - -
P.H.F.	0.890	0.904	0.806	0.909	0.929	0.877	



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N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

File Name : 154301 A
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	5	0	2	0	8	102	0	0	0	0	0	0	0	165	6	0	288
07:15 AM	7	0	3	0	8	101	0	0	0	0	0	0	0	226	12	0	357
07:30 AM	8	0	11	0	6	94	0	0	2	0	0	0	0	181	24	0	326
07:45 AM	14	0	5	0	6	135	1	0	0	0	0	0	0	188	23	0	372
Total	34	0	21	0	28	432	1	0	2	0	0	0	0	760	65	0	1343
08:00 AM	7	0	10	0	14	115	0	0	0	0	1	0	0	188	12	0	347
08:15 AM	9	0	10	0	21	115	1	0	1	0	1	0	2	165	17	0	342
08:30 AM	12	0	8	0	7	119	0	0	0	0	0	0	1	149	10	0	306
08:45 AM	10	0	5	0	12	137	0	0	0	0	0	0	1	150	5	0	320
Total	38	0	33	0	54	486	1	0	1	0	2	0	4	652	44	0	1315
Grand Total	72	0	54	0	82	918	2	0	3	0	2	0	4	1412	109	0	2658
Apprch %	57.1	0	42.9	0	8.2	91.6	0.2	0	60	0	40	0	0.3	92.6	7.1	0	
Total %	2.7	0	2	0	3.1	34.5	0.1	0	0.1	0	0.1	0	0.2	53.1	4.1	0	
Cars	63	0	47	0	70	866	2	0	1	0	2	0	4	1388	105	0	2548
% Cars	87.5	0	87	0	85.4	94.3	100	0	33.3	0	100	0	100	98.3	96.3	0	95.9
Heavy Vehicles	9	0	7	0	12	52	0	0	2	0	0	0	0	24	4	0	110
% Heavy Vehicles	12.5	0	13	0	14.6	5.7	0	0	66.7	0	0	0	0	1.7	3.7	0	4.1

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 07:15 AM																					
07:15 AM	7	0	3	0	10	8	101	0	0	109	0	0	0	0	0	0	226	12	0	238	357
07:30 AM	8	0	11	0	19	6	94	0	0	100	2	0	0	0	2	0	181	24	0	205	326
07:45 AM	14	0	5	0	19	6	135	1	0	142	0	0	0	0	0	0	188	23	0	211	372
08:00 AM	7	0	10	0	17	14	115	0	0	129	0	0	1	0	1	0	188	12	0	200	347
Total Volume	36	0	29	0	65	34	445	1	0	480	2	0	1	0	3	0	783	71	0	854	1402
% App. Total	55.4	0	44.6	0		7.1	92.7	0.2	0		66.7	0	33.3	0		0	91.7	8.3	0		
PHF	.643	.000	.659	.000	.855	.607	.824	.250	.000	.845	.250	.000	.250	.000	.375	.000	.866	.740	.000	.897	.942
Cars	35	0	24	0	59	27	424	1	0	452	0	0	1	0	1	0	767	67	0	834	1346
% Cars	97.2	0	82.8	0	90.8	79.4	95.3	100	0	94.2	0	0	100	0	33.3	0	98.0	94.4	0	97.7	96.0
Heavy Vehicles	1	0	5	0	6	7	21	0	0	28	2	0	0	0	2	0	16	4	0	20	56
% Heavy Vehicles	2.8	0	17.2	0	9.2	20.6	4.7	0	0	5.8	100	0	0	0	66.7	0	2.0	5.6	0	2.3	4.0



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N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

File Name : 154301 A
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Groups Printed- Cars

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	5	0	2	0	7	100	0	0	0	0	0	0	0	165	6	0	285
07:15 AM	7	0	1	0	6	97	0	0	0	0	0	0	0	224	11	0	346
07:30 AM	8	0	10	0	5	89	0	0	0	0	0	0	0	177	23	0	312
07:45 AM	14	0	4	0	3	128	1	0	0	0	0	0	0	184	22	0	356
Total	34	0	17	0	21	414	1	0	0	0	0	0	0	750	62	0	1299
08:00 AM	6	0	9	0	13	110	0	0	0	0	1	0	0	182	11	0	332
08:15 AM	8	0	10	0	18	109	1	0	1	0	1	0	2	162	17	0	329
08:30 AM	8	0	8	0	7	102	0	0	0	0	0	0	1	146	10	0	282
08:45 AM	7	0	3	0	11	131	0	0	0	0	0	0	1	148	5	0	306
Total	29	0	30	0	49	452	1	0	1	0	2	0	4	638	43	0	1249
Grand Total	63	0	47	0	70	866	2	0	1	0	2	0	4	1388	105	0	2548
Apprch %	57.3	0	42.7	0	7.5	92.3	0.2	0	33.3	0	66.7	0	0.3	92.7	7	0	
Total %	2.5	0	1.8	0	2.7	34	0.1	0	0	0	0.1	0	0.2	54.5	4.1	0	

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 07:15 AM																					
07:15 AM	7	0	1	0	8	6	97	0	0	103	0	0	0	0	0	0	224	11	0	235	346
07:30 AM	8	0	10	0	18	5	89	0	0	94	0	0	0	0	0	0	177	23	0	200	312
07:45 AM	14	0	4	0	18	3	128	1	0	132	0	0	0	0	0	0	184	22	0	206	356
08:00 AM	6	0	9	0	15	13	110	0	0	123	0	0	1	0	1	0	182	11	0	193	332
Total Volume	35	0	24	0	59	27	424	1	0	452	0	0	1	0	1	0	767	67	0	834	1346
% App. Total	59.3	0	40.7	0		6	93.8	0.2	0		0	0	100	0		0	92	8	0		
PHF	.625	.000	.600	.000	.819	.519	.828	.250	.000	.856	.000	.000	.250	.000	.250	.000	.856	.728	.000	.887	.945



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City, State: Wayland, MA
Client: TEC/ R. Brown

File Name : 154301 A
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
07:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	2	0	2	4	0	0	0	0	0	0	0	2	1	0	0	11
07:30 AM	0	0	1	0	1	5	0	0	2	0	0	0	0	4	1	0	0	14
07:45 AM	0	0	1	0	3	7	0	0	0	0	0	0	0	4	1	0	0	16
Total	0	0	4	0	7	18	0	0	2	0	0	0	0	10	3	0	0	44
08:00 AM	1	0	1	0	1	5	0	0	0	0	0	0	0	6	1	0	0	15
08:15 AM	1	0	0	0	3	6	0	0	0	0	0	0	0	3	0	0	0	13
08:30 AM	4	0	0	0	0	17	0	0	0	0	0	0	0	3	0	0	0	24
08:45 AM	3	0	2	0	1	6	0	0	0	0	0	0	0	2	0	0	0	14
Total	9	0	3	0	5	34	0	0	0	0	0	0	0	14	1	0	0	66
Grand Total	9	0	7	0	12	52	0	0	2	0	0	0	0	24	4	0	0	110
Apprch %	56.2	0	43.8	0	18.8	81.2	0	0	100	0	0	0	0	85.7	14.3	0	0	
Total %	8.2	0	6.4	0	10.9	47.3	0	0	1.8	0	0	0	0	21.8	3.6	0	0	

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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	0	0	1	0	1	3	7	0	0	10	0	0	0	0	0	0	4	1	0	5	16
08:00 AM	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	0	6	1	0	7	15
08:15 AM	1	0	0	0	1	3	6	0	0	9	0	0	0	0	0	0	3	0	0	3	13
08:30 AM	4	0	0	0	4	0	17	0	0	17	0	0	0	0	0	0	3	0	0	3	24
Total Volume	6	0	2	0	8	7	35	0	0	42	0	0	0	0	0	0	16	2	0	18	68
% App. Total	75	0	25	0		16.7	83.3	0	0		0	0	0	0		0	88.9	11.1	0		
PHF	.375	.000	.500	.000	.500	.583	.515	.000	.000	.618	.000	.000	.000	.000	.000	.000	.667	.500	.000	.643	.708



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City, State: Wayland, MA
Client: TEC/ R. Brown

File Name : 154301 A
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																					

Start Time	Andrew Avenue From North						Boston Post Road (Route 20) From East						Russells Driveway From South						Boston Post Road (Route 20) From West						Int. Total				
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 07:00 AM																													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



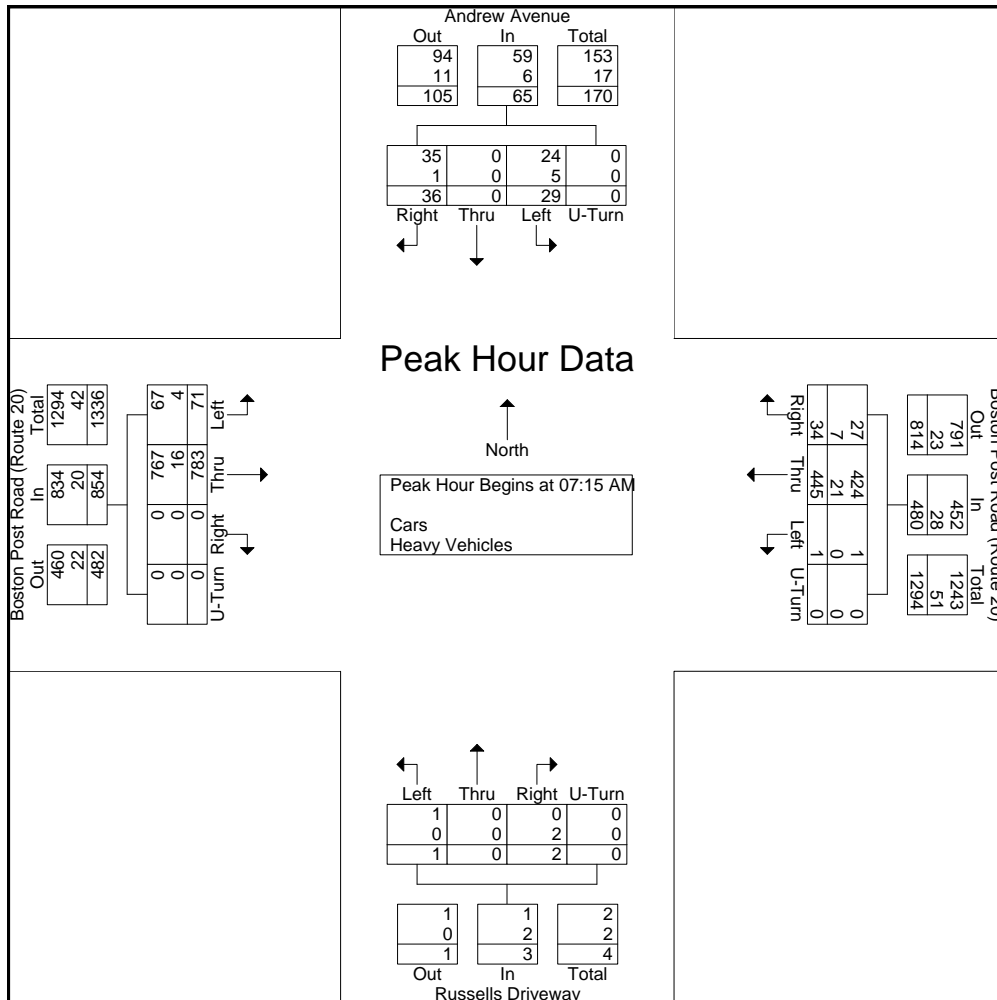
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N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

File Name : 154301 A
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 07:15 AM																					
07:15 AM	7	0	3	0	10	8	101	0	0	109	0	0	0	0	0	0	226	12	0	238	357
07:30 AM	8	0	11	0	19	6	94	0	0	100	2	0	0	0	2	0	181	24	0	205	326
07:45 AM	14	0	5	0	19	6	135	1	0	142	0	0	0	0	0	0	188	23	0	211	372
08:00 AM	7	0	10	0	17	14	115	0	0	129	0	0	1	0	1	0	188	12	0	200	347
Total Volume	36	0	29	0	65	34	445	1	0	480	2	0	1	0	3	0	783	71	0	854	1402
% App. Total	55.4	0	44.6	0		7.1	92.7	0.2	0		66.7	0	33.3	0		0	91.7	8.3	0		
PHF	.643	.000	.659	.000	.855	.607	.824	.250	.000	.845	.250	.000	.250	.000	.375	.000	.866	.740	.000	.897	.942
Cars	35	0	24	0	59	27	424	1	0	452	0	0	1	0	1	0	767	67	0	834	1346
% Cars	97.2	0	82.8	0	90.8	79.4	95.3	100	0	94.2	0	0	100	0	33.3	0	98.0	94.4	0	97.7	96.0
Heavy Vehicles	1	0	5	0	6	7	21	0	0	28	2	0	0	0	2	0	16	4	0	20	56
% Heavy Vehicles	2.8	0	17.2	0	9.2	20.6	4.7	0	0	5.8	100	0	0	0	66.7	0	2.0	5.6	0	2.3	4.0





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Page No : 1

N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Cars - Heavy Vehicles

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	23	0	13	0	21	172	0	0	0	0	2	0	0	156	21	0	408
04:15 PM	21	1	21	0	23	152	0	0	0	0	1	0	2	120	21	0	362
04:30 PM	27	1	11	0	18	155	1	0	1	0	2	0	0	129	11	0	356
04:45 PM	18	0	19	0	22	178	1	0	0	1	1	0	0	127	22	0	389
Total	89	2	64	0	84	657	2	0	1	1	6	0	2	532	75	0	1515
05:00 PM	27	0	16	0	18	162	2	0	1	0	0	0	0	137	16	0	379
05:15 PM	15	0	15	0	21	211	1	0	2	1	1	0	0	150	20	0	437
05:30 PM	21	0	13	0	25	165	1	0	0	2	3	0	2	148	22	0	402
05:45 PM	18	0	17	0	23	175	1	0	0	1	0	0	0	117	15	0	367
Total	81	0	61	0	87	713	5	0	3	4	4	0	2	552	73	0	1585
Grand Total	170	2	125	0	171	1370	7	0	4	5	10	0	4	1084	148	0	3100
Apprch %	57.2	0.7	42.1	0	11	88.5	0.5	0	21.1	26.3	52.6	0	0.3	87.7	12	0	
Total %	5.5	0.1	4	0	5.5	44.2	0.2	0	0.1	0.2	0.3	0	0.1	35	4.8	0	
Cars	167	2	124	0	168	1357	7	0	3	5	9	0	4	1063	147	0	3056
% Cars	98.2	100	99.2	0	98.2	99.1	100	0	75	100	90	0	100	98.1	99.3	0	98.6
Heavy Vehicles	3	0	1	0	3	13	0	0	1	0	1	0	0	21	1	0	44
% Heavy Vehicles	1.8	0	0.8	0	1.8	0.9	0	0	25	0	10	0	0	1.9	0.7	0	1.4

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 04:45 PM																					
04:45 PM	18	0	19	0	37	22	178	1	0	201	0	1	1	0	2	0	127	22	0	149	389
05:00 PM	27	0	16	0	43	18	162	2	0	182	1	0	0	0	1	0	137	16	0	153	379
05:15 PM	15	0	15	0	30	21	211	1	0	233	2	1	1	0	4	0	150	20	0	170	437
05:30 PM	21	0	13	0	34	25	165	1	0	191	0	2	3	0	5	2	148	22	0	172	402
Total Volume	81	0	63	0	144	86	716	5	0	807	3	4	5	0	12	2	562	80	0	644	1607
% App. Total	56.2	0	43.8	0		10.7	88.7	0.6	0		25	33.3	41.7	0		0.3	87.3	12.4	0		
PHF	.750	.000	.829	.000	.837	.860	.848	.625	.000	.866	.375	.500	.417	.000	.600	.250	.937	.909	.000	.936	.919
Cars	79	0	63	0	142	84	710	5	0	799	3	4	5	0	12	2	555	79	0	636	1589
% Cars	97.5	0	100	0	98.6	97.7	99.2	100	0	99.0	100	100	100	0	100	100	98.8	98.8	0	98.8	98.9
Heavy Vehicles	2	0	0	0	2	2	6	0	0	8	0	0	0	0	0	0	7	1	0	8	18
% Heavy Vehicles	2.5	0	0	0	1.4	2.3	0.8	0	0	1.0	0	0	0	0	0	0	1.2	1.3	0	1.2	1.1



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File Name : 154301 AA
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Cars

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	22	0	13	0	21	170	0	0	0	0	1	0	0	150	21	0	398
04:15 PM	21	1	20	0	22	152	0	0	0	0	1	0	2	116	21	0	356
04:30 PM	27	1	11	0	18	153	1	0	0	0	2	0	0	127	11	0	351
04:45 PM	18	0	19	0	22	176	1	0	0	1	1	0	0	125	22	0	385
Total	88	2	63	0	83	651	2	0	0	1	5	0	2	518	75	0	1490
05:00 PM	26	0	16	0	17	161	2	0	1	0	0	0	0	136	16	0	375
05:15 PM	15	0	15	0	21	211	1	0	2	1	1	0	0	147	20	0	434
05:30 PM	20	0	13	0	24	162	1	0	0	2	3	0	2	147	21	0	395
05:45 PM	18	0	17	0	23	172	1	0	0	1	0	0	0	115	15	0	362
Total	79	0	61	0	85	706	5	0	3	4	4	0	2	545	72	0	1566
Grand Total	167	2	124	0	168	1357	7	0	3	5	9	0	4	1063	147	0	3056
Apprch %	57	0.7	42.3	0	11	88.6	0.5	0	17.6	29.4	52.9	0	0.3	87.6	12.1	0	
Total %	5.5	0.1	4.1	0	5.5	44.4	0.2	0	0.1	0.2	0.3	0	0.1	34.8	4.8	0	

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 04:45 PM																					
04:45 PM	18	0	19	0	37	22	176	1	0	199	0	1	1	0	2	0	125	22	0	147	385
05:00 PM	26	0	16	0	42	17	161	2	0	180	1	0	0	0	1	0	136	16	0	152	375
05:15 PM	15	0	15	0	30	21	211	1	0	233	2	1	1	0	4	0	147	20	0	167	434
05:30 PM	20	0	13	0	33	24	162	1	0	187	0	2	3	0	5	2	147	21	0	170	395
Total Volume	79	0	63	0	142	84	710	5	0	799	3	4	5	0	12	2	555	79	0	636	1589
% App. Total	55.6	0	44.4	0		10.5	88.9	0.6	0		25	33.3	41.7	0		0.3	87.3	12.4	0		
PHF	.760	.000	.829	.000	.845	.875	.841	.625	.000	.857	.375	.500	.417	.000	.600	.250	.944	.898	.000	.935	.915



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File Name : 154301 AA
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Heavy Vehicles

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
04:00 PM	1	0	0	0	0	2	0	0	0	0	0	1	0	0	6	0	0	10
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	6	
04:30 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	2	0	0	5	
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4	
Total	1	0	1	0	1	6	0	0	1	0	1	0	0	14	0	0	25	
05:00 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	4	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
05:30 PM	1	0	0	0	1	3	0	0	0	0	0	0	0	1	1	0	7	
05:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5	
Total	2	0	0	0	2	7	0	0	0	0	0	0	0	7	1	0	19	
Grand Total	3	0	1	0	3	13	0	0	1	0	1	0	0	21	1	0	44	
Apprch %	75	0	25	0	18.8	81.2	0	0	50	0	50	0	0	95.5	4.5	0		
Total %	6.8	0	2.3	0	6.8	29.5	0	0	2.3	0	2.3	0	0	47.7	2.3	0		

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	10
04:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	6
04:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total Volume	1	0	1	0	2	1	6	0	0	7	1	0	1	0	2	0	14	0	0	14	25
% App. Total	50	0	50	0		14.3	85.7	0	0		50	0	50	0		0	100	0	0		
PHF	.250	.000	.250	.000	.500	.250	.750	.000	.000	.875	.250	.000	.250	.000	.500	.000	.583	.000	.000	.583	.625



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N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Peds and Bikes

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	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	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																					

Start Time	Andrew Avenue From North						Boston Post Road (Route 20) From East						Russells Driveway From South						Boston Post Road (Route 20) From West						Int. Total				
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



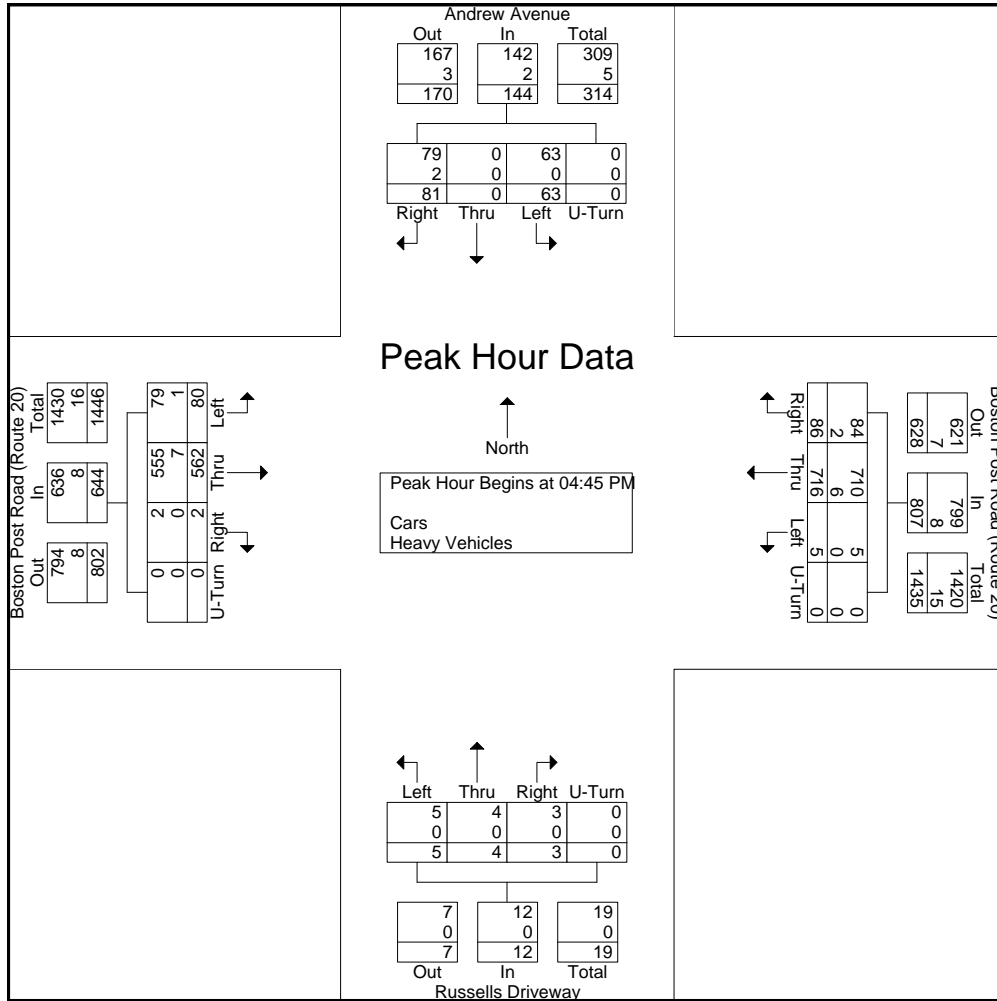
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Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 04:45 PM																					
04:45 PM	18	0	19	0	37	22	178	1	0	201	0	1	1	0	2	0	127	22	0	149	389
05:00 PM	27	0	16	0	43	18	162	2	0	182	1	0	0	0	1	0	137	16	0	153	379
05:15 PM	15	0	15	0	30	21	211	1	0	233	2	1	1	0	4	0	150	20	0	170	437
05:30 PM	21	0	13	0	34	25	165	1	0	191	0	2	3	0	5	2	148	22	0	172	402
Total Volume	81	0	63	0	144	86	716	5	0	807	3	4	5	0	12	2	562	80	0	644	1607
% App. Total	56.2	0	43.8	0		10.7	88.7	0.6	0		25	33.3	41.7	0		0.3	87.3	12.4	0		
PHF	.750	.000	.829	.000	.837	.860	.848	.625	.000	.866	.375	.500	.417	.000	.600	.250	.937	.909	.000	.936	.919
Cars	79	0	63	0	142	84	710	5	0	799	3	4	5	0	12	2	555	79	0	636	1589
% Cars	97.5	0	100	0	98.6	97.7	99.2	100	0	99.0	100	100	100	0	100	100	98.8	98.8	0	98.8	98.9
Heavy Vehicles	2	0	0	0	2	2	6	0	0	8	0	0	0	0	0	0	7	1	0	8	18
% Heavy Vehicles	2.5	0	0	0	1.4	2.3	0.8	0	0	1.0	0	0	0	0	0	0	1.2	1.3	0	1.2	1.1





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File Name : 154301 AAA
Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Cars - Heavy Vehicles

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	13	8	19	0	29	142	10	0	9	4	8	0	27	158	36	0	463
11:15 AM	20	6	19	0	26	169	8	0	8	6	8	0	23	131	31	0	455
11:30 AM	28	4	26	0	23	164	16	0	5	2	12	0	33	135	21	0	469
11:45 AM	24	4	24	0	28	166	6	0	10	6	13	0	18	142	32	0	473
Total	85	22	88	0	106	641	40	0	32	18	41	0	101	566	120	0	1860
12:00 PM	23	6	18	0	33	178	8	0	1	4	8	0	26	163	30	0	498
12:15 PM	19	5	22	0	32	147	4	0	6	1	11	0	22	169	33	0	471
12:30 PM	38	3	22	0	39	154	6	0	7	6	8	0	16	156	27	0	482
12:45 PM	27	2	8	0	23	179	7	0	6	9	8	0	22	138	28	0	457
Total	107	16	70	0	127	658	25	0	20	20	35	0	86	626	118	0	1908
Grand Total	192	38	158	0	233	1299	65	0	52	38	76	0	187	1192	238	0	3768
Apprch %	49.5	9.8	40.7	0	14.6	81.3	4.1	0	31.3	22.9	45.8	0	11.6	73.7	14.7	0	
Total %	5.1	1	4.2	0	6.2	34.5	1.7	0	1.4	1	2	0	5	31.6	6.3	0	
Cars	191	38	157	0	232	1280	65	0	52	38	76	0	187	1180	236	0	3732
% Cars	99.5	100	99.4	0	99.6	98.5	100	0	100	100	100	0	100	99	99.2	0	99
Heavy Vehicles	1	0	1	0	1	19	0	0	0	0	0	0	0	12	2	0	36
% Heavy Vehicles	0.5	0	0.6	0	0.4	1.5	0	0	0	0	0	0	0	1	0.8	0	1

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 11:45 AM																					
11:45 AM	24	4	24	0	52	28	166	6	0	200	10	6	13	0	29	18	142	32	0	192	473
12:00 PM	23	6	18	0	47	33	178	8	0	219	1	4	8	0	13	26	163	30	0	219	498
12:15 PM	19	5	22	0	46	32	147	4	0	183	6	1	11	0	18	22	169	33	0	224	471
12:30 PM	38	3	22	0	63	39	154	6	0	199	7	6	8	0	21	16	156	27	0	199	482
Total Volume	104	18	86	0	208	132	645	24	0	801	24	17	40	0	81	82	630	122	0	834	1924
% App. Total	50	8.7	41.3	0		16.5	80.5	3	0		29.6	21	49.4	0		9.8	75.5	14.6	0		
PHF	.684	.750	.896	.000	.825	.846	.906	.750	.000	.914	.600	.708	.769	.000	.698	.788	.932	.924	.000	.931	.966
Cars	103	18	85	0	206	131	635	24	0	790	24	17	40	0	81	82	623	121	0	826	1903
% Cars	99.0	100	98.8	0	99.0	99.2	98.4	100	0	98.6	100	100	100	0	100	100	98.9	99.2	0	99.0	98.9
Heavy Vehicles	1	0	1	0	2	1	10	0	0	11	0	0	0	0	0	0	7	1	0	8	21
% Heavy Vehicles	1.0	0	1.2	0	1.0	0.8	1.6	0	0	1.4	0	0	0	0	0	0	1.1	0.8	0	1.0	1.1



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File Name : 154301 AAA
Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Cars

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	13	8	19	0	29	139	10	0	9	4	8	0	27	155	35	0	456
11:15 AM	20	6	19	0	26	166	8	0	8	6	8	0	23	131	31	0	452
11:30 AM	28	4	26	0	23	162	16	0	5	2	12	0	33	134	21	0	466
11:45 AM	24	4	24	0	27	164	6	0	10	6	13	0	18	140	32	0	468
Total	85	22	88	0	105	631	40	0	32	18	41	0	101	560	119	0	1842
12:00 PM	23	6	18	0	33	176	8	0	1	4	8	0	26	161	30	0	494
12:15 PM	19	5	22	0	32	143	4	0	6	1	11	0	22	167	32	0	464
12:30 PM	37	3	21	0	39	152	6	0	7	6	8	0	16	155	27	0	477
12:45 PM	27	2	8	0	23	178	7	0	6	9	8	0	22	137	28	0	455
Total	106	16	69	0	127	649	25	0	20	20	35	0	86	620	117	0	1890
Grand Total	191	38	157	0	232	1280	65	0	52	38	76	0	187	1180	236	0	3732
Apprch %	49.5	9.8	40.7	0	14.7	81.2	4.1	0	31.3	22.9	45.8	0	11.7	73.6	14.7	0	
Total %	5.1	1	4.2	0	6.2	34.3	1.7	0	1.4	1	2	0	5	31.6	6.3	0	

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 11:45 AM																					
11:45 AM	24	4	24	0	52	27	164	6	0	197	10	6	13	0	29	18	140	32	0	190	468
12:00 PM	23	6	18	0	47	33	176	8	0	217	1	4	8	0	13	26	161	30	0	217	494
12:15 PM	19	5	22	0	46	32	143	4	0	179	6	1	11	0	18	22	167	32	0	221	464
12:30 PM	37	3	21	0	61	39	152	6	0	197	7	6	8	0	21	16	155	27	0	198	477
Total Volume	103	18	85	0	206	131	635	24	0	790	24	17	40	0	81	82	623	121	0	826	1903
% App. Total	50	8.7	41.3	0		16.6	80.4	3	0		29.6	21	49.4	0		9.9	75.4	14.6	0		
PHF	.696	.750	.885	.000	.844	.840	.902	.750	.000	.910	.600	.708	.769	.000	.698	.788	.933	.945	.000	.934	.963



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File Name : 154301 AAA
Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Heavy Vehicles

Start Time	Andrew Avenue From North				Boston Post Road (Route 20) From East				Russells Driveway From South				Boston Post Road (Route 20) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	7
11:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
11:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0	5
Total	0	0	0	0	1	10	0	0	0	0	0	0	0	6	1	0	18
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
12:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	1	0	7
12:30 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0	5
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	1	0	1	0	0	9	0	0	0	0	0	0	0	6	1	0	18
Grand Total	1	0	1	0	1	19	0	0	0	0	0	0	0	12	2	0	36
Apprch %	50	0	50	0	5	95	0	0	0	0	0	0	0	85.7	14.3	0	
Total %	2.8	0	2.8	0	2.8	52.8	0	0	0	0	0	0	0	33.3	5.6	0	

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 11:45 AM																					
11:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	7
12:30 PM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
Total Volume	1	0	1	0	2	1	10	0	0	11	0	0	0	0	0	0	7	1	0	8	21
% App. Total	50	0	50	0		9.1	90.9	0	0		0	0	0	0		0	87.5	12.5	0		
PHF	.250	.000	.250	.000	.250	.250	.625	.000	.000	.688	.000	.000	.000	.000	.000	.000	.875	.250	.000	.667	.750



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File Name : 154301 AAA
Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

Groups Printed- Peds and Bikes

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
11:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	2	4	0	0	0	0	1	0	0	0	0	0	7
Apprch %	0	0	0	0	0	0	0	0	33.3	66.7	0	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	28.6	57.1	0	0	0	0	14.3	0	0	0	0	0	

Start Time	Andrew Avenue From North						Boston Post Road (Route 20) From East						Russells Driveway From South						Boston Post Road (Route 20) From West						Int. Total							
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	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 12:00 PM																																
12:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% App. Total	0	0	0	0	0	0	0	0	0	40	60		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		.625
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.750	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	



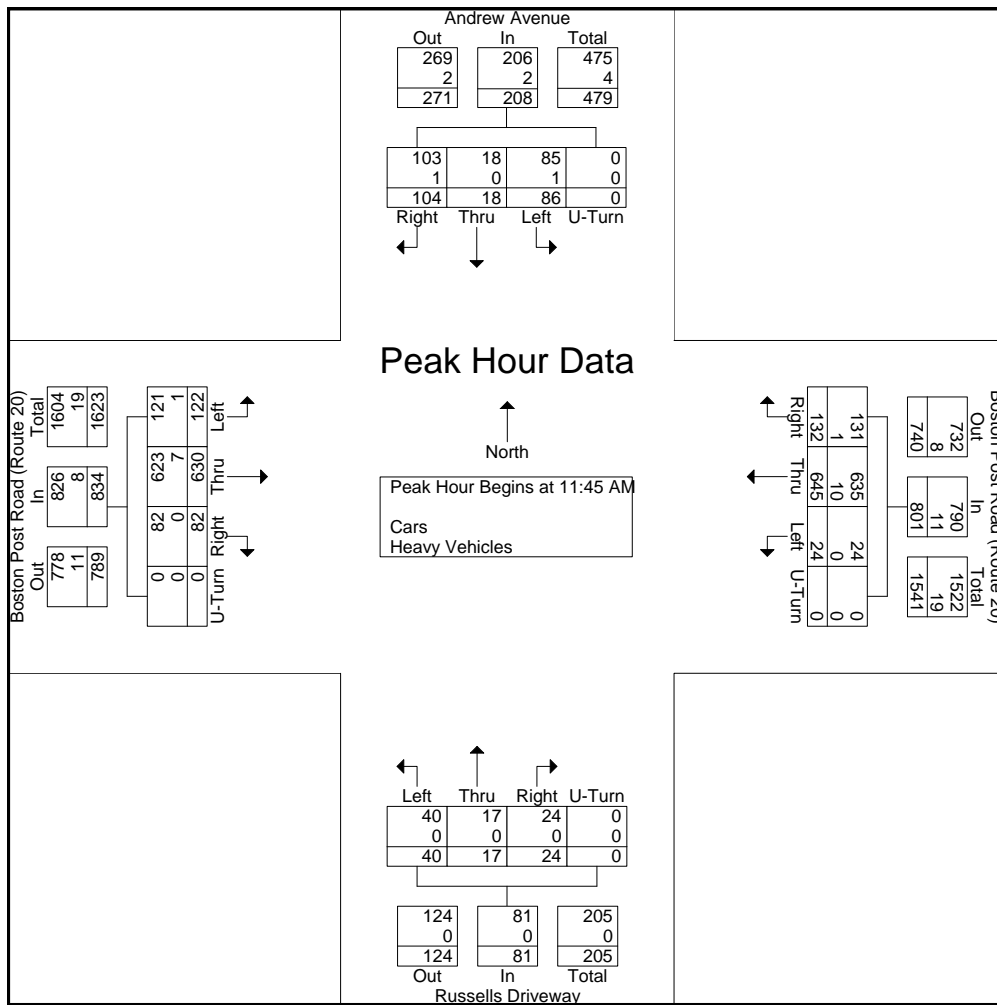
PRECISION
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INDUSTRIES, LLC

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N/S: Andrew Avenue/ Russells Driveway
E/W: Boston Post Road (Route 20)
City, State: Wayland, MA
Client: TEC/ R. Brown

File Name : 154301 AAA
Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

Start Time	Andrew Avenue From North					Boston Post Road (Route 20) From East					Russells Driveway From South					Boston Post Road (Route 20) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	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 11:45 AM																					
11:45 AM	24	4	24	0	52	28	166	6	0	200	10	6	13	0	29	18	142	32	0	192	473
12:00 PM	23	6	18	0	47	33	178	8	0	219	1	4	8	0	13	26	163	30	0	219	498
12:15 PM	19	5	22	0	46	32	147	4	0	183	6	1	11	0	18	22	169	33	0	224	471
12:30 PM	38	3	22	0	63	39	154	6	0	199	7	6	8	0	21	16	156	27	0	199	482
Total Volume	104	18	86	0	208	132	645	24	0	801	24	17	40	0	81	82	630	122	0	834	1924
% App. Total	50	8.7	41.3	0		16.5	80.5	3	0		29.6	21	49.4	0		9.8	75.5	14.6	0		
PHF	.684	.750	.896	.000	.825	.846	.906	.750	.000	.914	.600	.708	.769	.000	.698	.788	.932	.924	.000	.931	.966
Cars	103	18	85	0	206	131	635	24	0	790	24	17	40	0	81	82	623	121	0	826	1903
% Cars	99.0	100	98.8	0	99.0	99.2	98.4	100	0	98.6	100	100	100	0	100	100	98.9	99.2	0	99.0	98.9
Heavy Vehicles	1	0	1	0	2	1	10	0	0	11	0	0	0	0	0	0	7	1	0	8	21
% Heavy Vehicles	1.0	0	1.2	0	1.0	0.8	1.6	0	0	1.4	0	0	0	0	0	0	1.1	0.8	0	1.0	1.1





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

File Name : 154301 B
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
07:00 AM	3	129	0	54	4	0	12	3	0	205
07:15 AM	3	114	1	64	8	0	9	3	0	202
07:30 AM	5	117	0	48	13	0	14	2	0	199
07:45 AM	7	122	0	57	15	0	9	10	0	220
Total	18	482	1	223	40	0	44	18	0	826
08:00 AM	13	144	0	79	14	0	10	2	0	262
08:15 AM	5	109	0	47	11	0	13	7	0	192
08:30 AM	5	92	0	66	12	0	8	5	0	188
08:45 AM	12	117	0	54	12	0	6	3	0	204
Total	35	462	0	246	49	0	37	17	0	846
Grand Total	53	944	1	469	89	0	81	35	0	1672
Apprch %	5.3	94.6	0.1	84.1	15.9	0	69.8	30.2	0	
Total %	3.2	56.5	0.1	28.1	5.3	0	4.8	2.1	0	
Cars	52	927	1	449	86	0	80	35	0	1630
% Cars	98.1	98.2	100	95.7	96.6	0	98.8	100	0	97.5
Heavy Vehicles	1	17	0	20	3	0	1	0	0	42
% Heavy Vehicles	1.9	1.8	0	4.3	3.4	0	1.2	0	0	2.5

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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 07:15 AM													
07:15 AM	3	114	1	118	64	8	0	72	9	3	0	12	202
07:30 AM	5	117	0	122	48	13	0	61	14	2	0	16	199
07:45 AM	7	122	0	129	57	15	0	72	9	10	0	19	220
08:00 AM	13	144	0	157	79	14	0	93	10	2	0	12	262
Total Volume	28	497	1	526	248	50	0	298	42	17	0	59	883
% App. Total	5.3	94.5	0.2		83.2	16.8	0		71.2	28.8	0		
PHF	.538	.863	.250	.838	.785	.833	.000	.801	.750	.425	.000	.776	.843
Cars	27	488	1	516	242	49	0	291	42	17	0	59	866
% Cars	96.4	98.2	100	98.1	97.6	98.0	0	97.7	100	100	0	100	98.1
Heavy Vehicles	1	9	0	10	6	1	0	7	0	0	0	0	17
% Heavy Vehicles	3.6	1.8	0	1.9	2.4	2.0	0	2.3	0	0	0	0	1.9



PRECISION
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Email: datarequests@pdillc.com

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

File Name : 154301 B
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Groups Printed- Cars

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
07:00 AM	3	129	0	49	4	0	12	3	0	200
07:15 AM	3	113	1	62	8	0	9	3	0	199
07:30 AM	5	114	0	45	13	0	14	2	0	193
07:45 AM	7	119	0	57	15	0	9	10	0	217
Total	18	475	1	213	40	0	44	18	0	809
08:00 AM	12	142	0	78	13	0	10	2	0	257
08:15 AM	5	107	0	45	11	0	12	7	0	187
08:30 AM	5	90	0	63	11	0	8	5	0	182
08:45 AM	12	113	0	50	11	0	6	3	0	195
Total	34	452	0	236	46	0	36	17	0	821
Grand Total	52	927	1	449	86	0	80	35	0	1630
Apprch %	5.3	94.6	0.1	83.9	16.1	0	69.6	30.4	0	
Total %	3.2	56.9	0.1	27.5	5.3	0	4.9	2.1	0	

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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 07:15 AM													
07:15 AM	3	113	1	117	62	8	0	70	9	3	0	12	199
07:30 AM	5	114	0	119	45	13	0	58	14	2	0	16	193
07:45 AM	7	119	0	126	57	15	0	72	9	10	0	19	217
08:00 AM	12	142	0	154	78	13	0	91	10	2	0	12	257
Total Volume	27	488	1	516	242	49	0	291	42	17	0	59	866
% App. Total	5.2	94.6	0.2		83.2	16.8	0		71.2	28.8	0		
PHF	.563	.859	.250	.838	.776	.817	.000	.799	.750	.425	.000	.776	.842



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

File Name : 154301 B
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
07:00 AM	0	0	0	5	0	0	0	0	0	5
07:15 AM	0	1	0	2	0	0	0	0	0	3
07:30 AM	0	3	0	3	0	0	0	0	0	6
07:45 AM	0	3	0	0	0	0	0	0	0	3
Total	0	7	0	10	0	0	0	0	0	17
08:00 AM	1	2	0	1	1	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	1	0	0	5
08:30 AM	0	2	0	3	1	0	0	0	0	6
08:45 AM	0	4	0	4	1	0	0	0	0	9
Total	1	10	0	10	3	0	1	0	0	25
Grand Total	1	17	0	20	3	0	1	0	0	42
Apprch %	5.6	94.4	0	87	13	0	100	0	0	
Total %	2.4	40.5	0	47.6	7.1	0	2.4	0	0	

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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 08:00 AM													
08:00 AM	1	2	0	3	1	1	0	2	0	0	0	0	5
08:15 AM	0	2	0	2	2	0	0	2	1	0	0	1	5
08:30 AM	0	2	0	2	3	1	0	4	0	0	0	0	6
08:45 AM	0	4	0	4	4	1	0	5	0	0	0	0	9
Total Volume	1	10	0	11	10	3	0	13	1	0	0	1	25
% App. Total	9.1	90.9	0		76.9	23.1	0		100	0	0		
PHF	.250	.625	.000	.688	.625	.750	.000	.650	.250	.000	.000	.250	.694



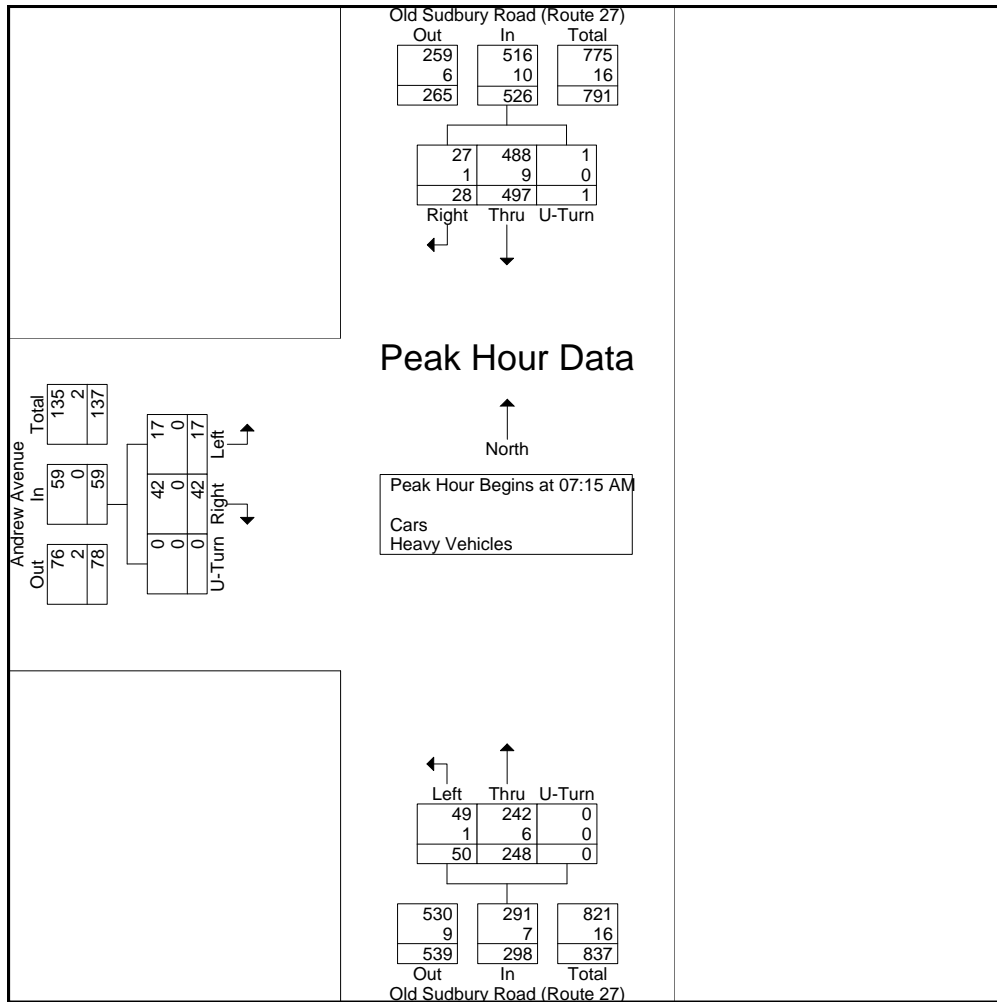
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N/S: Old Sudbury Road (Route 27)
W: Andrew Avenue
City, State: Wayland, MA
Client: TEC/ R. Brown

File Name : 154301 B
Site Code : T0558.05
Start Date : 3/5/2015
Page No : 1

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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 07:15 AM													
07:15 AM	3	114	1	118	64	8	0	72	9	3	0	12	202
07:30 AM	5	117	0	122	48	13	0	61	14	2	0	16	199
07:45 AM	7	122	0	129	57	15	0	72	9	10	0	19	220
08:00 AM	13	144	0	157	79	14	0	93	10	2	0	12	262
Total Volume	28	497	1	526	248	50	0	298	42	17	0	59	883
% App. Total	5.3	94.5	0.2		83.2	16.8	0		71.2	28.8	0		
PHF	.538	.863	.250	.838	.785	.833	.000	.801	.750	.425	.000	.776	.843
Cars	27	488	1	516	242	49	0	291	42	17	0	59	866
% Cars	96.4	98.2	100	98.1	97.6	98.0	0	97.7	100	100	0	100	98.1
Heavy Vehicles	1	9	0	10	6	1	0	7	0	0	0	0	17
% Heavy Vehicles	3.6	1.8	0	1.9	2.4	2.0	0	2.3	0	0	0	0	1.9





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Page No : 1

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

Groups Printed- Cars - Heavy Vehicles

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:00 PM	10	84	0	133	14	0	17	12	0	270
04:15 PM	9	83	0	148	24	0	26	19	0	309
04:30 PM	7	54	0	122	23	0	19	10	0	235
04:45 PM	10	61	0	130	21	0	19	14	0	255
Total	36	282	0	533	82	0	81	55	0	1069
05:00 PM	12	61	0	134	21	0	18	15	0	261
05:15 PM	8	67	0	145	14	0	15	10	0	259
05:30 PM	9	79	0	152	23	0	18	13	0	294
05:45 PM	11	82	0	122	25	0	25	11	0	276
Total	40	289	0	553	83	0	76	49	0	1090
Grand Total	76	571	0	1086	165	0	157	104	0	2159
Apprch %	11.7	88.3	0	86.8	13.2	0	60.2	39.8	0	
Total %	3.5	26.4	0	50.3	7.6	0	7.3	4.8	0	
Cars	76	567	0	1075	165	0	157	104	0	2144
% Cars	100	99.3	0	99	100	0	100	100	0	99.3
Heavy Vehicles	0	4	0	11	0	0	0	0	0	15
% Heavy Vehicles	0	0.7	0	1	0	0	0	0	0	0.7

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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 05:00 PM													
05:00 PM	12	61	0	73	134	21	0	155	18	15	0	33	261
05:15 PM	8	67	0	75	145	14	0	159	15	10	0	25	259
05:30 PM	9	79	0	88	152	23	0	175	18	13	0	31	294
05:45 PM	11	82	0	93	122	25	0	147	25	11	0	36	276
Total Volume	40	289	0	329	553	83	0	636	76	49	0	125	1090
% App. Total	12.2	87.8	0		86.9	13.1	0		60.8	39.2	0		
PHF	.833	.881	.000	.884	.910	.830	.000	.909	.760	.817	.000	.868	.927
Cars	40	288	0	328	549	83	0	632	76	49	0	125	1085
% Cars	100	99.7	0	99.7	99.3	100	0	99.4	100	100	0	100	99.5
Heavy Vehicles	0	1	0	1	4	0	0	4	0	0	0	0	5
% Heavy Vehicles	0	0.3	0	0.3	0.7	0	0	0.6	0	0	0	0	0.5



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Page No : 1

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

Groups Printed- Cars

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:00 PM	10	82	0	130	14	0	17	12	0	265
04:15 PM	9	83	0	147	24	0	26	19	0	308
04:30 PM	7	54	0	121	23	0	19	10	0	234
04:45 PM	10	60	0	128	21	0	19	14	0	252
Total	36	279	0	526	82	0	81	55	0	1059
05:00 PM	12	61	0	133	21	0	18	15	0	260
05:15 PM	8	67	0	145	14	0	15	10	0	259
05:30 PM	9	79	0	150	23	0	18	13	0	292
05:45 PM	11	81	0	121	25	0	25	11	0	274
Total	40	288	0	549	83	0	76	49	0	1085
Grand Total	76	567	0	1075	165	0	157	104	0	2144
Apprch %	11.8	88.2	0	86.7	13.3	0	60.2	39.8	0	
Total %	3.5	26.4	0	50.1	7.7	0	7.3	4.9	0	

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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 05:00 PM													
05:00 PM	12	61	0	73	133	21	0	154	18	15	0	33	260
05:15 PM	8	67	0	75	145	14	0	159	15	10	0	25	259
05:30 PM	9	79	0	88	150	23	0	173	18	13	0	31	292
05:45 PM	11	81	0	92	121	25	0	146	25	11	0	36	274
Total Volume	40	288	0	328	549	83	0	632	76	49	0	125	1085
% App. Total	12.2	87.8	0		86.9	13.1	0		60.8	39.2	0		
PHF	.833	.889	.000	.891	.915	.830	.000	.913	.760	.817	.000	.868	.929



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

Groups Printed- Heavy Vehicles

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:00 PM	0	2	0	3	0	0	0	0	0	5
04:15 PM	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	2	0	0	0	0	0	3
Total	0	3	0	7	0	0	0	0	0	10
05:00 PM	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	2
Total	0	1	0	4	0	0	0	0	0	5
Grand Total	0	4	0	11	0	0	0	0	0	15
Apprch %	0	100	0	100	0	0	0	0	0	
Total %	0	26.7	0	73.3	0	0	0	0	0	

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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	0	2	0	2	3	0	0	3	0	0	0	0	5
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total Volume	0	3	0	3	7	0	0	7	0	0	0	0	10
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.375	.000	.375	.583	.000	.000	.583	.000	.000	.000	.000	.500



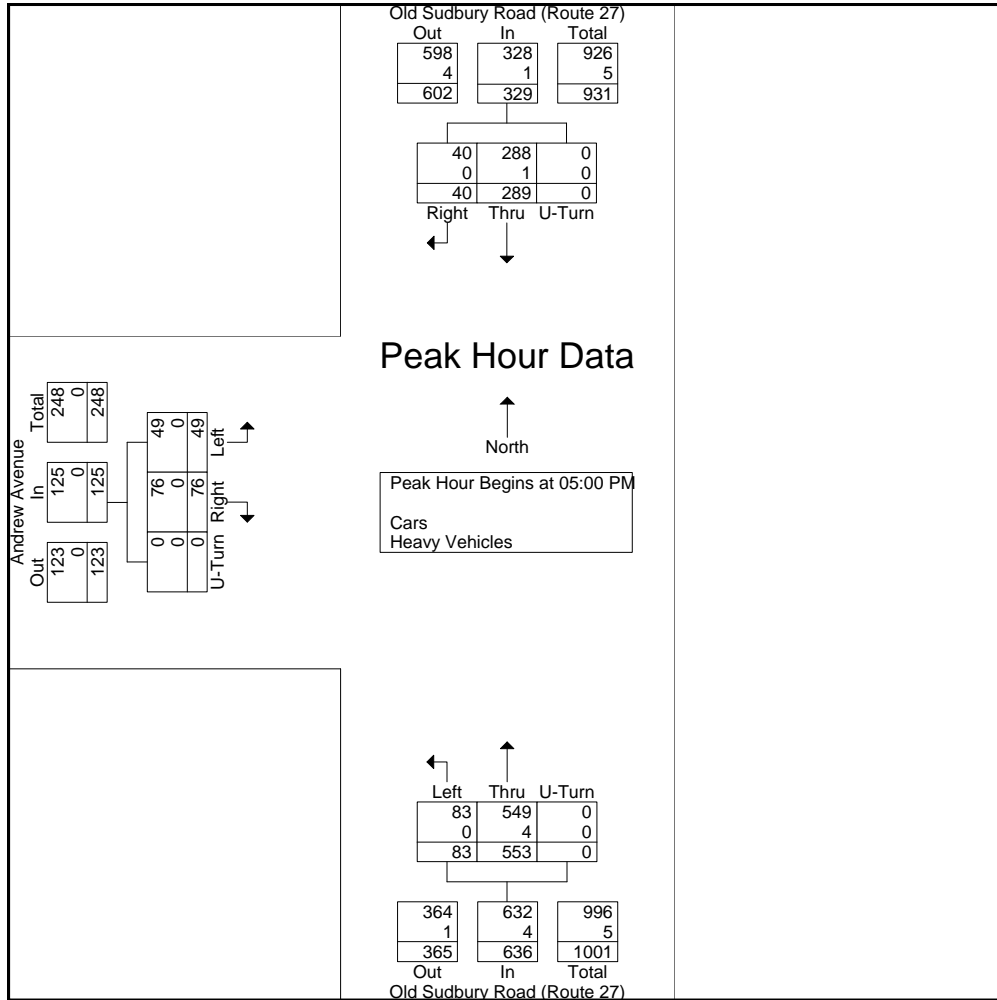
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Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	12	61	0	73	134	21	0	155	18	15	0	33	261
05:15 PM	8	67	0	75	145	14	0	159	15	10	0	25	259
05:30 PM	9	79	0	88	152	23	0	175	18	13	0	31	294
05:45 PM	11	82	0	93	122	25	0	147	25	11	0	36	276
Total Volume	40	289	0	329	553	83	0	636	76	49	0	125	1090
% App. Total	12.2	87.8	0		86.9	13.1	0		60.8	39.2	0		
PHF	.833	.881	.000	.884	.910	.830	.000	.909	.760	.817	.000	.868	.927
Cars	40	288	0	328	549	83	0	632	76	49	0	125	1085
% Cars	100	99.7	0	99.7	99.3	100	0	99.4	100	100	0	100	99.5
Heavy Vehicles	0	1	0	1	4	0	0	4	0	0	0	0	5
% Heavy Vehicles	0	0.3	0	0.3	0.7	0	0	0.6	0	0	0	0	0.5





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File Name : 154301 BBB
Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
11:00 AM	15	87	0	70	21	0	18	10	0	221
11:15 AM	10	77	0	60	21	0	17	12	0	197
11:30 AM	10	88	0	68	26	0	31	9	0	232
11:45 AM	13	90	0	71	30	0	23	16	0	243
Total	48	342	0	269	98	0	89	47	0	893
12:00 PM	11	80	0	80	25	0	23	9	0	228
12:15 PM	12	65	0	105	19	0	36	13	0	250
12:30 PM	12	79	0	103	18	0	14	18	0	244
12:45 PM	11	94	0	85	25	0	27	17	0	259
Total	46	318	0	373	87	0	100	57	0	981
Grand Total	94	660	0	642	185	0	189	104	0	1874
Apprch %	12.5	87.5	0	77.6	22.4	0	64.5	35.5	0	
Total %	5	35.2	0	34.3	9.9	0	10.1	5.5	0	
Cars	94	654	0	634	184	0	188	104	0	1858
% Cars	100	99.1	0	98.8	99.5	0	99.5	100	0	99.1
Heavy Vehicles	0	6	0	8	1	0	1	0	0	16
% Heavy Vehicles	0	0.9	0	1.2	0.5	0	0.5	0	0	0.9

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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	80	0	91	80	25	0	105	23	9	0	32	228
12:15 PM	12	65	0	77	105	19	0	124	36	13	0	49	250
12:30 PM	12	79	0	91	103	18	0	121	14	18	0	32	244
12:45 PM	11	94	0	105	85	25	0	110	27	17	0	44	259
Total Volume	46	318	0	364	373	87	0	460	100	57	0	157	981
% App. Total	12.6	87.4	0		81.1	18.9	0		63.7	36.3	0		
PHF	.958	.846	.000	.867	.888	.870	.000	.927	.694	.792	.000	.801	.947
Cars	46	317	0	363	368	86	0	454	99	57	0	156	973
% Cars	100	99.7	0	99.7	98.7	98.9	0	98.7	99.0	100	0	99.4	99.2
Heavy Vehicles	0	1	0	1	5	1	0	6	1	0	0	1	8
% Heavy Vehicles	0	0.3	0	0.3	1.3	1.1	0	1.3	1.0	0	0	0.6	0.8



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Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

Groups Printed- Cars

Start Time	Old Sudbury Road (Route 27) From North			Old Sudbury Road (Route 27) From South			Andrew Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
11:00 AM	15	87	0	68	21	0	18	10	0	219
11:15 AM	10	77	0	59	21	0	17	12	0	196
11:30 AM	10	85	0	68	26	0	31	9	0	229
11:45 AM	13	88	0	71	30	0	23	16	0	241
Total	48	337	0	266	98	0	89	47	0	885
12:00 PM	11	79	0	80	24	0	23	9	0	226
12:15 PM	12	65	0	103	19	0	36	13	0	248
12:30 PM	12	79	0	102	18	0	13	18	0	242
12:45 PM	11	94	0	83	25	0	27	17	0	257
Total	46	317	0	368	86	0	99	57	0	973
Grand Total	94	654	0	634	184	0	188	104	0	1858
Apprch %	12.6	87.4	0	77.5	22.5	0	64.4	35.6	0	
Total %	5.1	35.2	0	34.1	9.9	0	10.1	5.6	0	

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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	79	0	90	80	24	0	104	23	9	0	32	226
12:15 PM	12	65	0	77	103	19	0	122	36	13	0	49	248
12:30 PM	12	79	0	91	102	18	0	120	13	18	0	31	242
12:45 PM	11	94	0	105	83	25	0	108	27	17	0	44	257
Total Volume	46	317	0	363	368	86	0	454	99	57	0	156	973
% App. Total	12.7	87.3	0		81.1	18.9	0		63.5	36.5	0		
PHF	.958	.843	.000	.864	.893	.860	.000	.930	.688	.792	.000	.796	.946



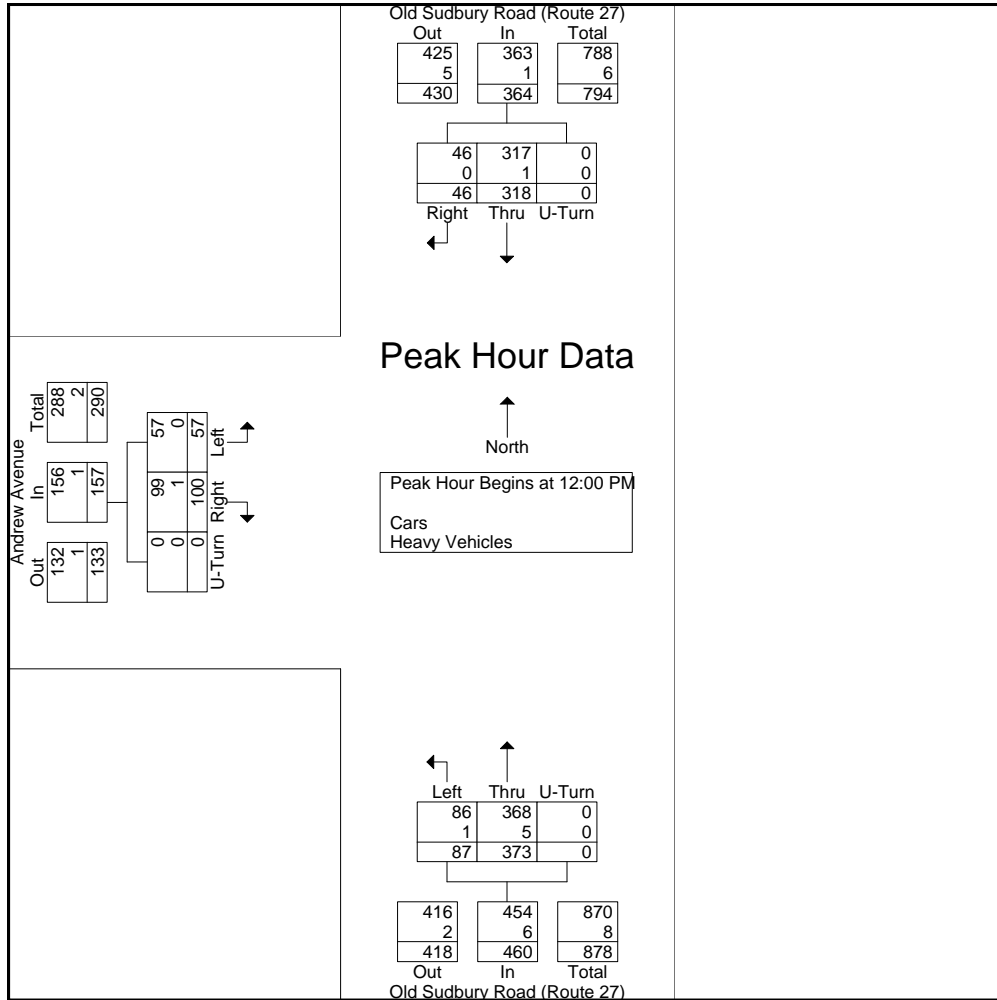
PRECISION
D A T A
INDUSTRIES, LLC

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

File Name : 154301 BBB
Site Code : T0558.05
Start Date : 3/7/2015
Page No : 1

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

Start Time	Old Sudbury Road (Route 27) From North				Old Sudbury Road (Route 27) From South				Andrew Avenue 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	80	0	91	80	25	0	105	23	9	0	32	228
12:15 PM	12	65	0	77	105	19	0	124	36	13	0	49	250
12:30 PM	12	79	0	91	103	18	0	121	14	18	0	32	244
12:45 PM	11	94	0	105	85	25	0	110	27	17	0	44	259
Total Volume	46	318	0	364	373	87	0	460	100	57	0	157	981
% App. Total	12.6	87.4	0		81.1	18.9	0		63.7	36.3	0		
PHF	.958	.846	.000	.867	.888	.870	.000	.927	.694	.792	.000	.801	.947
Cars	46	317	0	363	368	86	0	454	99	57	0	156	973
% Cars	100	99.7	0	99.7	98.7	98.9	0	98.7	99.0	100	0	99.4	99.2
Heavy Vehicles	0	1	0	1	5	1	0	6	1	0	0	1	8
% Heavy Vehicles	0	0.3	0	0.3	1.3	1.1	0	1.3	1.0	0	0	0.6	0.8



Attachment E

Current Post-Occupancy Trip Generation Data

Post-Occupancy Trip Generation Data

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

Time Start	<u>Saturday, Feb. 28, 2015</u>					<u>Saturday, Mar. 7, 2015</u>					
	<u>Entering Traffic</u>		<u>Exiting Traffic</u>			<u>Total E-W trips at River Rock Way</u>	<u>Entering Traffic</u>		<u>Exiting Traffic</u>		<u>Total</u>
	<u>from Rt. 27</u>	<u>from Rt. 20</u>	<u>to Rt. 27</u>	<u>to Rt. 20</u>	<u>Total</u>		<u>from Rt. 27</u>	<u>from Rt. 20</u>	<u>to Rt. 27</u>	<u>to Rt. 20</u>	
12:00: AM	3	1	14	12	30	0	0	2	0	7	9
1:00	0	2	0	4	6	2	0	2	2	5	9
2:00	1	2	0	4	7	3	3	1	0	1	5
3:00	0	0	1	0	1	0	0	2	0	2	4
4:00	1	2	2	2	7	0	0	2	0	2	4
5:00	3	6	2	3	14	2	1	5	1	4	11
6:00	11	19	7	4	41	35	21	20	14	11	66
7:00	45	56	14	41	156	65	50	68	15	38	171
8:00	70	92	33	55	250	90	61	75	29	47	212
9:00	103	167	70	115	455	193	115	145	78	115	453
10:00	133	185	92	175	585	213	126	191	87	175	579
11:00	135	229	119	207	690	277	147	242	130	200	719
12:00 PM	145	269	165	205	784	287	134	264	153	191	742
1:00	117	234	147	225	723	306	136	238	170	225	769
2:00	116	189	173	183	661	252	101	217	151	226	695
3:00	132	176	144	170	622	250	120	210	130	203	663
4:00	104	162	163	133	562	262	102	185	160	201	648
5:00	123	177	143	150	593	229	106	171	123	149	549
6:00	109	149	121	136	515	196	93	135	103	138	469
7:00	79	106	102	102	389	156	68	91	88	131	378
8:00	29	60	83	101	273	107	28	53	79	77	237
9:00	18	25	49	56	148	54	15	24	39	53	131
10:00	9	20	27	57	113	24	6	15	18	48	87
11:00	5	9	10	32	56	11	4	5	7	23	39
	1491	2337	1681	2172	7681	3014	1437	2363	1577	2272	7649
				Check	7681					Check	7649

Avg. Saturday Daily Trip Generation

7665 vpd - vehicles per day (sum of all entering and exiting traffic)

Avg. Saturday Midday Peak Hour Trips

777 vph - vehicles per hour (sum of all entering and exiting traffic) weekend peak

Attachment F

Updated Site Trip Generation Estimate – Full Build

Updated Site Trip Generation Estimate - Full Build

Project: Town of Wayland - Post-Occupancy Assessment of Trips
 Date: April 1, 2015
 Analyst: TEC, Inc. /Kevin R. Dandrade, PE, PTOE
 Source: Institute of Transportation Engineers - Trip Generation , 9th Edition

Updated Trip Generation Projections (Conservative)

	Average 2015 Actual	Remaining Development Trips (Projected)				Updated Full-Build Total	Original Total Trip Gen VAI Estimate Master Spec Permit	Percentage of Original Estimate
		Retail	Office	Residential	Library			
Weekday Daily	6942	616	159	512	1898	10127	13940	73%
Morning Peak Hour	305	14	22	39	47	427	315	136%
Evening Peak Hour	567	53	21	46	284	971	1405	69%
Saturday Daily	7665	720	35	500	1862	10782	17898	60%
Saturday Midday Peak Hour	777	70	6	41	270	1164	1785	65%

Notes:

1. Recent counts include traffic associated with Wayland Commons traffic using Andrew Avenue
2. Projection for remaining floor areas for office and retail provided by Wayland Planning Dept.
3. ITE Trip Generation rates used for remaining development
4. Municipal use assumed from original VAI Master Special Permit traffic study (40,000 SF library)

Remaining Site Generated Trips

Project: Town of Wayland - Post-Occupancy Assessment of Trips
Date: March 27, 2015
Analyst: TEC, Inc. /Kevin R. Dandrade, PE, PTOE
Source: Institute of Transportation Engineers - Trip Generation , 9th Edition

ITE Land Use Code (LUC) 820 - Shopping Center / Retail

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 14.4

AVERAGE WEEKDAY DAILY

$T = 42.70 * (X)$
 $T = 42.70 * 14.400$
 $T = 614.88$
 $T = \boxed{616}$ vehicle trips
with 50% (308 vpd) entering and 50% (308 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.96 * (X)$
 $T = 0.96 * 14.400$
 $T = 13.82$
 $T = \boxed{14}$ vehicle trips
with 62% (9 vph) entering and 38% (5 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 3.71 * (X)$
 $T = 3.71 * 14.400$
 $T = 53.42$
 $T = \boxed{53}$ vehicle trips
with 48% (25 vph) entering and 52% (28 vph) exiting.

SATURDAY DAILY

$T = 49.97 * (X)$
 $T = 49.97 * 14.400$
 $T = 719.57$
 $T = \boxed{720}$ vehicle trips
with 50% (360 vpd) entering and 50% (360 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$T = 4.82 * (X)$
 $T = 4.82 * 14.400$
 $T = 69.41$
 $T = \boxed{70}$ vehicle trips
with 52% (36 vpd) entering and 48% (34 vpd) exiting.

Remaining Site Generated Trips

Project: Town of Wayland - Post-Occupancy Assessment of Trips
Date: March 27, 2015
Analyst: TEC, Inc. /Kevin R. Dandrade, PE, PTOE
Source: Institute of Transportation Engineers - Trip Generation , 9th Edition

ITE Land Use Code (LUC) 710 - General Office Building

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Floor Area
Independent Variable (X): 14.400

AVERAGE WEEKDAY DAILY

$$T = 11.03 * (X)$$

$$T = 11.03 * 14.400$$

$$T = \boxed{159} \text{ vehicle trips}$$

with 50% (80 vph) entering and 50% (79 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 1.56 * (X)$$

$$T = 1.56 * 14.400$$

$$T = \boxed{22} \text{ vehicle trips}$$

with 88% (19 vph) entering and 12% (3 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 1.49 * (X)$$

$$T = 1.49 * 14.400$$

$$T = \boxed{21} \text{ vehicle trips}$$

with 17% (4 vph) entering and 83% (17 vph) exiting.

SATURDAY DAILY

$$T = 2.46 * (X)$$

$$T = 2.46 * 14.400$$

$$T = \boxed{35} \text{ vehicle trips}$$

with 50% (18 vpd) entering and 50% (17 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.43 * (X)$$

$$T = 0.43 * 14.400$$

$$T = \boxed{6} \text{ vehicle trips}$$

with 54% (3 vph) entering and 46% (3 vph) exiting.

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 230 - Residential Condominium/Townhouse

Average Vehicle Trips vs: Dwelling Units

Independent Variable (X): 88 (12 condos in Bldg 2F are occupied)

AVERAGE WEEKDAY DAILY

$$T = 5.81 * (X)$$

$$T = 5.81 * 88$$

$$T = 512 \text{ vehicle trips}$$

with 50% (256 vpd) entering and 50% (256 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.44 * (X)$$

$$T = 0.44 * 88$$

$$T = 39 \text{ vehicle trips}$$

with 17% (7 vph) entering and 83% (32 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.52 * (X)$$

$$T = 0.52 * 88$$

$$T = 46 \text{ vehicle trips}$$

with 67% (31 vph) entering and 33% (15 vph) exiting.

SATURDAY DAILY

$$T = 5.67 * (X)$$

$$T = 5.67 * 88$$

$$T = 500 \text{ vehicle trips}$$

with 50% (250 vpd) entering and 50% (250 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.47 * (X)$$

$$T = 0.47 * 88$$

$$T = 41 \text{ vehicle trips}$$

with 54% (22 vph) entering and 46% (19 vph) exiting.

Attachment G

Current Traffic Volume Networks
(Prepared by TEC)

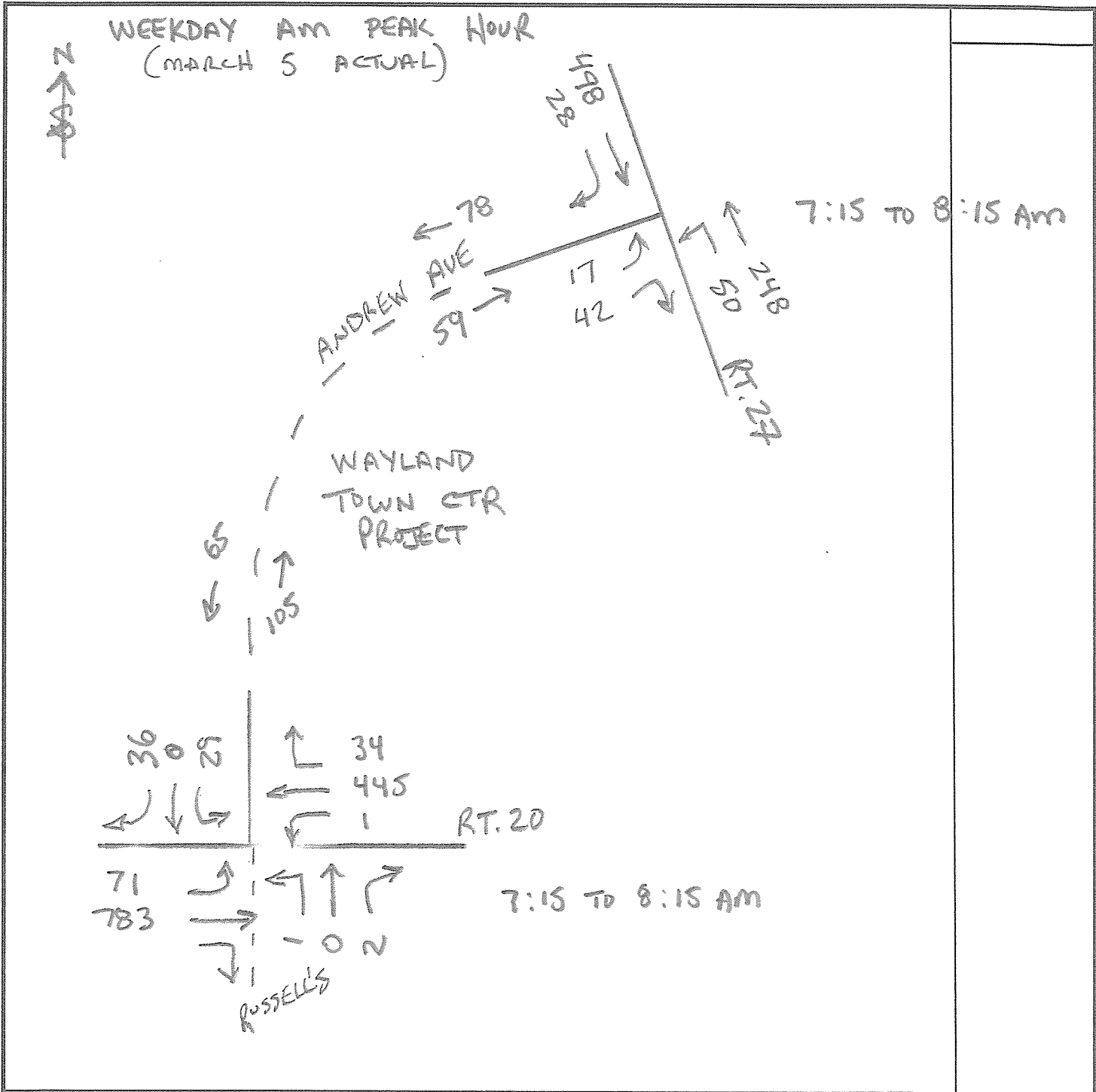


CALCULATIONS

65 GLENN STREET, LAWRENCE, MA 01843
TEL 978.794.1792 | FAX 978.794.1793 | TECMASS.COM

JOB: NEIGHBORHOOD TRAFFIC REVIEW
LOCATION: WAYLAND, MA
TITLE: TRAFFIC VOLUME NETWORKS
CALCULATED BY: KRD

JOB NUMBER: 70558.05
DATE: 3/31/2015
SHEET: _____ OF _____
CHECKED BY: _____



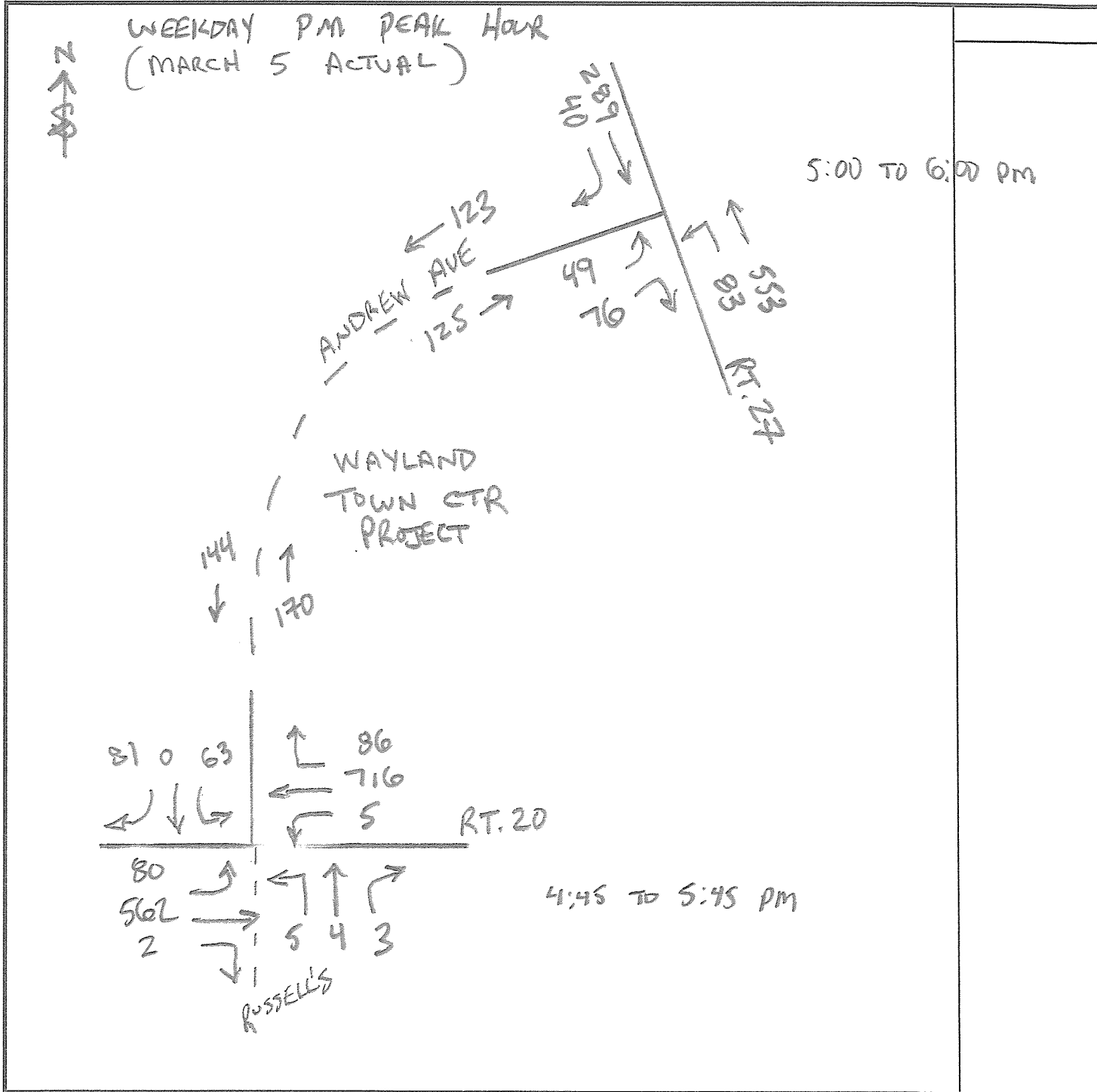


65 GLENN STREET, LAWRENCE, MA 01843
TEL 978.794.1792 | FAX 978.794.1793 | TECMASS.COM

CALCULATIONS

JOB: NEIGHBORHOOD TRAFFIC REVIEW
LOCATION: WAYLAND, MA
TITLE: _____
CALCULATED BY: KAD

JOB NUMBER: TD558.05
DATE: 3/31/2015
SHEET: _____ OF _____
CHECKED BY: _____

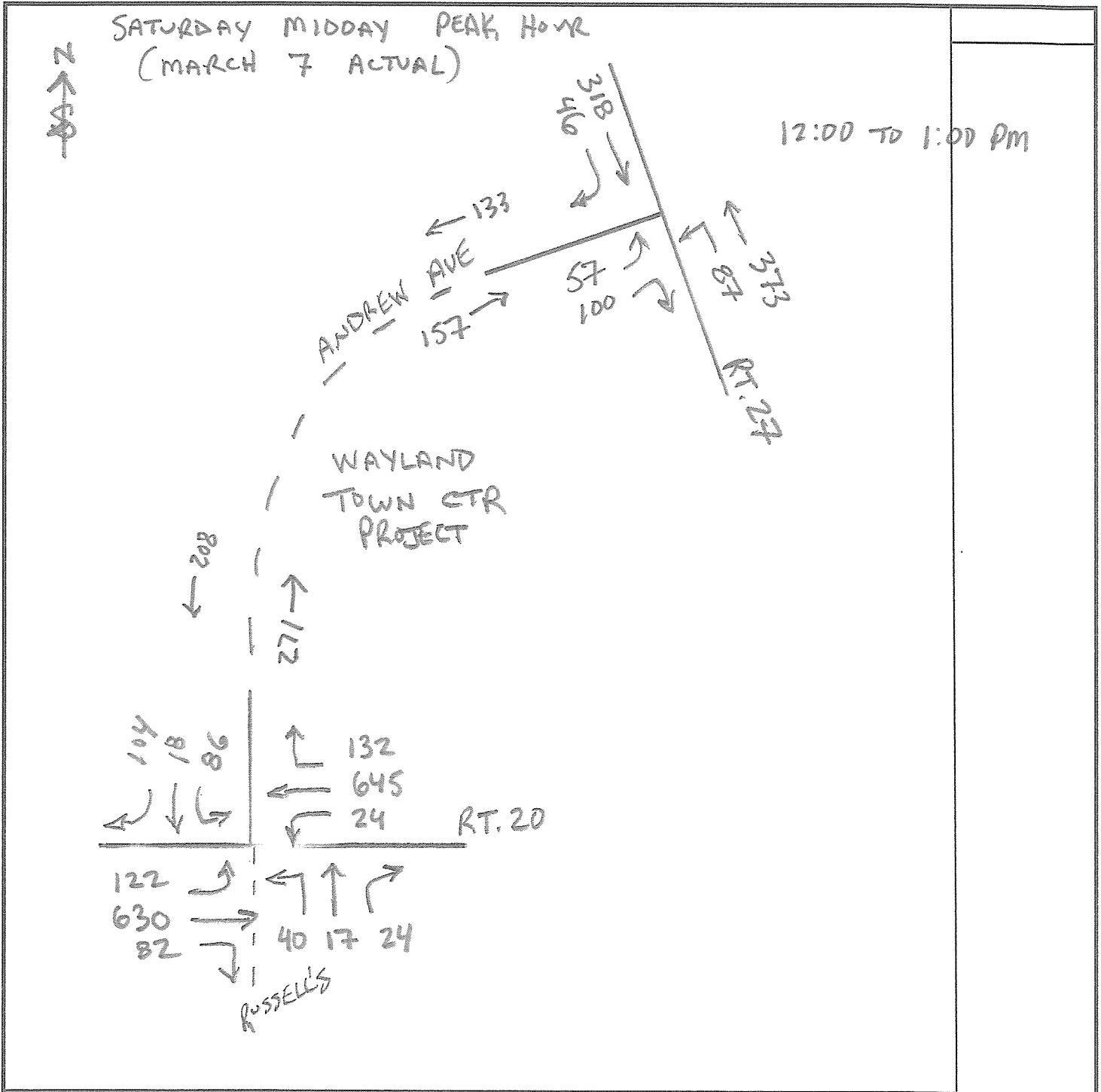




65 GLENN STREET, LAWRENCE, MA 01843
TEL 978.794.1792 | FAX 978.794.1793 | TECMASS.COM

JOB: NEIGHBORHOOD TRAFFIC REVIEW
LOCATION: WAYLAND, MA
TITLE: _____
CALCULATED BY: KRD

JOB NUMBER: T055B.05
DATE: 3/31/2015
SHEET: _____ OF _____
CHECKED BY: _____



Attachment H

Projected Full-Build Trip Generation Estimate &
Traffic Volume Networks
(Prepared by VAI – August 2007)

**Table 14
TRIP GENERATION SUMMARY**

Time Period/Direction	100 Condominiums ^a (Trips)	10,000 sf Office ^b (Trips)	40,000 sf Library ^c (Trips)	155,000 sf Retail ^d (Trips)	Pass-by Trips ^e	Internal Trips ^f	New Trips
Average Weekday Daily Traffic	642	112	1,898	9,030	2,258	20	9,404
<i>Weekday Morning Peak Hour:</i>							
<i>Entering</i>	9	14	34	98	20	1	134
<i>Exiting</i>	43	2	13	62	20	1	134
<i>Total</i>	52	16	47	160	40	2	233
<i>Weekday Evening Peak Hour:</i>							
<i>Entering</i>	40	3	136	401	105	2	474
<i>Exiting</i>	20	12	148	435	105	2	509
<i>Total</i>	60	15	284	836	210	4	983
Saturday Daily Traffic	790	24	1,862	12,178	3,044	20	11,786
<i>Saturday Midday Peak Hour:</i>							
<i>Entering</i>	39	2	143	599	144	2	638
<i>Exiting</i>	33	2	127	552	144	2	569
<i>Total</i>	72	4	270	1,151	288	4	1,207
Sunday Daily Traffic	670	10	1,020	3,914	978	28	4,616
<i>Sunday Midday Peak Hour:</i>							
<i>Entering</i>	36	1	109	237	61	1	321
<i>Exiting</i>	37	0	97	237	61	1	309
<i>Total</i>	73	1	206	484	122	2	640

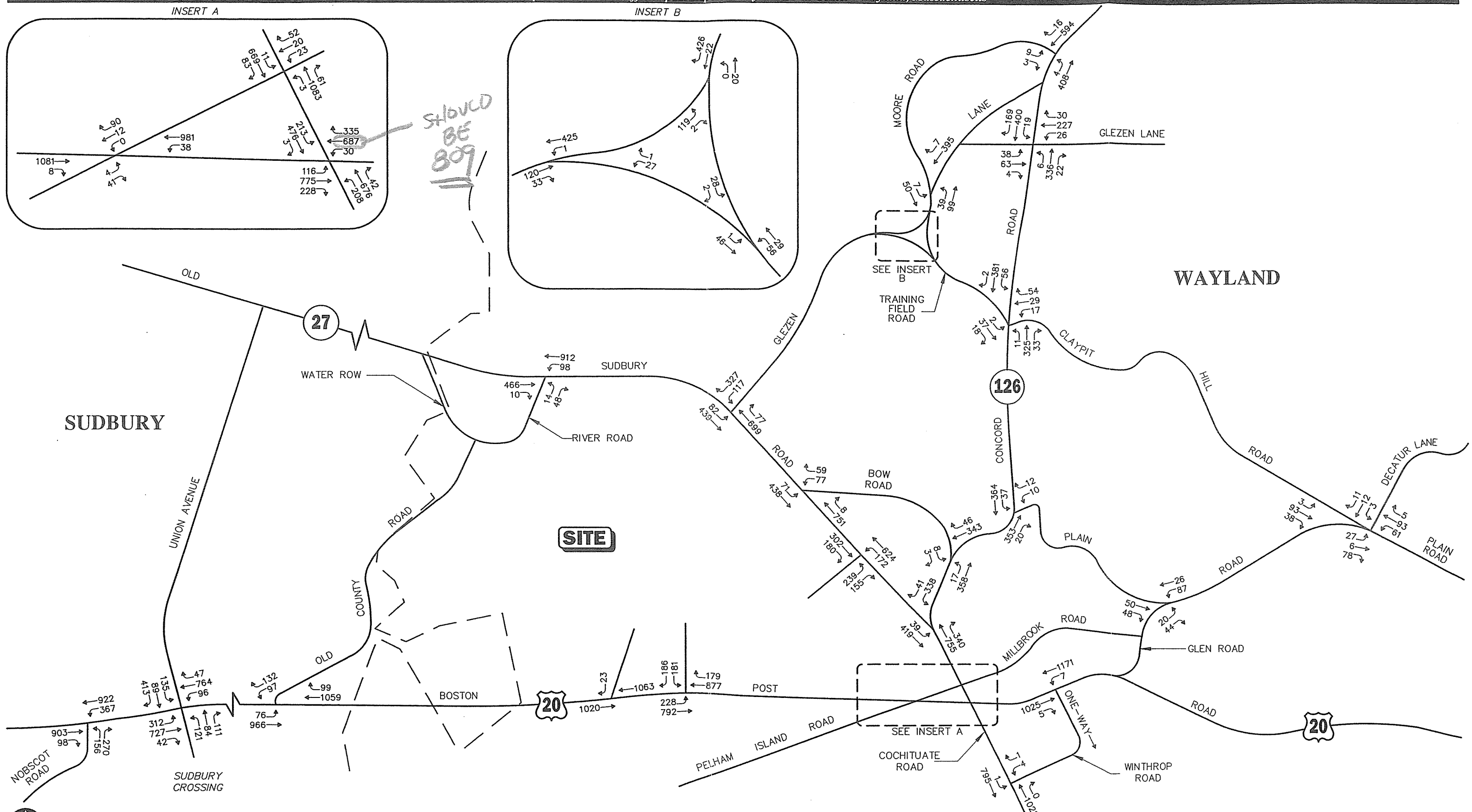
88 REMAINING
~14 KSF REMAINS
UNBUILT
~14 KSF REMAINS
TOTAL = 11682 DAILY NEW

^aBased on ITE LUC 230, Residential Condominium/Townhouse; 100 Units.
^bBased on ITE LUC 590, Library; 40,000 sf.
^cBased on ITE LUC 820, Shopping Center; 155,000 sf.
^dBased on 25% pass-by rate, applied to retail component only.
^eBased on 3% internal capture rate, applied to residential component.

On a Sunday, the proposed development is expected to generate 4,616 new vehicle trips (2,308 new vehicles entering and 2,308 new vehicles exiting). During the Sunday midday peak hour, 640 new vehicle trips (321 new vehicles entering and 309 new vehicles exiting) are expected. A graphical representation of the daily, Saturday and Sunday daily volumes is shown on Figures 13, 14 and 15, respectively.

By-Pass Trips

The internal site access roadway will connect the Route 20 and Route 27 driveways, which will provide an attractive alternative for vehicles traveling between Route 20 and Route 27. The project Proponent is committed to providing an internal connector road through the site that will provide a more direct route for travel between these locations. It is anticipated that this internal connection through the site will alleviate some of the congestion in the vicinity of the Route 20 at Route 27/126 intersection. Based on existing travel patterns and the potential for by-pass traffic between the two locations, it is anticipated that the site will accommodate an additional 316 vehicle trips (158 vehicles entering and 158 vehicles exiting) during the weekday morning peak hour, 320 vehicle trips (160 vehicles entering and 160 vehicles exiting) during the weekday



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

Not To Scale

Figure 6

Reassigned 2011 Build
Weekday Evening
Peak Hour Traffic Volumes
Access Alternative A

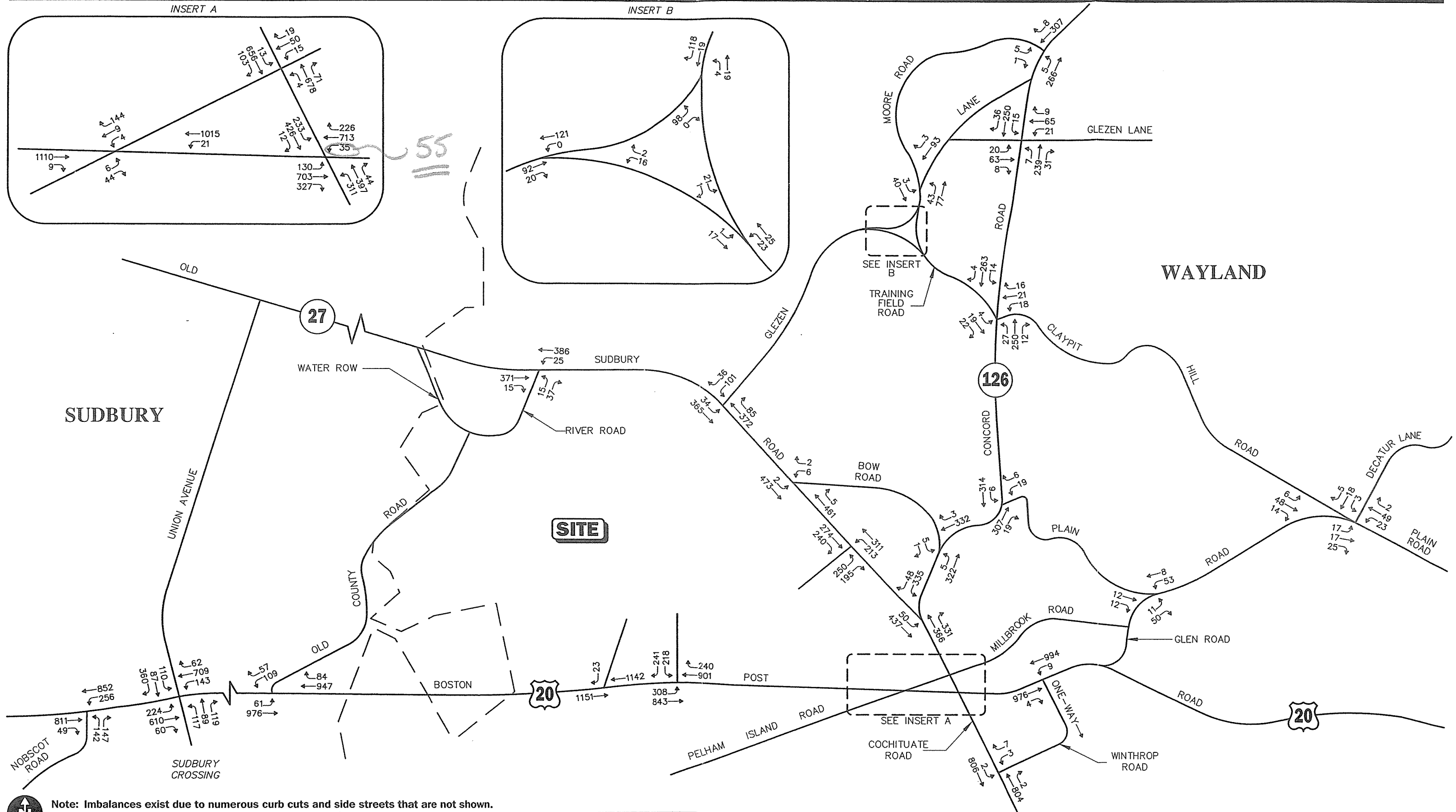


Figure 7
 Reassigned 2011 Build
 Saturday Midday
 Peak Hour Traffic Volumes
 Access Alternative A