TOOLE DESIGN

CITY OF LOWELL – SAFE STREETS FOR ALL (SS4A)

Supplemental Safety Action Plan

01/27/2026 | FINAL

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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

CHAPTER 1
PROJECT OVERVIEW



1. PROJECT OVERVIEW

The City of Lowell has been making great strides on safety planning across the city. Previous efforts like GoLowell Multimodal Plan, the Complete Streets Project Prioritization Plan, the Greater Lowell Vision Zero plan, and the mobility goals of the Lowell Forward Comprehensive Plan, set a vision for transportation safety citywide. The Safe Streets for All Safety Action Plan ("Plan") takes these efforts a step further by identifying specific, localized actions. This Plan focuses on tangible solutions in three neighborhoods: The Acre, Back Central, and Lower Highlands - areas where data and community voices show there's a real need for change.

This Plan includes three neighborhood-level plans that will make streets easier to navigate by focusing on the three topics in each neighborhood:

1. **Speed Management**
   Speeding is a major contributing factor to the number of crashes and the severity of crashes occurring in these neighborhoods. This Plan provides recommendations for design treatments applied to three corridors (one in each neighborhood) to lower vehicle speeds and increase safety of all road users.

   Chapter 2 Speed Management Sub-Plan provides a detailed summary of the project identification process, design treatments used and provides concept roll plans for three corridors as part of the Speed Management Plan. Three selected corridors and summary of recommendations are provided below:
   - Fletcher Street between Pawtucket Street and Dutton Street (The Acre)
   - Westford Street between Wilder Street and Chelmsford Street (Lower Highlands)

- Central Street between Charles Street and Gorham Street (Back Central)

2. **Pedestrian Safety and Mobility**
   In these dense neighborhoods, there are more pedestrians who need access to local resources however, there is a lack of safe, consistent, and accessible pedestrian infrastructure. This Plan identifies potential systemic safety projects (e.g. enhanced pedestrian crossings, accessibility upgrades, etc.) at intersections and crossings that will address pedestrian safety and accessibility across all three neighborhoods.

   Chapter 3 Pedestrian Safety and Mobility Sub-Plan provides a detailed summary of the project identification process, project prioritization process, project implementation strategy, and a full list of locations for future projects to address pedestrian safety across all neighborhoods. This includes a list of 72 intersections across all neighborhoods.

3. **One-way Circulation**
   The third issue, and one that exists primarily in the Back Central neighborhood, is the prevalence of vehicles that park on the sidewalk. This Plan outlines recommendations for possible conversion of some two-way residential streets in the Back Central neighborhood to one way flow to better accommodate on-street parking on narrow streets and improve pedestrian safety and accessibility.

   Chapter 4 One-way Circulation Sub-Plan provides recommendations for streets that may be converted from two-way to one-way traffic flow in the Back Central neighborhood based on existing conditions and street dimensions.

In addition to these distinct safety topics, the Safe Streets for All planning process included a Transportation Safety Education campaign to engage community members city-wide. Education plays a critical role in improving safety by increasing awareness, encouraging safer behaviors, and fostering shared responsibility among all road users. **Chapter 5 Transportation Safety Education** outlines the development of the education campaign and detailed the materials produced.

All recommendations in the Plan are shaped by existing conditions analysis, review of prior plans, crash history data, and input gathered during community engagement. **Appendix A** includes a report with detailed summary of existing conditions.

CHAPTER 2
SPEED MANAGEMENT SUB-PLAN

2. SPEED MANAGEMENT SUB-PLAN

According to the Greater Lowell Vision Zero Action Plan, speeding and aggressive driving are the most common driver-contributing factors in fatal and serious injury crashes in Lowell. High vehicle speeds, especially, contribute to more severe outcomes in crashes involving vulnerable road users such as people walking, biking, or using a mobility device.

The Speed Management Sub-Plan identifies effective speed management treatments and suitable locations for three corridors in Lowell. The following section provides a summary of the corridor selection process and summarizes recommendations for all three corridors to reduce speeding and increase safety. The Sub-Plan also includes concept-level corridor roll plans showing recommended design treatments noted earlier as well as preliminary cost opinion for implementation to aid in determining future funding opportunities.

2.1 CORRIDOR SELECTION

Corridor selection for the Speed Management Sub-Plan followed a structured, data-informed process. An initial shortlist for each neighborhood was developed using crash history, documented speeding concerns, and locations identified in prior planning efforts including: Greater Lowell Vision Zero (GLVZ) Action Plan (2024), Lowell Forward Plan (2024), Lowell Complete Streets Prioritization Plan (2024), Envision 2050 (2023), and the GoLowell Multimodal Complete Streets Plan (2021).

City staff reviewed this list to ensure accuracy and completeness. The shortlist was then refined to identify one corridor per neighborhood, based on community feedback collected during Spring 2025 engagement and field observations conducted by the project team.

The selected corridors are listed below:

- Fletcher Street between Pawtucket Street and Suffolk Street (The Acre)
- Westford Street between Wilder Street and Chelmsford Street (Lower Highlands)
- Central Street between Charles Street and Gorham Street (Back Central)

2.2 PROJECT RECOMMENDATIONS

The following section describes existing street characteristics and summary of recommended design treatments for each corridor. Design recommendations were selected from **Chapter 6 Safe Streets Design Toolkit**.

2.2.1 FLETCHER STREET

Corridor context

Fletcher Street between Pawtucket Street and Dutton Street is a major collector street in The Acre neighborhood. The corridor provides access to key destinations such as UMass Lowell, North Common Park, Murkland Elementary School, Market Basket, Raymond Lord Memorial Pool, and Lowell Senior Center (**Figure 1**).

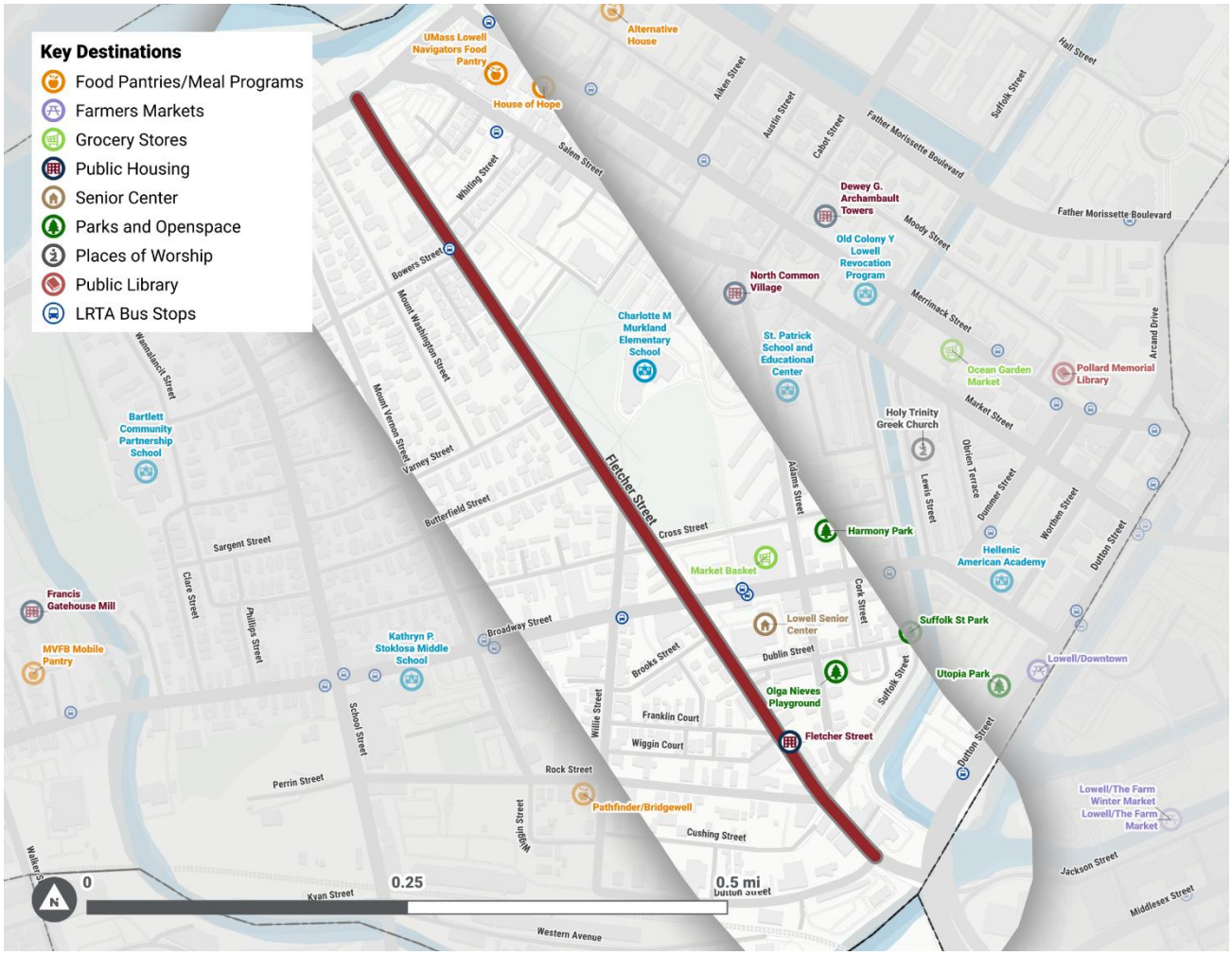


Figure 1: Fletcher Street corridor and key destinations nearby

The Complete Streets Project Prioritization Plan, the Greater Lowell Vision Zero Action Plan, and the GoLowell plan recommend Fletcher Street for complete streets improvements, including bike lanes and speed humps or cushions. Crash data gathered from the MassDOT IMPACT Portal showed that between 2022 and 2024, there were 46 injury crashes along this segment. Out of the 46, four involved a pedestrian and another four involved a bicyclist. Severe injury or a fatal crash involving a pedestrian or bicyclist were reported at four intersections along the corridor: Varney Street, Broadway, Suffolk Street, and Dutton Street. A field visit made by the project team confirmed speeding behavior, contributed by steep grades and a lack of deflection along the roadway centerline.

Automatic Traffic Recorder (ATR) vehicle volume and speed were collected on Fletcher Street on September 24 and 25, 2025 between Varney Street and Butterfield Street, and between Franklin Street and Suffolk Street. **Table 1** summarizes the results, showing average speed on Fletcher Street between Varney Street and Butterfield Street surpass the 25-mph speed limit. About 67% of motorists are above the speed limit. This demonstrates the need for speed management, especially, as high speeds were observed near Murkland Elementary school. It is possible that higher speeds contributed to the high severity crash at the intersection of Fletcher Street at Varney Street. Speeding along the northern segment of Fletcher Street is likely influenced by steeper grades, fewer intersections and driveways, and the limited presence of curbside parking that would otherwise provide a sense of enclosure. In contrast, the southern segment of Fletcher Street shows lower observed speeds and about 12-13% of motorists traveling above the speed limit. This is likely due to its flatter grades, higher density of intersections and driveways, and more frequent curbside parking on this stretch.

Table 1: Weekday Daily Traffic Volume and Speed Summary on Fletcher Street

	Northbound	Southbound	Total
Fletcher Street between Varney Street and Butterfield Street			
Average Daily Traffic	5,495	6,153	11,648
Peak Hour Volume	487 (8.9%)	379 (6.2%)	842 (7.2%)
Average Speed (mph)	27	27	-
Percent of motorists traveling above speed limit	66%	68%	67%
Speed Limit (mph)	25	25	-
Fletcher Street between Franklin Street and Suffolk Street			
Average Daily Traffic	5,473	6,467	11,939
Peak Hour Volume	460 (8.4%)	400 (6.2%)	804 (6.7%)
Average Speed (mph)	21	16	-
Percent of motorists traveling above speed limit	13.5%	12%	12.5%
Speed Limit (mph)	25	25	-

Design Recommendations

There are two recommendations for Fletcher Street – a near-term design and a long-term design. See **Appendix B** for the conceptual roll plan, showing the design recommendations for the full corridor. A summary of design recommendations for the near-term plan for Fletcher Street is included below.

- **Curb extension**: Curb extensions are shown at multiple intersections including Bowers Street, Father John Sarantos Way, Varney Street, Butterfield Street, Willie Street, Cross Street, Brooks Street, Dublin Street, Franklin Street, and Suffolk Street. At these locations, curb extensions will narrow the roadway to slow motorists, provide more visibility to pedestrians around parked vehicles, prevent motorists from parking within 20-feet of a crosswalk, and reduce the crossing distance for pedestrians. On Willie Street and Suffolk Street, curb extensions also change the alignment of the intersection to encourage slower turning speeds and provide better lines of sight. Where curb extensions align with existing location of drainage structures, rain gardens may be implemented to capture any stormwater runoff.
- **Raised crosswalk**: Raised crosswalks are recommended across multiple intersecting streets of Fletcher Street including Bowers Street, Butterfield Street, and Willie Street. Raising the crosswalk at these locations will slow motorists from turning too quickly in and out of the local streets. A raised crosswalk is also recommended across Fletcher Street where high pedestrian activity, especially children and older adults, is expected. These locations include Butterfield Street adjacent to North Common and Murkland Elementary School, and Dublin Street across Lowell Senior Center.
- **Raised intersection**: A raised intersection is recommended at the Father John Sarantos Way intersection. The elevation at this intersection is located at a high point, making this a desirable location for a raised intersection as there would be limited impacts to drainage. Furthermore, a raised intersection at this location will signal to motorists that they need to slow down on approach to high pedestrian activity areas like the North Common Park and Murkland Elementary School.
- **Pedestrian median island**: A pedestrian median island is recommended across Fletcher Street near Rockdale Avenue and Broadway Street to provide horizontal deflection and slow motorist speeds, and provide a safer crossing for pedestrians. The median islands are intermittently placed between locations with raised crosswalks so that speed management is more effective across the corridor.

- **Daylighting**: Daylighting is recommended adjacent to driveways and approach to some intersections to prevent parked motorists from blocking the view of pedestrians. They are, typically, implemented using pavement markings and may include vertical elements as reinforcement. At intersections, daylighting is primarily recommended in areas where a curb extension was not considered feasible.

Figure 2 and **Figure 3** show snapshots of key design elements from the conceptual roll plan.

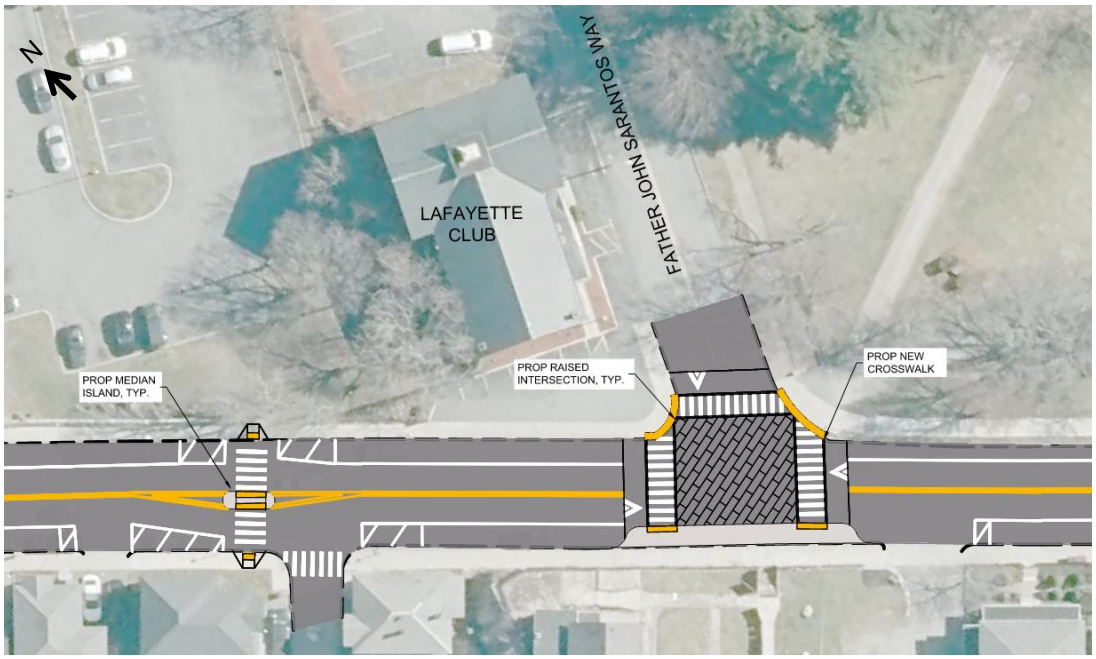


Figure 2: Snapshot from the Fletcher Street roll plan, showing a raised intersection and a pedestrian median island

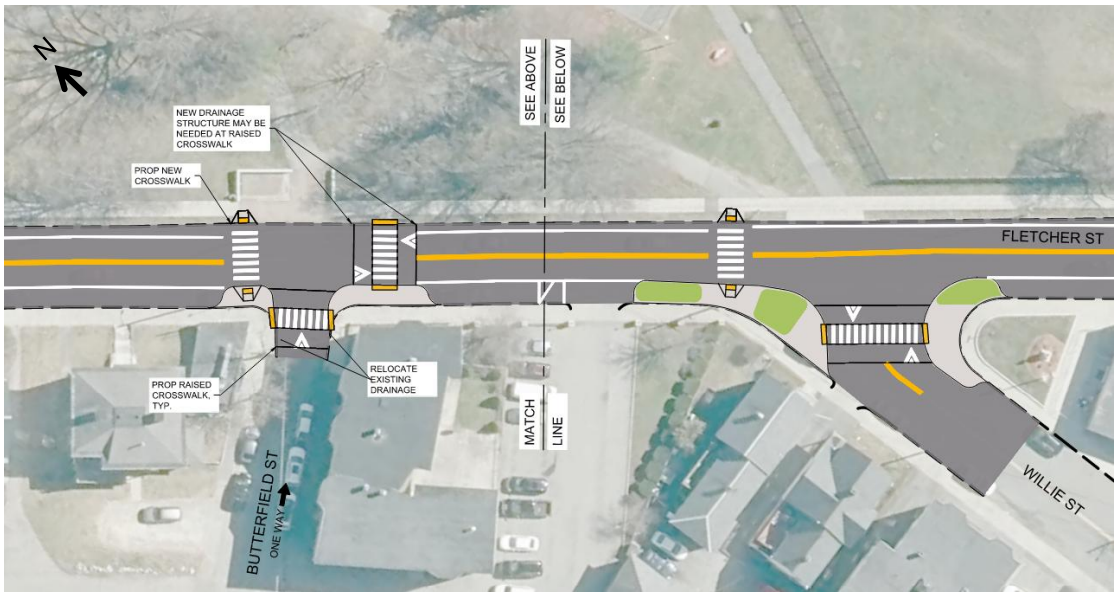


Figure 3: Snapshot from the Fletcher Street roll plan, showing raised crosswalks and curb extensions

All prior planning documents recommended that Fletcher Street should provide bicycle facilities. Providing bicycle facilities through this corridor can connect people from north of the river and The Acre to downtown Lowell. In line with these goals, a second option with a long-term recommendation for a shared-use path along the east side of Fletcher Street is included in the Plan (see **Figure 4** for a snapshot). A shared-use path is off-road infrastructure that is physically separated from motorized vehicle traffic and designed for use by people of all ages and abilities. They are fully accessible and designed to accommodate a variety of users, including walkers, bicyclists, joggers, people with disabilities, skaters, and pets. A shared-use path was the chosen alternative as it can be implemented within existing ROW without major impacts to parking. The east side was chosen as there are fewer intersections and driveways, minimizing chances of conflicts. The shared-use path is noted as a long-term recommendation since its design and implementation require more investment and time. The long-term conceptual roll plan assumes that the near-term recommendations listed earlier will already be implemented before the shared-use path, as shown in **Figure 4**. Since the shared-use path is on the east side of the street, many elements on the near-term plan on the west side can likely remain. Elements such as curb extensions and curb radii changes on the east side on the near-term may need some adjustments to accommodate the long-term plan. Full conceptual roll plan for the long-term concept is shown in **Appendix B.**

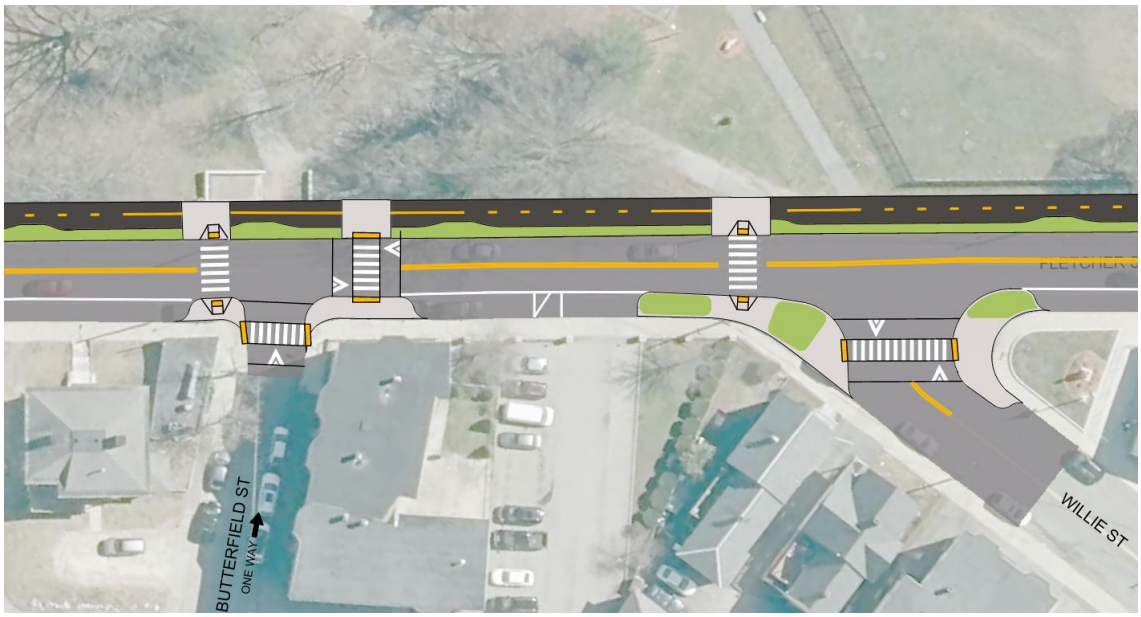


Figure 4: Snapshot from the Fletcher Street long-term plan, showing a shared-use path on the east side of the street as a bicycle facility

Public Input

During Spring 2025 community engagement events, community members were asked to share safety issues they experienced while traveling on streets across all neighborhoods. Many identified Fletcher Street in general as a concern for speeding and the intersection of Fletcher Street at Dutton Street, and Fletcher Street at Butterfield Street as feeling unsafe. Many people also specified that speeding is a problem, especially near the North Common Park and Murkland Elementary School.

During Fall 2025 engagement, draft concept roll plans for near-term and long-term options were presented for public input. On the near-term plan, community members expressed approval of treatments including curb extensions, pedestrian median islands, daylighting, and accessible crosswalks. One noted that recommendations on the corridor near Murkland Elementary School, North Common Park, and Market Basket can benefit a lot of pedestrians accessing these areas. For the long-term plan, many residents voiced their approval for the shared-use path design as it can provide a safer connection for people biking through the neighborhood.

Project Budget

The preliminary cost opinion based on the Fletcher Street concept design is shown below:

- Near-term concept (without shared-use path): **$2.16 million**
- Long-term Shared-Use Path concept: **$2.02 million**

The cost opinion is high-level and based on concept roll plan developed on an aerial photography base. More information on the existing conditions including topographic survey will be required to determine complexity of design features. Unit prices for this preliminary estimate are based on MassDOT District 4 average costs from 2025. The opinion does not include environmental permitting, easement, or property acquisition (if needed). It also does not include construction administration and inspection services, as well as public outreach, additional planning, or client management services. **Appendix B** provides a more detailed version of the cost opinion, outlining specific cost item descriptions.

2.2.2 WESTFORD STREET

Corridor context

Westford Street between Chelmsford Street and Wilder Street is an arterial street running east-west across the Lower Highlands neighborhood. The land-use along Westford Street is primarily residential, with a few clusters of businesses and restaurants located at the eastern end near Chelmsford Street, and between School Street and Loring Street. Armory Park is a point of interest, and while not directly on the corridor, Westford Street provides access to the Gallagher Lowell Train Station adjacent to Chelmsford Street (**Figure 5**).

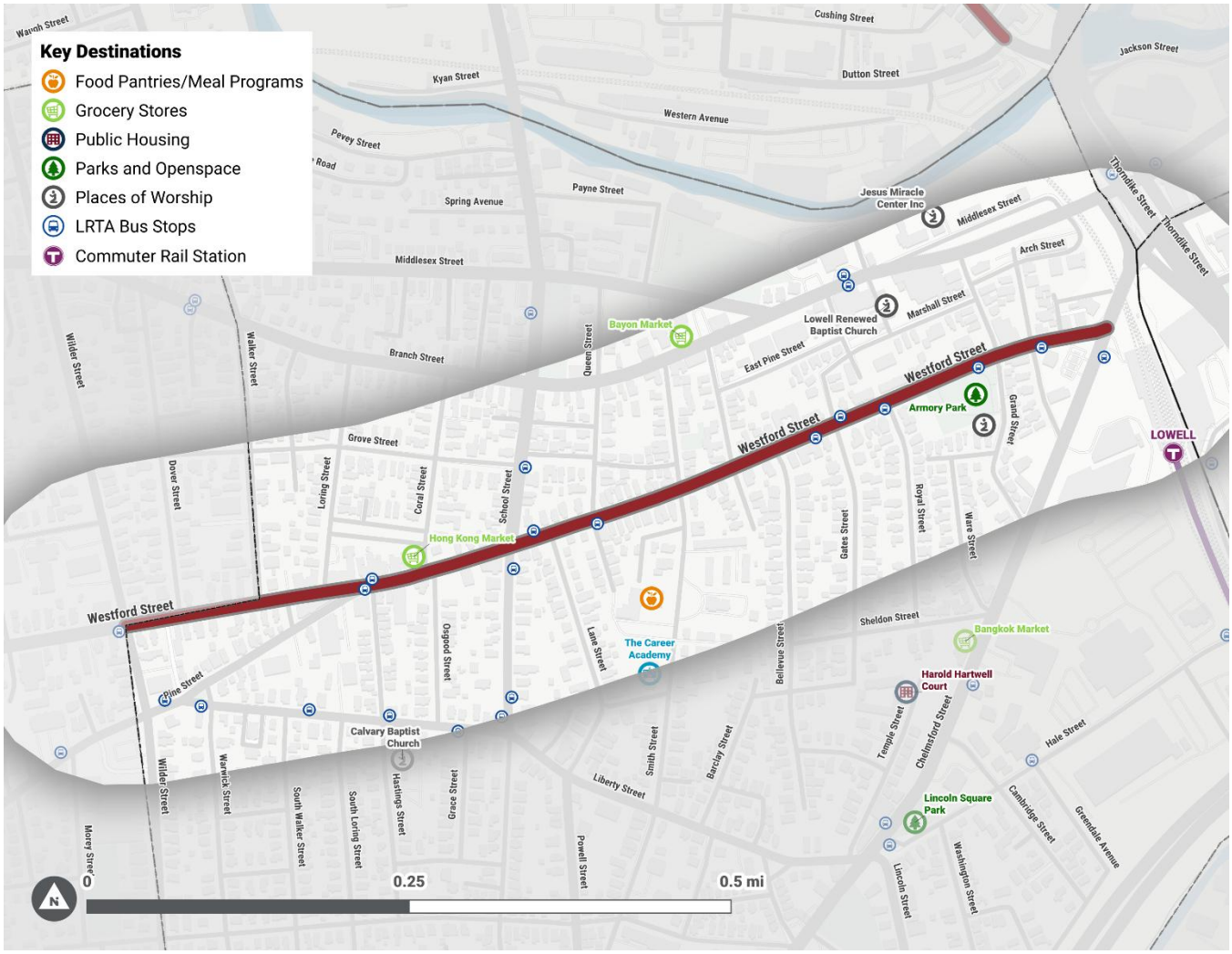


Figure 5: Westford Street corridor and key destinations nearby

The Complete Streets Project Prioritization Plan, the Greater Lowell Vision Zero Action Plan, and the GoLowell plan recommends Westford Street for complete streets improvements such as bike lanes and denotes the corridor as a pedestrian priority area. Crash data gathered from the MassDOT IMPACT Portal showed that between 2022 and 2024, there were 83 injury crashes along this segment. Of the 83 crashes, six involved a pedestrian, and one involved a bicyclist. There was one severe injury crash involving a pedestrian on Gates Street. Field visit made by the project team confirmed speeding behavior, contributed by steep grades and a lack of deflection along the roadway centerline.

Automatic Traffic Recorder (ATR) vehicle volume and speed were collected on Westford Street between Dover Street and Walker Street on September 24, 2025, and east of Royal Street on October 7, 2025. While the average speed on both locations are under 25-mph speed limit, there are still 41-42% of motorists traveling at speeds above the speed limit. This highlights that speeding is a concern through this corridor (see **Table 2**).

Table 2: Weekday Daily Traffic Volume and Speed Summary on Westford Street

	Eastbound	Westbound	Total
Westford Street between Dover Street and Walker Street			
Average Daily Traffic	4,603	4,382	8,984
Peak Hour Volume	398 (8.6%)	368 (8.4%)	741 (8.2%)
Average Speed (mph)	25	23	-
Percent of motorists traveling above speed limit	47%	34%	41% (average)
Speed Limit (mph)	25	25	-
Westford Street, east of Royal Street			
Average Daily Traffic	5,048	3,857	8,905
Peak Hour Volume	395 (7.8%)	346 (9%)	710 (8%)
Average Speed (mph)	24	25	-
Percent of motorists traveling above speed limit	39%	46%	42% (average)
Speed Limit (mph)	25	25	-

Design Recommendations

A summary of design recommendations for Westford Street is included below. See **Appendix B** for the conceptual roll plan, showing the design recommendations for the full corridor.

- **Curb extension**: Curb extensions are shown at almost all intersections along the corridor. Where recommended, curb extensions narrow the roadway to slow motorists, provide more visibility to pedestrians around parked vehicles, prevent motorists from parking within 20-feet of a crosswalk, and reduce the crossing distance for pedestrians. On Coral Street, a curb extension is designed to change the alignment of the intersection to encourage slower turning speeds and provide better lines of sight.
- **Narrowing lanes**: Between Royal Street and Grand Street, the concept roll plan recommends narrowing the roadway to provide a wider sidewalk and green infrastructure such as rain garden along Armory Park. At this segment, there may be more value to providing more space for pedestrians and add more greenery while narrowing the roadway to reduce motorist speed. Rain garden can provide additional benefits of capturing stormwater runoff.
- **Raised crosswalk**: Raised crosswalk is recommended across majority of the intersecting streets of Westford. Raising the crosswalk at these locations will slow motorists from turning too quickly in and out of the local streets. Raised crosswalk is also recommended across Westford Street where high pedestrian activity is expected near the commercial area. These locations include Loring Street and Hastings Street, abutting several businesses and restaurants.
- **Daylighting**: Daylighting is recommended adjacent to driveways and approach to some intersections to prevent parked motorists from blocking the view of pedestrians. They are, typically, implemented using pavement markings and may include vertical elements as reinforcement. At intersections, daylighting is primarily recommended in areas where a curb extension was not considered feasible.

Figure 6 show snapshots of key design elements from the conceptual roll plan on Westford Street.

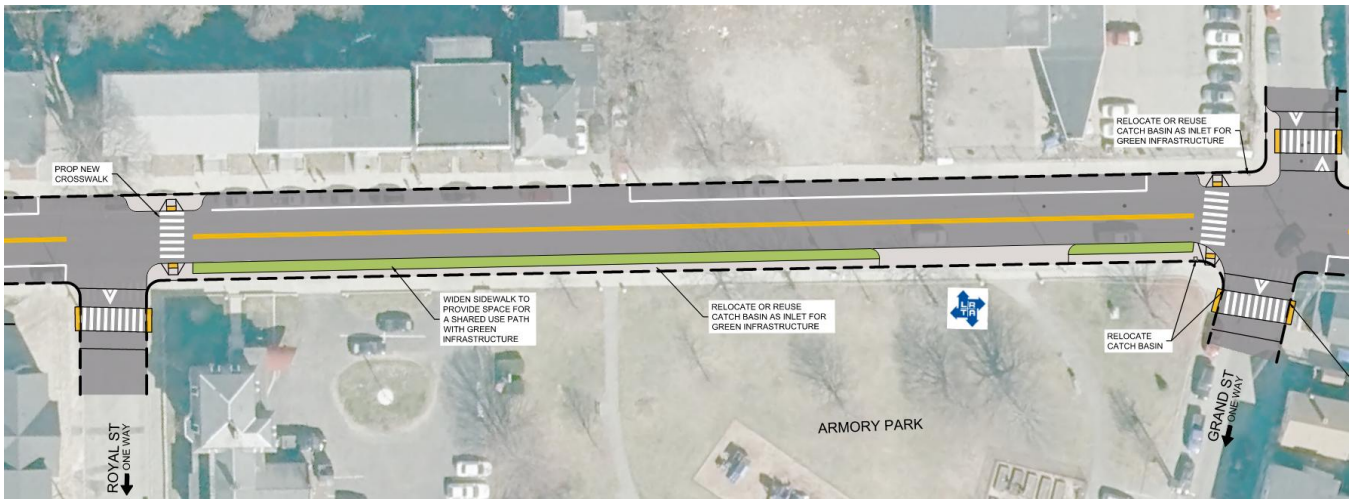


Figure 6: Snapshot from the Westford Street roll plan, showing lane narrowing and wider sidewalk along Armory Street, as well as raised crosswalks and curb extensions

Public Input

During Spring 2025 community engagement events, community members were asked to share safety issues they experienced while traveling on streets across all neighborhoods. Community members identified Westford Street in general felt unsafe, with emphasis on particular locations including the intersections with School Street and with Hastings Street. Residents cited that drivers did not yield at crosswalks, and that crosswalks and bus stops can often be blocked by parked cars. Frustration with speeding, inadequate lighting, uneven sidewalks, and sidewalk parking were also expressed by the community members.

During Fall 2025 engagement, draft concept roll plans for Westford Street was presented for public input. Community members expressed approval of various treatments, particularly, the expanded sidewalk and greening around Armory Park. There was one concern related to the number of raised crosswalks that would lead to lower speed than appropriate. Concept plans were revised to ensure that raised crossings are primarily shown across side streets with only a few recommended across Westford Street where a greater number of pedestrians are expected.

Project Budget

The preliminary cost opinion based on the Westford Street concept design is **$3.16 million**

The cost opinion is high-level and based on concept roll plan developed on an aerial photography base. More information on the existing conditions including topographic survey will be required to determine complexity of design features. Unit prices for this preliminary estimate are based on MassDOT District 4 average costs from 2025. The opinion does not include environmental permitting, easement, or property acquisition (if needed). It also does not include construction administration and inspection services, as well as public outreach, additional planning, or client management services**. Appendix B** provides a more detailed version of the cost opinion, outlining specific cost item descriptions.

2.2.3 CENTRAL STREET

Corridor context

Central Street, between Charles Street and Gorham Street, is a major collector street in the Back Central neighborhood. Central Street has a mix of residential and commercial land-uses. Points of interest along

Central Street include The Massachusetts Alliance of Portuguese Speakers, The Portuguese American Civic League, and The Bramerica English Language School, as well as several religious institutions (**Figure 7**).



Figure 7: Central Street corridor and key destinations nearby

Crash data gathered from the MassDOT IMPACT Portal showed that between 2022 and 2024, there were 35 injury crashes along this segment, with four crashes involving a pedestrian. Between Whipple Street and Floyd Street, there was one severe injury crash with a pedestrian reported. Field visit made by the project team highlighted that there are opportunities to reduce vehicle speeds and provide accessible upgrades for pedestrians in such a dense area.

Automatic Traffic Recorder (ATR) vehicle volume and speed were collected between Union Street and North Street, and between Whipple Street and Floyd Street. Results show that the average speed is 20 mph, under the 25-mph speed limit, however, between 7-15% of motorists are traveling above the speed limit. Additionally, community members expressed that they do not feel safe crossing the street due to motorists speeding and not yielding. There are opportunities to ensure that speeds are low as motorists travel through a corridor like Central Street where there is high pedestrian activity.

Table 3: Weekday Daily Traffic Volume and Speed Summary on Central Street

	Northbound	Southbound	Total
Central Street between Union Street and North Street			
Average Daily Traffic	2,342	1,533	3,874
Peak Hour Volume	215 (9.2%)	134 (8.7%)	342 (8.8%)
Average Speed (mph)	20	20	-
Percent of motorists traveling above speed limit	13%	18%	15% (average)
Speed Limit (mph)	25	25	-
Central Street between Whipple Street and Floyd Street			
Average Daily Traffic	3,640	1,967	5,606
Peak Hour Volume	428 (12%)	173 (8.8%)	599 (11%)
Average Speed (mph)	20	20	-
Percent of motorists traveling above speed limit	6%	8%	7% (average)
Speed Limit (mph)	25	25	-

Design Recommendations

A summary of design recommendations for Central Street is included below. See **Appendix B** for the conceptual roll plan, showing the design recommendations for the full corridor.

- **Curb extension**: Curb extensions are shown at multiple intersections including Charles Street, North Street, Abbott Street, Hudson Street, Walnut Street, Whipple Street, Floyd Street, Prospect Street, and Gorham Street. Curb extensions are also recommended across a midblock crosswalk between Floyd Street and Lyon Street. At these locations, curb extensions narrow the roadway to slow motorists, provide more visibility to pedestrians around parked vehicles, prevent motorists from parking within 20-feet of a crosswalk, and reduce the crossing distance for pedestrians. Where curb extensions align with existing location of drainage structures, rain gardens may be implemented to capture any stormwater runoff.
- **Intersection realignment**: The concept plans show realignment of the intersection of Central Street at Wamesit Street and Mill Street to provide a pedestrian plaza. Realigning the intersection provides opportunity to extend the existing island with trees to provide wider sidewalks, placemaking areas, and more green space that the community can enjoy. This realignment narrows the existing footprint of pavement, encouraging motorists to make slower turns and move more slowly through the corridor.
- **Raised crosswalk**: Raised crosswalk is recommended across multiple intersecting streets of Central Street including Wamesit Street, Hudson Street, Whipple Street, Walnut Street, Chapel Street, Prospect Street, and Gorham Street. Raising the crosswalk at these locations will slow motorists from turning too quickly in and out of the local streets. Raised crosswalk is also recommended across Central Street where high pedestrian activity. These locations include North Street, Wamesit Street, Whipple Street, Floyd Street, and midblock between Floyd Street and Lyon Street where there are schools, churches, convenient stores and markets.
- **Pedestrian median island**: A pedestrian median island is recommended across a proposed crosswalk on Central Street at Cedar Street. This can provide horizontal deflection and slow motorist speeds, while providing space for pedestrians to wait to cross the street.
- **Daylighting**: Daylighting is recommended adjacent to driveways and approach to some intersections to prevent parked motorists from blocking the view of pedestrians. They are, typically, implemented using

pavement markings and may include vertical elements as reinforcement. At intersections, daylighting is primarily recommended in areas where a curb extension was not considered feasible.

Figure 8 show snapshots of key design elements from the conceptual roll plan on Central Street.

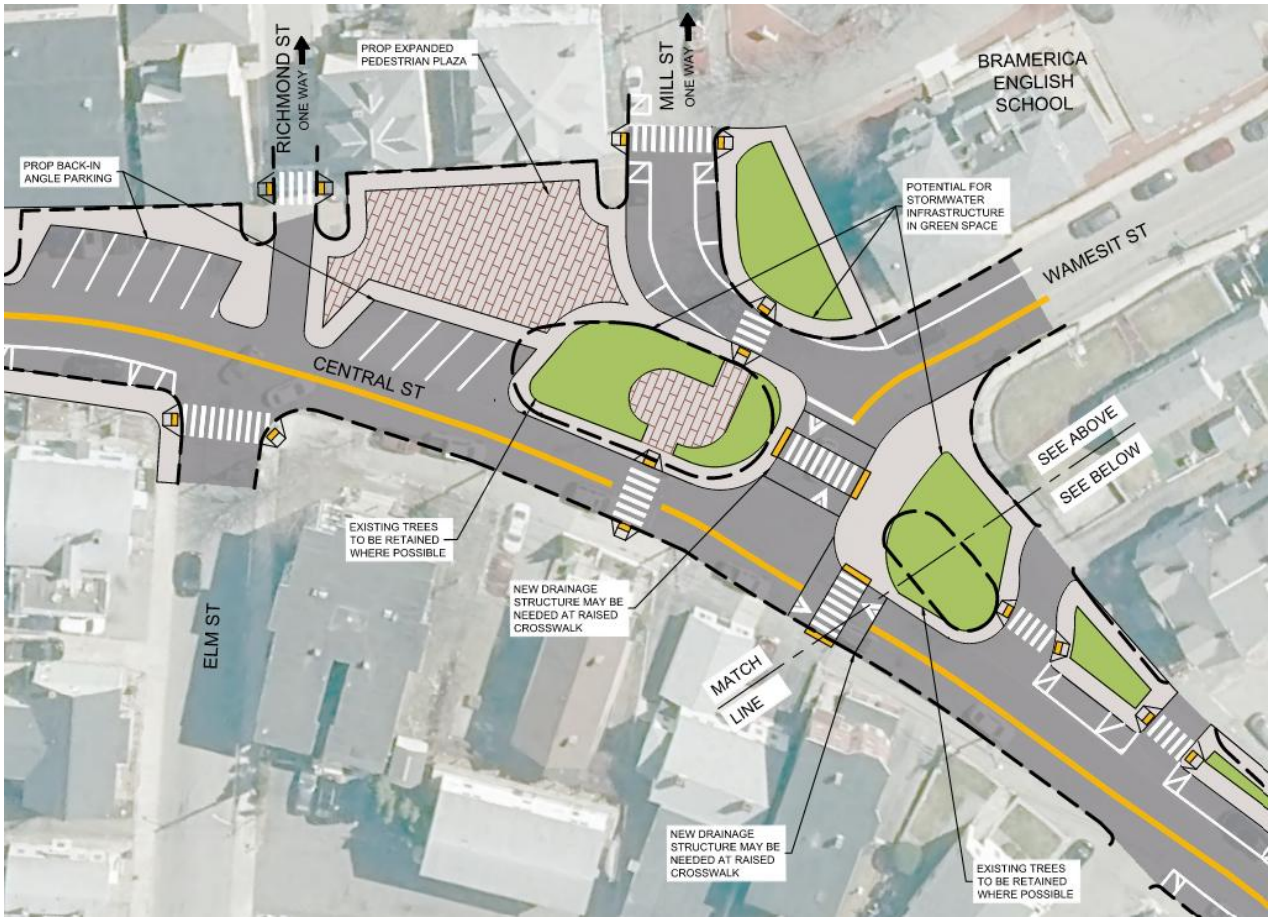


Figure 8: Snapshot from the Central Street roll plan, showing a pedestrian plaza at Wamesit Street and Mill Street as well as raised crosswalks and curb extensions

Public Input

During Spring 2025 community engagement events, community members were asked to share safety issues they experienced while traveling on streets across all neighborhoods. During community engagement in Back Central, six people identified that they felt unsafe on Central Street. The intersection of Central Street at Whipple Street was also highlighted for safety issues.

During Fall 2025 engagement, draft concept roll plans for Central Street was presented for public input. Community members expressed approval of various treatments, particularly, raised crosswalks, narrowing lanes, and greenery. There was some concern related to lane narrowing squeezing out people who may be biking. All the recommendations are intended to slow motorists which may promote a safer shared biking experience once implemented. The city may also explore expanding the sidewalk space further to provide a shared-use path in the future.

Project Budget

The preliminary cost opinion based on the Central Street concept design is: **$4.14 million**

The cost opinion is high-level and based on concept roll plan developed on an aerial photography base. More information on the existing conditions including topographic survey will be required to determine complexity of design features. Unit prices for this preliminary estimate are based on MassDOT District 4 average costs from 2025. The opinion does not include environmental permitting, easement, or property acquisition (if needed). It also does not include construction administration and inspection services, as well as public outreach, additional planning, or client management services. **Appendix B** provides a more detailed version of the cost opinion, outlining specific cost item descriptions.

CHAPTER 3
PEDESTRIAN SAFETY AND MOBILITY SUB-PLAN

3. PEDESTRIAN SAFETY AND MOBILITY SUB-PLAN

Pedestrian safety and mobility are key issues for City of Lowell residents, especially for those living in dense neighborhoods such as The Acre, Lower Highlands, and Back Central where access to community resources, on foot, is critical. In all three neighborhoods, there is a lack of safe, connected, and accessible pedestrian infrastructure, particularly at intersections and crossings, demonstrated by data on crash history and observations from prior planning documents such as GLVZ Action Plan and GoLowell Multimodal Complete Streets Plan. Safety for people walking or travelling with the assistance of a mobility device means creating crossings that minimize the risk of fatal and severe crashes and make people feel comfortable. A focus on pedestrian mobility means providing direct and clear walking pathways and crossing opportunities that connect between the destinations people need to access in their daily lives.

The Pedestrian Safety and Mobility Sub-Plan aims to address this issue and provides a list of recommended intersection projects that the city can implement to increase safety and accessibility for people walking across the three neighborhoods. The following section provides a summary of the project selection process, the project scoping process, proposed prioritization process, as well as strategies to help with future implementation. The outcome of this process is a prioritized list of pedestrian safety and accessibility projects tailored for each of the three focus neighborhoods along with preliminary cost opinions, guiding the city toward equitable and effective implementation.

3.1 PROJECT SELECTION

Project location selection for this sub-plan was guided by themes of equity, safety, accessibility, and mobility determined based on conversations with the city. First, intersections were identified based on locations of projects recommended in past planning documents. In particular, the intersections listed as a High Crash Intersection in the GLVZ Action Plan were prioritized as a data-driven approach to reflect the safety and mobility themes in project location selection. These pre-identified intersections were strong candidates for location selection since their existing issues related to pedestrian safety and mobility were already well-documented.

Next, to reflect the equity and accessibility themes, intersections were screened based on their proximity to major community destinations or areas with significant pedestrian use. These community destinations serve all residents and often connect to essential places. Prioritizing these areas helps reduce pedestrian crash risk and supports equitable access for people walking or using mobility devices. Intersections in proximity to (within 1/4 mile) the following community destinations were utilized for screening:

- Schools
- Libraries
- Grocery Stores, Food Pantries, Emergency Food Services
- Health Centers
- Housing Authority Units
- Bus Stops
- Senior Centers
- Public Parks
- Neighborhood Business Districts
- Specific destinations mentioned during Spring 2025 engagement
- Along a Major Road

The process also incorporated additional intersections identified by community members during Spring 2025 engagement to address safety or accessibility issues not captured in previous plans. Information on existing intersection control treatments and past recommendations further guided the review. Finally, the initial list of

intersections was reviewed by city staff to ensure that intersections that are part of ongoing projects or projects that were recently completed were not included. Overall, the screening process, including any intersection in the study neighborhoods that met at least one of the above criteria, identified 72 candidate intersection project locations in the Acre, Back Central, and Lower Highlands neighborhoods.

3.2 PROJECT RECOMMENDATIONS

The following section summarizes the scoping and prioritization process for the selected project locations noted in **3.1 Project Selection**.

3.2.1 PROJECT SCOPING

Each intersection identified as a candidate for pedestrian improvement projects from Section **3.1 Project Selection** moved onto the preliminary project scoping process to identify the potential safety treatments that are most appropriate for each intersection.

The scoping process involved a thorough existing conditions desktop review of all intersections to determine potential recommendations. The review recorded information on quality of sidewalk and curb ramps, crosswalk markings, pedestrian signals, bus stop accessibility, and noted bigger issues related to intersection geometry, such as roadway width, wide curb radius, and sightlines that have implications for pedestrian safety. Based on the deficiencies noted from the existing conditions record, more detailed project descriptions outlining treatments and recommendations were developed for each intersection. The majority of the recommendations outlined for the projects are noted in **Chapter 6 Safe Streets Design Toolkit**. The full lists of locations with their recommended safety improvement project descriptions can be found on **Table 11** in **Appendix C**.

3.2.2 PRIORITIZATION

With 72 candidate project locations, a project prioritization process will help the city direct resources toward the locations with the greatest need and impact. Consulting with city staff, three distinct categories were used to assign prioritization scores to each project: Network Gap, Safety, and Key Destinations.

Network Gap was further broken down to two criteria, assessing all project locations based on pedestrian network continuity and multimodal integration. On the pedestrian network continuity criterion, a higher score was assigned to projects that close major gaps in the pedestrian network or provide a new pedestrian connection, while for the multimodal integration criterion, a higher score was assigned to projects that provide access to multiple bus routes, major roads, and sidewalks or shared-use paths. Intersections that receive a higher score in these criteria are considered greater priority since they improve connections to pedestrian infrastructure, transit, and other modes. The Safety category was also distributed to two criteria, assigning a high score to projects if they are included in the GLVZ Action Plan's High Crash Intersection (HCI) list or included along the High Injury/High Risk Network in the GLVZ Priority Network dashboard. The GLVZ Action Plan went through a robust process to determine priority areas and intersections that are part of these lists are given greater priority for implementation. Finally, the Key Destinations category looks at intersections that provide greater access to key community resource areas and destinations. This category was also distributed to two criteria, assessing proximity of the project locations to schools as well as other key community resource areas and destinations.

Table 4 provides a prioritization matrix that includes the descriptions of each category, weight assigned to each category type, and criteria used to assign scores for each category. A high score for each criteria means that the intersection is a greater priority. For this analysis, the Safety category was given a greater weight (40%) due to City of Lowell's emphasis on safety as the paramount transportation issue. The other two categories were given an equal weight of 30% each. The proposed prioritization framework was chosen for this sub-plan following

coordination with the city and input from community members. The list of project locations may be revisited and re-prioritized if new criteria or considerations arise.

Table 4: Proposed project prioritization matrix for the Pedestrian Safety and Mobility Sub-plan

Category	Category Weight	Criteria	Criteria Description	Score		
				Low (1)	Medium (2)	High (3)
Network Gap	**30%**	Pedestrian network continuity	*Closes gaps in the pedestrian network between existing sidewalks or key pedestrian corridors across major barriers (water, multi-lane roads, rail lines, etc.).*	Intersection already has continuous, accessible pedestrian routes with regular safe crossings; project provides only marginal improvement.	Intersection improves a partial or indirect connection where some pedestrian facilities exist but are discontinuous, substandard, or require long detours.	Intersection closes a major network gap or creates a new pedestrian connection across a significant barrier (i.e. arterial, rail line, river). No safe or direct connection currently exists.
		Multimodal integration	*Connects to bus routes, sidewalks, shared-use paths, or across major roads.*	Intersection is not located near any bus routes, major roads, or sidewalks/ shared use paths.	Intersection is located along 1 bus route, major roads, or sidewalks /shared use paths.	Intersection is located along 2+ bus routes, major roads, and sidewalks /shared use paths.
Safety	**40%**	Crash history	*Identified as an HCI (High Crash Intersection) GLVZ Action Plan.*	Intersection has not been identified as an HCI in the GLVZ Action Plan.	Intersection has been identified as a top 50 or top 100 HCI in the GLVZ Action Plan.	Intersection has been identified as a top 10 or top 25 HCI in the GLVZ Action Plan.
		Priority Network (combination of High-injury and high-risk networks)	*Located along a Priority Network per GLVZ Priority Network dashboard.*	Intersection is not on a Priority Network.	Intersection is located on a Priority 3 or 4 network.	Intersection is located on a Priority 1 or 2 network.
Key Destinations	**30%**	Schools	*Near schools.*	Intersection has 0 schools within 1/4 mile.	Intersection has 1 school within 1/4 mile.	Intersection has 2+ schools within 1/4 mile.
		Other Key Community Destinations	*Near food pantries and meal programs, farmers markets, emergency food services, grocery stores, place of worship, open spaces, housing authority site, Pollard public library, community health centers, and the Lowell senior center*	Intersection has 0-2 destinations within 1/4 mile.	Intersection has 3-8 destinations within 1/4 mile.	Intersection has 8+ destinations within 1/4 mile.

Using this prioritization scheme, **Table 11** in **Appendix C** provides a list of all intersection projects, sorted from intersections that are higher priority to lower priority. The table includes project descriptions as well as a high-level cost opinion for each project. The top ten intersections that received the highest scores are listed below:

1. Market St and Dutton St (The Acre)
2. Appleton St and South St (Back Central)
3. Broadway St and Adams St (The Acre)
4. Broadway St and Suffolk St (The Acre)
5. Merrimack St, Dutton St, and Arcand Dr (The Acre)
6. Gorham St and Union St (Back Central)
7. School St and Cross St (The Acre)
8. Gorham St at Father Ronan Terrace/Hobson St (Back Central)
9. Gorham St and Veterans Way (Back Central)
10. Chelmsford St at Hutchinson St/Shaw St (Lower Highlands)

While most of the top ten intersections are located in The Acre and Back Central neighborhoods, there are many intersections in Lower Highlands that are important for consideration. **Table 5** below outlines the top five intersection projects for each neighborhood.

Table 5: Top 5 priority intersection projects across all three neighborhoods

The Acre	Back Central	Lower Highlands
1. Market St and Dutton St* 2. Broadway St and Suffolk St* 3. Broadway St and Adams St* 4. Merrimack St and Dutton St/ Arcand Dr* 5. School St and Cross St*	1. Appleton St and South St* 2. Gorham St and Union St* 3. Gorham St and Father Ronan Terrace/Hobson St* 4. Gorham St and Veterans* 5. Thorndike St and Gallagher Sq 6. Thorndike St and YMCA Dr	1. Chelmsford St and Hutchinson St/Shaw St* 2. Chelmsford St and Plain St 3. Chelmsford St and Parker St 4. Chelmsford St, Sheldon St/Ware St 5. Branch St and Smith Ave

* location also on top 10 overall list

3.2.3 PROJECT IMPLEMENTATION STRATEGY

There are several ways to approach the implementation of pedestrian safety and mobility projects. One option is to simply follow the priority scores, using the ranked list produced through the prioritization process. While this method is straightforward, some high-priority projects may require substantial capital investment and may be better suited for larger grant opportunities. In addition to the prioritization scheme, the city could focus on projects that can be implemented more quickly and with fewer resources. These types of "quick-fix" projects may be completed in-house and provide immediate benefits while larger, costlier projects move through funding and development processes. These "quick-fix" projects involve treatments such as crosswalk striping and daylighting, accessibility improvements including curb ramps and curb extensions, and pedestrian visibility enhancements such as RRFBs (full definitions of each of these project types can be found in **Chapter 6 Safe Streets Design Toolkit**). In reality, an implementation approach is typically a combination of following the prioritization data and checking off the "quick-fix" projects in accordance with resource availability.

Figure 9 presents a map of all projects and illustrates the two complementary approaches to implementation for the city's consideration. The map shows projects highlighted based on the prioritization scheme, with blue representing higher-priority projects, green representing medium-priority projects, and yellow representing lower-priority projects. In addition to prioritization, the map also highlights locations with red dots where the projects

needed to improve pedestrian safety and accessibility are “quick-fix” projects that the city may be able to implement more quickly and in-house through its existing capital and operational budgets.

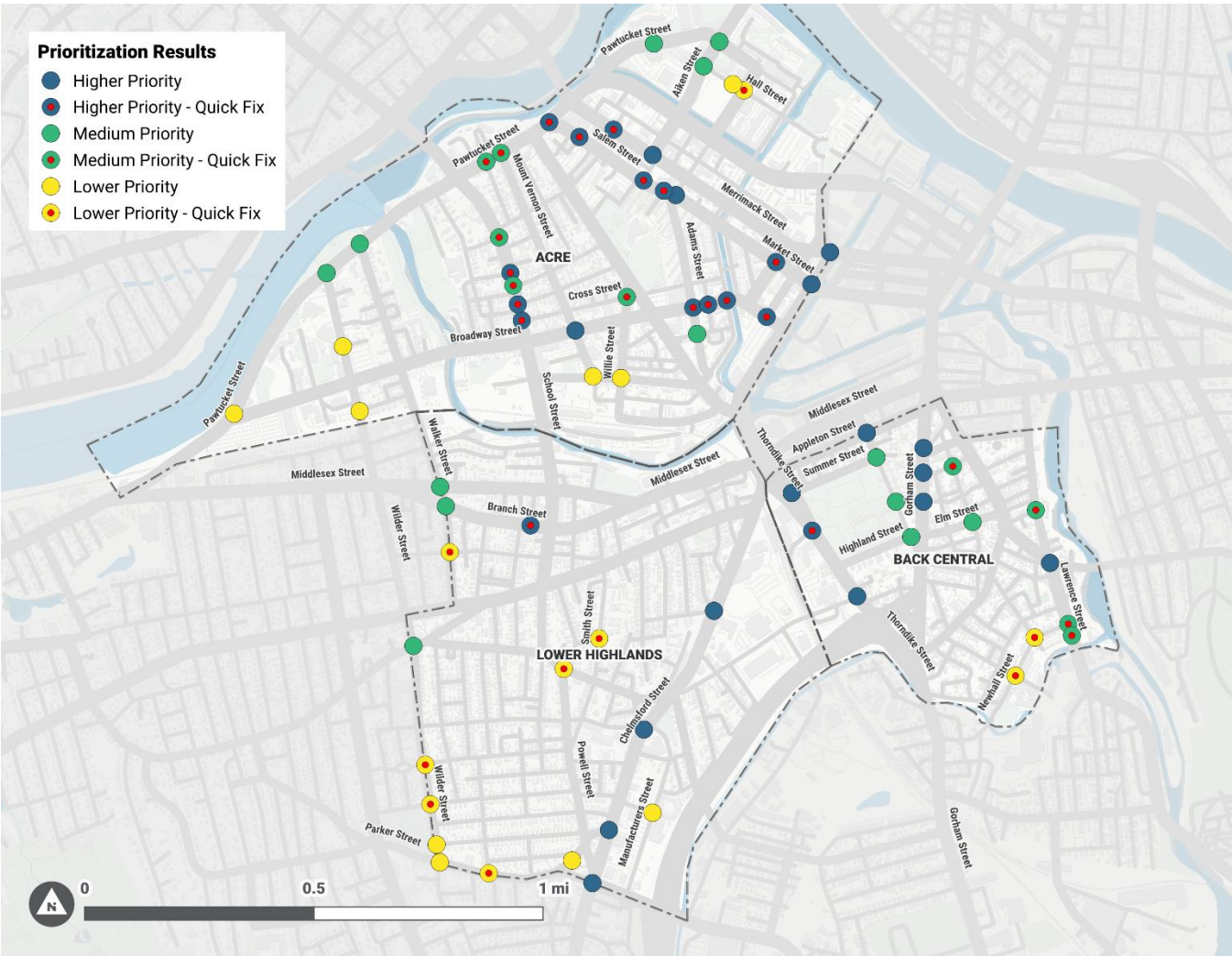


Figure 9: Map of Pedestrian Safety and Mobility projects across all three neighborhoods. Projects are broken down based on prioritization, and marked with a red dot where projects may be implemented as “quick-fix” projects.

As noted earlier, **Table 11** in **Appendix C** provides a list of all projects, sorted from intersections that are higher priority to lower priority. In addition**, Table 12** in **Appendix C** provides a shorter list of “quick-fix” projects that may be implemented quickly in-house.

This sub-plan identifies a total of 72 intersection projects in the three study neighborhoods that would improve safety and accessibility for people walking in Lowell. Each of these 72 projects will help achieve a more livable Lowell where people of all ages and abilities can walk to critical destinations comfortably, conveniently, and without fear of a fatal or serious crash. While every project on the full list of projects is important, this sub-plan also offers two complementary ways that the city can prioritize implementation in the coming years – a data-driven prioritization score, that reflects the city’s safety, access, and connectivity goals, and a resource-conscious categorization that highlights projects that can be quickly implemented with fewer resources.

CHAPTER 4
ONE-WAY CIRCULATION PLAN

4. ONE-WAY CIRCULATION SUB-PLAN

Originally developed in the 19th century to house workers for Lowell's textile mills, the Back Central neighborhood is densely developed with single and multi-family residential buildings, businesses, schools and community uses within an interconnected network of narrow streets which reflect the historic walkable urban fabric of Lowell. While there are many benefits to this street pattern, many residential lots lack space to accommodate contemporary demand for parking on-site which has led to high levels of on-street parking on narrow streets. To reduce the occurrence of sideswipe crashes and outright blocking through traffic on a narrow street, residents park on sidewalks which create safety and accessibility concerns by forcing pedestrians, including those with disabilities, youth and the elderly, to walk in the street. As a component of the Lowell Safe Streets for All project, The One-way Circulation Sub-plan investigated the street network in the Back Central neighborhood for opportunities to mitigate sidewalk parking by converting two-way streets to one-way streets.

As documented in the Existing Conditions Report in **Appendix A**, the extent of two-way streets which experience on-street parking is extensive. There are also many existing one-way streets that experience significant parking on sidewalks. The focus on this sub-plan is the development of recommendations for potential conversion of two-way street to one-way flow, so existing one-way streets are not addressed in this analysis.

4.1 ANALYSIS

The starting point for developing an initial recommendation for potential conversion of two-way streets to one-way flow involves understanding the existing curb to curb width of each street. This information was used to approximate how much space there is on any street to accommodate travel lanes and parking. Since moving curb lines to widen or narrow the street would be costly due to the need to relocate drainage infrastructure and possibly other utilities, this plan assumed that street spaces would remain largely the same width as exists today. Changes to the curb-to-curb width of any street, for example to address accessibility concerns, may be necessary and will be addressed during future project design phases.

4.1.1 Street Design Guidance

This section provides a summary of street design guidance as it relates to curb-to-curb widths for the City of Lowell. Guidance regarding width for travel lanes and parking is primarily based on city street design standards. NACTO's (National Organization or Transportation Officials) Urban Street Design Guide was consulted as well for guidance on more innovative street configurations, as listed below.

- **City of Lowell**: The City of Lowell street standards set a minimum of 10 feet in width for a travel lane and a minimum of 7 feet in width for a parking lane. Based on these standards, the travel way of a one-way street with on-street parking on one-side would typically need to be a minimum of 17 feet wide (curb to curb); a street with one-travel lane and parking on both sides would typically be a minimum of 24 feet wide; and a two-way street with parking on both sides would typically need to be a minimum of 34 feet wide curb to curb.

NACTO, Yield or Courtesy Streets: Some low-speed, low volume residential streets that serve local access only may be successful as a 'Yield Street' or Courtesy Street, which can accommodate two-way travel in a narrower configuration because vehicles yield to one another as they share a travel way that would be too narrow for two lanes of traffic. To be successful, however, NACTO advises that a Yield Street operates most effectively when

on-street parking utilization is 40% to 60% or less, which would allow enough 'gaps' along the street edge for drivers to pull over to let a car in the opposing direction pass. NACTO informs that a marked 'checkered' parking configuration may improve the functionality of a Yield Street. The tight cross-section creates a necessity to go slow to avoid head-on collisions, resulting in traffic calming. NACTO also advises that a Yield Street with parking on both sides functions most effectively at 24 feet to 28 feet, while Yield Streets with parking on only one side can be as narrow as 16 feet[1]. See

- **Figure 10** below for an illustration of a Yield Street.



1. All residential streets should provide safe and inviting places to walk and good access to local stores and schools. Design should mitigate the effects of driveway conflicts, reduce cut-through traffic, and maintain slow speeds conducive to traffic safety.
2. Driveways should be constructed to minimize intrusion upon the sidewalk. Maintain sidewalk materials and grade across driveways.
3. The planted furniture zone of the sidewalk creates opportunities for street trees, bioswales, pervious strips, and rain gardens.
4. While most yield streets should have a minimum of signage and striping, signage should be used to indicate bidirectional traffic at transition points or where 2-way operation has recently been introduced.

Figure 10: Illustration of Yield Street (Source NACTO)

[1]NACTO Urban Street Design Guide https://nacto.org/publication/urban-street-design-guide/streets/yield-street/[11]

4.1.2 Initial Draft One-Way Street Plan

An initial draft of a one-way street plan was developed for city review based on an inventory of two-way streets in Back Central that currently experience parking on sidewalks. Two-way streets that experience parking on sidewalks were recommended for conversion to one-way flow with a couple of exceptions: (1) Collector Streets (Elm Street, Central Street and Wamesit Street) which are important for emergency service access and neighborhood wide circulation; and (2) dead end streets were retained for two-way traffic. The directionality of one-way streets was based on consideration of the existing network of one-way streets.

The draft plan was reviewed by Lowell police and fire personnel, and the plan was updated to reflect recommendations by emergency service providers.

4.1.3 Public Input

The draft one-way street plan was presented for public review and comment (see flyer in **Appendix D**) at in-person open houses and through an online survey in October and November 2025. The primary concern expressed by the public was a fear of losing on-street parking. Many verbal and written comments on the draft plan equated one-way conversion to loss of on-street parking when in fact conversion to one-way flow would typically free up space for on-street parking. This reaction stemmed from the recent Linden Street / Pollard Street improvement project which converted streets to one-way flow as a part of a sidewalk and street improvement project. City standards for parking and travel lanes, which were not previously applied, were implemented in the design. Parking on one side of the street was implemented on two blocks of Linden Street south of Elm Street and on Pollard Street where parking on two sides (on sidewalks) had previously been allowed. The resulting parking loss was not due to conversion to one-way flow, but rather a lack of application of the 10-foot travel lane and 7-foot parking lane standards prior to the street and sidewalk improvement project. On-street parking opportunities will be an on-going concern for the neighborhood.

Responses received via the online survey are summarized in **Table 6** below and are sorted by street. The first “Street” column denotes the street that received a response; the “Responses” column notes the number of responses received for the street; the ”Support” column tallies the number of respondents that supported one-way flow on the street; the “Support/Other Direction” column provides a tally of responses that support one-way flow but think the flow should be in the other direction; the “Leave Two Way/Parking Loss” column tallies the number of responses that opposed conversion to one-way flow even if it would result in a loss of on-street parking; the “No Answer / Oppose” column tallies the number of respondents that did not choose any of the earlier options but provided written comments opposing one-way traffic; the “Why?” column provides a summary of comments that people left regarding their responses in opposition to one-way traffic. Since many comments revolved around concerns regarding possible losses of on-street parking, the final column was added to note whether on-street parking would be ‘lost’ (recognizing that existing parking is not compliant with street standards) based on current street width and parking patterns. From this, it is clear that while many respondents were concerned about one-way conversion for fear of parking loss, this would not necessarily be an outcome for the streets of most concern.

Table 6: One-Way Plan: Summary of Online Survey Responses (2025)

Street	Responses	Support	Support/ Other Direction	Leave Two Way/ Parking Loss	No Answer / Oppose	Why?	Parking Loss?
Auburn Street	5	1	1	1	2	Congestion / Parking Loss	Yes
Chapel Street	4	3		1		Parking Loss	No
Cherry Street	1				1		No
Cottage Street	5	2		1	2	Parking Loss	No
Court Avenue	1				1	Parking Loss	No
Crosby Street	5	1		3	1	Parking Loss	Yes
Keene Street	2		1	1		Parking Loss	No
Kinsman Street	2		2			Business access	Partial
Newhall Street	7	1	1	4	1		No
Watson Street	3	1		2		Business access	No
Whipple Street	1	1					No
TOTAL	**38**	**10**	**5**	**14**	**8**		

4.2 ONE-WAY CONVERSION RECOMMENDATIONS

The initial plan for one-way conversion was further refined to reflect input from the city police and fire staff and comments received through public input. The final recommendations are summarized below.

Recommendations are based on street curb-to-curb width standards defined in **4.1.1 Street Design Guidance**. These recommendations represent initial 'high level' conclusions regarding conversion of some two-way streets to one way flow in the Back Central neighborhood to alleviate parking on sidewalks. The recommendations are based on an analysis of aerial photos, GIS mapping and a field visit during a weekday. As such, these recommendations are a starting point for consideration of street design changes. Further analysis and public input will be undertaken on a street-by-street basis as project design is undertaken.

4.2.1 Streets Less Than 17 feet in Width

Inventory

There are four streets that accommodate two-way traffic that are less than 17' wide (measured from edge-of-pavement to edge-of-pavement because there are no sidewalks on these streets): Court Avenue, Cherry Street, Cottage Street and one block of Auburn Street (See **Table 7**). All of these streets are unusual in that they are extremely narrow, very low volume streets that are one block in length (approximately 250 to 350 feet long). These streets do not have sidewalks (so they technically do not have parking on sidewalks). These streets are more like 'Residential Alleys' that provide access to the few residences on the street but do not appear to carry neighborhood traffic.

All other streets in Back Central in this width range are one-way streets (Hudson Street, Prospect Street, Cady Street, Richmond Street, Abbott Street, Butler Avenue, Bassett Street and Floyd Street) with no on-street parking or parking allowed only on one side of the street. These existing one-way streets are unlike the four streets above in that they have sidewalks constructed on both sides of the street.

Table 7: Two-Way Streets Less than 17 Feet in Width

Street / Segment	Limits	Curb to curb (C to C) Width (ft)	Parking (no, 1 side, 2 sides)	Sidewalks (no, 1 side, 2 sides)	Parking on Sidewalks	Recommendation
COURT AVE.	Linden St. to Chapel St.	10	No	No	N/A	One-Way
CHERRY ST.	Linden St. to Chapel St.	10	No	No	N/A	One-Way
COTTAGE ST.	Chapel St. to Central St.	14	No	No	N/A	One-Way
AUBURN ST. (2 of 2)	Linden St. to Chapel St.	16	No	No	N/A	One-Way

Recommendations

While there was some support for one-way flow on Cottage Street, most of the public input received was opposed to converting Court Avenue, Cherry Street, and Auburn Street to one-way traffic flow. Fear of parking loss was noted by survey respondents. This plan provides the recommendation of one-way traffic flow for these streets given their narrow width. Given these streets are very minor low volume streets that serve a small number of residences (less than 10 dwellings on each street) and are more like 'residential alleys' than neighborhood streets. It may be acceptable to maintain them for two-way flow and shared pedestrian and vehicle use through a shared street treatment that incorporates signage and pavement markings that identify the streets as two-way and for local access only. The two-way flow of traffic would serve as a traffic calming treatment as well.

4.2.2 Streets 17 feet to 23 Feet in Width

Inventory

Streets that range from 17 feet to 23 feet in width can accommodate one travel lane (10 feet minimum) and parking (7 feet minimum) on one side of the street based on city street standards. These streets are not wide enough for parking on two sides, however in practice parking on both sides of the street is prevalent which leads to sidewalk parking. Two-way streets in this category are listed in Table 8 and include 15 segments of 10 different streets.

In Back Central, there are several similar streets in this width category that are already one-way with parking on one side of the street that can be considered precedents in the neighborhood: New Street (17 feet curb to curb), North Street (18 feet), Irving Street (18 feet), Mead Street (19 feet), Lyon Street (19 feet) Pine Hill Street (19 feet), Pollard Street (20 feet), Richmond Avenue (20 feet), Linden Street (Elm to Pollard – 20 feet), Swift Street (21 feet).

Table 8: Two-Way Streets Between 17 Feet and 23 Feet in Width

Street / Segment	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	Sidewalks (no, 1 side, 2 sides)	Parking on Sidewalks	Recommendation
GROVES AVE.	Dead End Street	17	2 Sides	Partial	No	Two-Way
CHASE ST.	Swift St. to Whipple St	17	2 Sides	Partial	Yes	One-Way
CHAMBERS ST (1 of 4)	Gorham to Pine Hill St	19	2 Sides*	1 Side	No	Two-Way/No Parking
AUBURN ST. (1 of 2)	Gorham St. to Linden St.	20	2 Sides	2 Sides	Yes	One-Way
CENTRE ST.	Chapel St. to Central St	20	1 side	2 Sides	Yes	One-Way
KEENE ST.	Gorham St. to Chapel St.	20	1 side	2 Sides	Yes	One Way
KINSMAN ST. (1 of 3)	Chambers St. to Crosby St.	20	2 sides	2 Sides	Yes	One-way
CHAMBERS ST. (2 of 4)	Pine Hill St. to Irving St.	21	2 sides*	1 Side	Yes	Two-Way/No Parking
CHAMBERS ST. (3 of 4)	Irving St. to Kinsman St.	21	2 sides*	1 Side	Yes	Two-Way/No Parking
ELM ST. (2 of 3)	Linden St. to Chapel St	22	No	2 Sides	Yes	No Change
CROSBY ST. (1 of 4)	Central St. to Butler St.	22	2 sides	2 Sides	Yes	Two-Way
CROSBY ST. (2 of 4)	Butler St. to New St.	22	2 sides	2 sides	Yes	Two-Way
UNION ST. (3 of 3)	Chapel St. to Central St.	22	2 sides	2 Sides	Yes	One-Way
UNION ST. (2 of 3)	Linden St. to Chapel St.	23	2 sides	2 Sides	Yes	One-Way
KINSMAN ST. (2 of 3)	Crosby St. to Floyd St.	23	2 sides	2 Sides	Yes	One-Way

Notes: *Parking regulations on Chambers Street are unclear. Signage restricting parking was not noted in the field. Vehicles are parking primarily on one side of the street, but it is not clear whether they were in the public ROW (on-street parking) or on adjacent private property (on-site parking).

Recommendations

With the exception of Centre Street and Keene Street, all two-way streets in this width category currently have non-compliant parking on two sides of the street. The recent sidewalk and street improvement project on Linden Street and Pollard Street are examples of streets in this width category which were recently converted to one-way flow when new sidewalks were constructed. While some of the streets in this width category may be able to function as two-way Yield Streets (depending on parking utilization), street guidelines would limit on-street parking to one side of the street. Parking 'loss' (or enforcement of street width standards) will be a public concern for any change proposed to these streets.

Recommendations are summarized in **Table 8** and discussed below:

- **Groves Avenue** is a one-block, dead end street that must remain two-way to provide access and egress to existing residences. The city may want to consider restricting parking to one side of the street.
- **Chase Street** is a two-way neighborhood street with no sidewalks, parking on both sides of the street, and a unique context located next to the Whipple Skate Park and the Rotary Park Community Garden. In the future, this park may be expanded into one continuous parcel by closing the segment of Richmond Avenue between Chase Street (See **Figure 11**). With this closure, Chase Street will remain a key access

point to the park, while carrying less traffic. As a result, it will serve as an important pedestrian connection to this neighborhood green space.



Figure 11: Context of Chase Street (yellow highlight) in proximity to Richmond Ave and the Park (green highlight) (Source: Google Maps)

Today, with no sidewalks and parking on both sides of the street, pedestrians on Chase Street walk in the center of the street. The city has received complaints about parking on Chase Street. Based on available GIS information the right of way is approximately 28-30 feet wide. There are two possible options for Chase Street design:

- **One-Way Conversion**: One option is conversion to one-way traffic flow, with parking limited to one side of the street and sidewalks constructed on both sides of the street. This equates to a 10 foot traveled way, a 7 foot parking bay and 5 foot sidewalks on both sides of the street.
- **Shared Street or Woonerf**. Alternatively, Chase Street could be improved as a residential shared street or 'woonerf' (see **Figure 12** and **Figure 13**). 'Woonerf' is a Dutch concept meaning 'living street'. To support this use, low speed and volumes should be encouraged through traffic calming elements, signage and pavement markings. Parking may be configured in a checkered pattern to form a traffic calming chicane.



1. Textured or pervious pavements that are flush with the curb reinforce the pedestrian-priority nature of the street. Special pavements, especially unit pavers, may be subject to additional maintenance costs and should be selected based on regional climate and long-term durability. Selection of snowplow-compatible materials is recommended for colder climates. Drainage channels should be provided either at the center of the street or along the flush curb, depending on underground utilities and other existing conditions.
2. Street furniture, including bollards, benches, planters, and bicycle parking, can help define a shared space, subtly delineating the traveled way from the pedestrian-only space.[1]
3. A shared street sign should be used at the entrance to a shared street. In some cases, a modified YIELD TO PEDESTRIANS sign (MUTCD 2B-2) may be added to reinforce the conversion in early stages.

Provide tactile warning strips at the entrance to all shared spaces. Warning strips should alert drivers and pedestrians.[2]

4. Shared streets generally permit motorists and bicyclists to operate in a 2-way fashion. Narrower shared streets may be made 1-way for motorists, though 2-way bicycle traffic should still be permitted. Certain restrictions and regulations may apply to vehicles on a shared street. Designers should strive to make these behaviors implicit through the design details of the street itself.
5. On wider shared streets, staggered blocks of landscaping, head-in parking, back-in angled parking, or perpendicular parking can be used to create a chicane effect.[3] In some cases, parking may be permitted directly adjacent to properties in a residential environment. Bollards, paving materials, and street furniture help to define parking spaces and to delineate private from public space.

Where necessary, traffic volumes can be decreased through network design and traffic calming as part of a conversion.

Figure 12: Illustration of a Residential Shared Street, courtesy of NACTO



Figure 13: Woonerf in The Netherlands, courtesy of Streetfilms on YouTube

- **Chambers Street** is currently a two-way street with a sidewalk on the north side of the street. There are no signs restricting parking, so it is assumed that parking is allowed on both sides of the street, however, based on field observations, street parking was primarily observed on the south side of the street where there are paved areas to pull out of the traveled way. Without better mapping it is unclear if people are utilizing the public ROW for street parking or whether they are parking on a private lot. Input from the Lowell Fire Department identified streets in this area (including Chambers, Kinsman, Newhall) as 'unreliable' for emergency access and recommended that Chambers Street be maintained for two-way flow and removing on-street parking if possible. Therefore, two-way flow is recommended for Chambers Street.
- **Auburn Street** between Gorham Street and Linden Street is approximately 20 feet wide (curb to curb) and is similar to the recently improved Linden Street block that connects to this street. Public input on Auburn Street was mixed; some supported one-way flow, while other respondents preferred two-way flow. One-way flow is recommended in this plan. Compliance with city standards would result in parking being accommodated only on one side of the street.
- **Centre Street** is a low-volume street that is one-block long (between Central and Chapel Streets) with parking allowed on one side of the street. The parcels on Centre Street appear to have capacity for off-street parking. One-way conversion is recommended, but this street may be considered for a two-way Yield Street depending on parking utilization.
- **Keene Street** is a narrow street (20 feet curb to curb) with parking allowed on one side of the street. At 20 feet in width, it is analogous to the new configuration of Linden Street with one-way flow and parking on one side of the street. A high level of sidewalk parking was noted on Keene Street, however the existing sidewalks have very low curb reveals which encourages this behavior. Public input on Keene Street was split between supporting one-way flow and maintaining two-way flow even if it resulted in a loss of parking. Conversion to one-way flow is recommended, however, due to the straight street geometry, traffic calming improvements such as speed humps or a chicane should be considered. A two-way Yield Street could also be considered during the project design phase.
- **Kinsman Street** has curb-to-curb dimensions ranging from 20-, 22- to 24- feet in width. During public outreach in the Spring 2025, concern about speeding on Kinsman Street was raised by neighbors. During the Fall 2025 outreach, the input on Kinsman Street supported one way flow, but in the southwesterly direction. The Fire Department has expressed a preference for the direction of Kinsman Street to be in the northeasterly direction. For the three-block segment from Chambers Street to Floyd Street, parking should be restricted to one side of the street in accordance with city standards. Where there is parking on one side of the street, there is the opportunity to alternate parking side to side to create a 'chicane' to slow traffic. One-way flow in the northeasterly direction is recommended based on Fire Department input.
- **Elm Street** is a collector street, and it is an important artery for emergency services and neighborhood circulation. This plan recommends maintaining the existing configuration for this street.
- **Crosby Street (Central Street to New Street)** varies considerably from end to end: between Central and New Street it is approximately 22 feet in width curb to curb, and between New and Newhall Streets it is approximately 27 to 30 feet in width. At the foot of Crosby Street (at Newhall Street) there is a mill building that has been redeveloped as condominiums, and there are industrial and commercial businesses in that area as well. Public input regarding Crosby Street was split between supporting and opposing one-way flow. Concern was expressed about truck access to the businesses at the foot of Crosby Street at Newhall Street. A business owner indicated that two-way traffic on Crosby is needed for truck access and egress from their property due to concerns about making a sharp turn into/out of the driveway from Newhall Street. The city should evaluate business access as part of the project design

phase. At this time Crosby Street is recommended to remain a two-way street due to business access concerns. Parking should be restricted to one side of the street.

- **Union Street** is another street (like Crosby Street) that varies widely in width along its length. Between Central and Linden Streets, it is approximately 22-23 feet in width (curb to curb) while the block between Linden and Gorham Streets is approximately 34 feet wide. One-way flow is recommended for the blocks between Central and Linden Street. Compliance with city standards would result in parking being accommodated only on one side of the street. The block between Gorham and Linden Streets can accommodate two-way traffic and parking on both sides of the street and is recommended to remain two-way at this time, however, this recommendation should be revisited during the project design phase.

4.2.3 Streets 24 Feet in Width and Greater

Inventory

Streets with curb-to-curb width that is 24’ wide or greater (curb to curb) are wide enough to accommodate a one-way travel lane (10 feet) and parking on both sides of the street (14 feet). Streets that are 27 feet wide can accommodate two travel lanes (20 feet) and parking on one side of the street (7 feet). Streets that are 34 feet in width are wide enough to accommodate two-way traffic and parking on both sides of the street.

Table 9 lists all the two-way streets in the Back Central study area that are greater than or equal to 24 feet wide. In this category of street, two-way streets with parking on both sides and observed sidewalk parking are candidates for one-way conversion. Recommendations are noted in **Table 9** and discussed below:

Table 9: Existing Two-Way Streets 24 Feet and Greater in Width

Street / Segment	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	Sidewalks (no, 1 side, 2 sides)	Parking on Sidewalks	Recommendation
WALNUT ST.	Chapel to Central	24	2 sides	2 Sides	Yes	One-Way
CHAPEL ST. (3 of 8)	Centre St to Elm St	25	2 sides	2 Sides	Yes	One-Way
CHAPEL ST. (4 of 8)	Elm St to Auburn	25	2 sides	2 Sides	Yes	One-Way
ELM ST. (1 of 3)	Gorham to Linden	25	1 side	2 Sides	No	Two-Way
ELM ST. (3 of 3)	Chapel to Central	25	No	2 Sides	No	Two-Way
WATSON ST.	Whipple to Lawrence	26	2 sides	2 Sides	No	Two Way
CHAPEL ST. (2 of 8)	Union St to Centre St	27	2 sides	2 Sides	Yes	One-way
CHAPEL ST. (5 of 8)	Auburn to Pollard	27	2 sides	2 Sides	Yes	One-Way
CHAPEL ST. (6 of 8)	Pollard to Walnut	27	2 sides	2 Sides	Yes	One-Way
CROSBY ST. (4 of 4)	Kinsman to Newhall	27	2 sides	2 Sides	Yes	Two-Way
NEWHALL ST. (1 of 2)	Whipple St to Crosby St	27	2 sides	2 Sides	No	Two-Way
NEWHALL ST, (2 of 2)	Crosby to Chambers	27	2 sides	2 Sides	No	Two-Way
CHAPEL ST. (1 of 8)	Charles to Union St	28	2 sides	2 Sides	Yes	One-Way
CHAPEL ST. (7 of 8)	Walnut to Keene	28	2 sides	2 Sides	Yes	One-Way
CHAPEL ST. (8 of 8)	Keene to Central St	28	2 sides	2 Sides	No	One-Way
WAMESIT ST.	Central to Lawrence	28	1 side	2 Sides	Yes	Enforcement
WHIPPLE ST. (1 of 4)	Central St to Mead St	28	2 sides	2 Sides	Yes	One-Way
WHIPPLE ST. (2 of 4)	Mead St to Kinsman St	28	2 sides	2 Sides	Yes	One-Way
CHAMBERS ST. (4 of 4)	Kinsman to Newhall	29	2 sides	1 Side	No	Two-Way/No Parking
WHIPPLE ST. (3 of 4)	Kinsman St to Watson St	29	2 sides	2 Sides	Yes	One-Way
CROSBY ST. (3 of 4)	New to Kinsman	30	2 sides	2 Sides	Yes	Two-Way
CENTRAL ST. (3 of 11)	Centre St to Cottage St	32	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (5 of 11)	Abbott St to Hudson	32	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (2 of 11)	Union St to Centre St	33	2 sides	2 Sides	Yes	Two-Way
WHIPPLE ST. (4 of 4)	Watson St to dead end	33	2 sides	2 Sides	No	One-Way
UNION ST. (1 of 3)	Gorham to Linden	34	2 sides	2 sides	No	Two-Way
CENTRAL ST. (1 of 11)	Charles St to Union St	35	2 sides	2 Sides	Yes	Two-Way
CENTRAL ST. (4 of 11)	Cottage St to Ames St	35	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (6 of 11)	Hudson to Chapel St	35	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (8 of 11)	Floyd to Lyon	35	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (9 of 11)	Lyon to Crosby	35	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (10 of 11)	Crosby to Prospect St	35	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (11 of 11)	Prospect to Gorham	35	2 sides	2 Sides	No	Two-Way
CENTRAL ST. (7 of 11)	Chapel to Floyd	37	2 sides	2 Sides	No	Two-Way

Recommendations

- **Walnut Street (Central to Chapel Streets):** While this block of Walnut Street is two-way, the remaining blocks between Gorham and Chapel Streets are one-way. Conversion to one way is recommended due to parking on sidewalks and the width of the street.

- **Chapel Street:** The curb-to-curb width of Chapel Street varies from approximately 25-28 feet in width. This dimension is similar to the recently improved section of Linden Street between Union and Elm Streets, which is one-way with parking on two sides (approximately 28 feet curb to curb). Of the responses received regarding Chapel Street, most favored conversion to one-way traffic flow. One respondent opposed one-way flow due to fear of parking loss, however, Chapel Street is wide enough to accommodate parking on both sides of the street with one-way traffic flow. During open house discussions in Spring 2025, concern was expressed regarding speeding on Chapel Street if it were to become one-way. During project design, traffic calming options, including changing the direction of flow at Elm Street should be considered. In addition, installation of speed humps and curb extensions where feasible would also calm traffic.
- **Elm Street:** As noted above, Elm Street is a Collector Street that is an important artery for emergency services and general circulation. No changes are recommended for Elm Street; it should remain two-way.
- **Watson Street:** Parking on sidewalks was not noted on Watson Street. It appears to function well as a two-way Yield Street. No change is recommended.
- **Crosby Street (Kinsman to Newhall Streets):** Crosby Street was discussed in the previous section as a street identified by the public as important for truck access to businesses. Crosby Street is recommended to remain two-way with parking on one side at this time. Further consideration of truck access to commercial/industrial parcels should be considered during project design.
- **Newhall Street:** Parking on sidewalks was not noted as an issue on Newhall Street. It appears to function well as a two-way Yield Street. Public input was primarily opposed to conversion from two way to one-way traffic flow. Since the street appears to be functioning well as a two-way Yield Street, maintaining two-way flow is recommended.
- **Wamesit Street:** Wamesit Street is a Collector Street that is wide enough for its current configuration of two-way flow and parking on one side of the street. Enforcement is recommended to discourage parking on sidewalks. If speeding and sideswiping of cars is an issue, the city may consider alternating the parking from one side of the street to the other to create a traffic calming chicane as shown in **Figure 14**, below.



Figure 14: Columbia Street, Cambridge, MA. On-street parking is alternated on a two-way street to create a traffic calming chicane. (Google photo, 2025)

- **Whipple Street:** Whipple Street experiences extensive parking on sidewalks which may be encouraged by low curb reveals on the street. One respondent supported conversion to one-way flow. It is recommended for conversion to one-way flow due to width.
- **Chambers Street**: As discussed above, Chambers Street is recommended to be maintained for two-way flow and removal of on-street parking be investigated as recommended by the Fire Department staff.
- **Central Street**: Central Street is an important Collector Street which will remain two-way. In general, parking on sidewalks was only noted on two blocks, between Charles Street and Centre Street. The street is wide enough to accommodated two-way traffic and parking on two sides of the street. A concept for speed management on Central Street has been developed as part of the Speed Management Supplemental Plan in **Chapter 2 Speed Management Sub-Plan** and should address concerns about speeding and side swiping of parked vehicles.

The recommended one-way plan which incorporates the recommendations as discussed above is shown in **Figure 15** below.



Figure 15: Recommended One-Way Street Plan

CHAPTER 5
TRANSPORTATION SAFETY EDUCATION

5. TRANSPORTATION SAFETY EDUCATION

5.1 OVERVIEW

The fourth and final sub-plan involved developing and deploying a transportation safety education campaign to build awareness of transportation safety among all roadway users in Lowell. The education campaign consisted of graphic elements with simple messages and limited text translated into the four primary languages spoken in Lowell (English, Spanish, Portuguese, and Khmer).

Campaign messaging was developed in collaboration with the City and NMCOG, with a focus on addressing safety concerns identified in Lowell through staff experience and the Greater Lowell Vision Zero Action Plan. The safety concerns and themes included:

- Encouraging motorists to slow down
- Encouraging people biking to be cautious and safe
- Encouraging people walking to be cautious and safe
- Communicating that streets are for all and should be shared

Three graphic design approaches were considered for safety messaging as part of the campaign, including:

- **Safety Iconography:** This approach uses icons to amplify safety messaging to communicate key themes in a storytelling fashion. The benefit of using these icons is that they serve as a universal language, requiring fewer words to reach a wider audience.
- **Educational Mascots:** In this approach, a series of characters are used to communicate the key themes related to safety. Characters do not need to be literal, can range in shapes and interpretation to best communicate themes. These characters would serve as a mascot and evolve with the narrative.
- **Collaged Portraits:** This approach builds off of portraits of the community and capture folks that are representative of the diverse communities within Lowell. This approach may require access to photos of community members, working with a photographer and community members to get portraits made, and capturing staged photos that could be used to demonstrate safety themes.

Ultimately, the safety iconography approach was chosen as the preferred graphic design approach due to its simplistic nature and ability to be replicated for different types of messages.

5.2 TRANSPORTATION SAFETY CAMPAIGN

A safety education campaign that employed safety iconography, simple messaging translated into the four languages spoken in Lowell, was developed and deployed as follows:

OCTOBER 2025 - TRANSPORTATION SAFETY MONTH

October 2025 was promoted as transportation safety month in Lowell. Campaign activities included social media outreach via the City's accounts (see **Appendix E**), postcard promotion of the SS4A Supplemental Plan Open Houses, and the distribution of stickers and window clings throughout October at city buildings and community events, culminating in the Monster Bash, a well-attended Halloween-themed event on October 25, 2025..

- Social Media Posts – Instagram
- Postcards (to advertise the SS4A Supplemental Safety Action Plan project open house)
- Stickers (for public use)
- Window Clings (for public use)

The following sections include graphics created for various campaign activities.

Social Media Posts

Slow Down



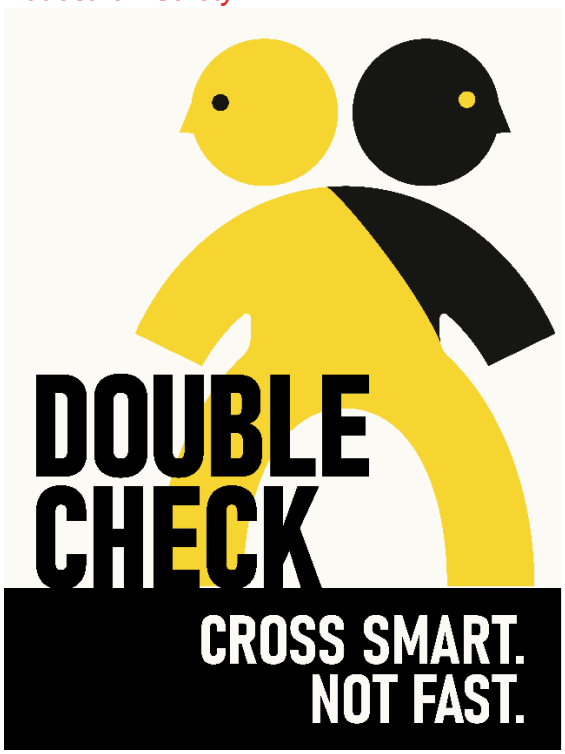
One Street Many Lives



Bicyclist Safety



Pedestrian Safety



Postcards



Please join us for an Open House to review conceptual designs to make streets in the Acre, Back Central, and the Lower Highlands safer for everyone!

OCTOBER 29
6:00 to 8:00 PM

Snacks will be provided!

Lowell Senior Center
276 Broadway Street
Lowell, MA 01854

For more information visit:
www.lowellma.gov/2048

សូមអញ្ជើញចូលរួមកម្មវិធី Open House ដើម្បីពិនិត្យមើលការរចនាគំនិត ដែលមានបំណងធ្វើឲ្យផ្លូវនៅក្នុងតំបន់ Acre តំបន់ Back Central និងតំបន់ Lower Highlands មានសុវត្ថិភាពបន្ថែមសម្រាប់មហាជនគ្រប់រូប។!

ថ្ងៃទី 29 ខែតុលា
ម៉ោង 6:00 ដល់ 8:00 ល្ងាច

នឹងមានអាហារសម្រន់ផ្តល់ជូន!

មជ្ឈមណ្ឌលមនុស្សវ័យចំណាស់ទីក្រុងលូវែល
Lowell Senior Center
276 Broadway Street
Lowell, MA 01854

សម្រាប់ព័ត៌មានបន្ថែម៖
www.lowellma.gov/2048



Le(s) invitamos a un evento de puertas abiertas para revisar diseños conceptuales destinados a hacer que las calles de los vecindarios de Acre, Back Central y Lower Highlands sean más seguras para todas las personas!

29 de OCTUBRE
6:00–8:00 PM

¡Se proporcionarán refrigerios!

Centro para Personas Mayores de Lowell (Lowell Senior Center)
276 Broadway Street
Lowell, MA 01854

Para más información:
www.lowellma.gov/2048

Participe do nosso Open House (evento de portas abertas) para revisar projetos conceituais que vão tornar as ruas dos bairros Acre, Back Central e Lower Highlands mais seguras para todos!

29 de OUTUBRO
6:00–8:00 PM

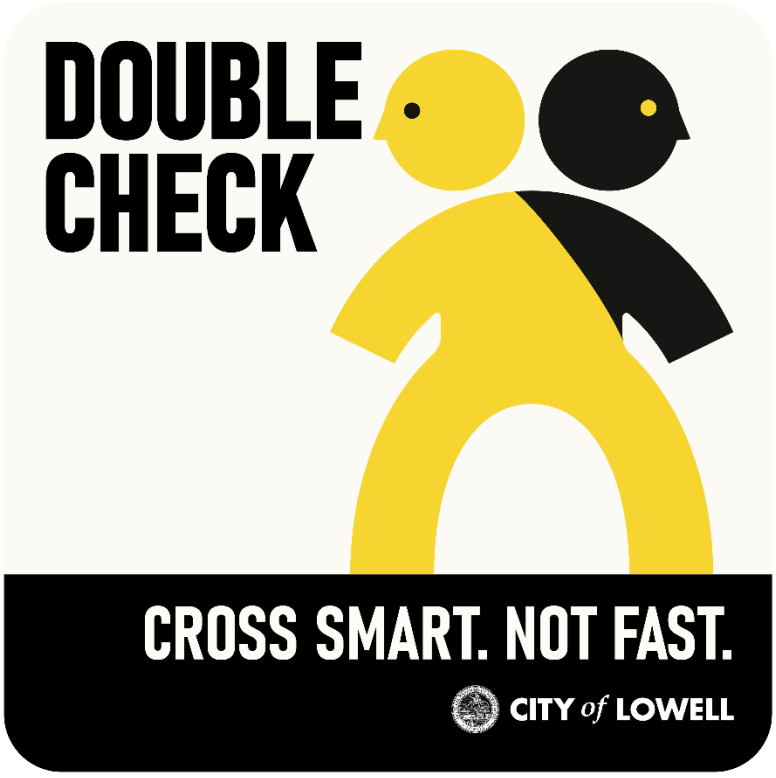
Serão servidos lanches!

Centro para Idosos de Lowell
Lowell Senior Center
276 Broadway Street
Lowell, MA 01854

Para mais informações:
www.lowellma.gov/2048

Stickers


SLOW DOWN
SAVE LIVES.
CITY of LOWELL


DOUBLE CHECK
CROSS SMART. NOT FAST.
CITY of LOWELL



Window Clings

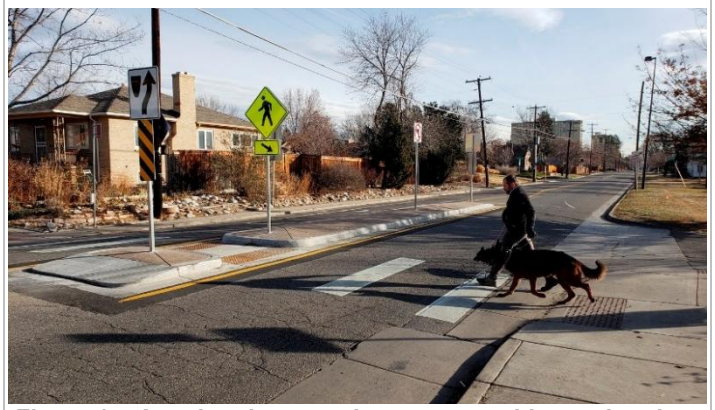


CHAPTER 6
SAFE STREETS DESIGN TOOLKIT

6. SAFE STREETS DESIGN TOOLKIT

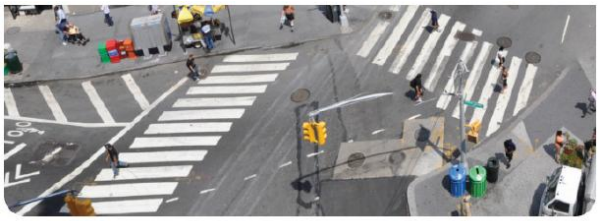
There are several proven countermeasures that can increase safety and comfort of all road users. A summary of countermeasures included as part of recommendations for **Chapter 3 Pedestrian Safety and Mobility Sub-Plan** and **Chapter 4 One-way Circulation Sub-Plan** is described in **Table 10**. These include countermeasures to lower motorist speeds, as outlined in the USDOT Safe Systems Approach for Speed Management[2], as well as other countermeasures to increase pedestrian safety and comfort. The countermeasures presented were vetted with City of Lowell to ensure feasibility and context.

Table 10: Safe Streets Design Toolkit used to develop project recommendations

Speed Management Countermeasure	Description
Lane Narrowing  **Figure 16: Roadway narrowed using pavement markings and other vertical elements to repurpose excess space and reduce speed**	• Roadway can be narrowed by reallocating parking or lanes for other uses such as wider sidewalk, bike paths, or greenery and trees. • By visually narrowing the road, it helps slow motorists.
Pedestrian Median Island  **Figure 17: A pedestrian crossing a street, with a pedestrian median island.**	• A pedestrian median island provides space for people walking or rolling to wait as they cross the street. • It also creates a shift along the roadway centerline, encouraging drivers to slow down as they approach the island.

[2] Safe System Approach for Speed Management. https://highways.dot.gov/sites/fhwa.dot.gov/files/Safe_System_Approach_for_Speed_Management.pdf

Curb Extension  **Figure 18: A pedestrian crossing a street, with a curb extension to shorten crossing distance.**	• Sidewalk is extended into the parking lane which shortens the crossing distance and provides more space for people walking or rolling. • A curb extension also narrows the roadway, encouraging motorists to slow down.
Daylighting  **Figure 19: Daylighting with pavement markings on Linden Street in Lowell.**	• Daylighting creates an area around intersections and crosswalks where parking is restricted. This makes it easier for people driving to see people waking or biking. • Daylighting can be created using pavement markings, posts, curbs, or other design elements.

Intersection Realignment   **Figure 20: Intersection realigned to slow motorists, and provide more space for pedestrians and other users.** **(Source: NACTO)[3]**	• An intersection is realigned to be narrow and meet at perpendicular angle. This reshapes the intersection to reduce vehicle speeds, enhance visibility, and create more predictable movements for all road users.
Raised Crosswalk  **Figure 21: A pedestrian crossing a raised crosswalk.**	• In a raised crosswalk, the crosswalk is raised up to sidewalk level. • It slows down motorists, makes people more visible, and provides a smoother and safer crossing experience for people walking or rolling.

[3] NACTO Urban Design Guide. https://nacto.org/publication/urban-street-design-guide/intersections/complex-intersections/complex-intersection-analysis/

Raised intersection  **Figure 22: A raised intersection with many road users.**	• A raised intersection raises the whole intersection up to sidewalk level. • It slows down motorists, makes people more visible, and provides a smoother and safer crossing experience for people walking or rolling.
Accessible Crosswalk  **Figure 23: An accessible pedestrian crosswalk, with curb ramps and detectable warning panels.**	• An accessible crosswalk has high-visibility crosswalk markings with accessible curb ramps that are designed to accommodate all users including people with disabilities.
Rectangular Rapid Flashing Beacon (RRFB)  **Figure 24: Pedestrians crossing across a crosswalk with RRFB for enhanced visibility.**	• A highly visible flashing light associate with signage next to a pedestrian crossing. • They are usually located mid-block, between two intersections and help drivers recognize unanticipated stopping points in advance.

APPENDIX A

EXISTING CONDITIONS REPORT

LOWELL SAFE STREETS FOR ALL

January 27, 2026

To: The City of Lowell
From: Toole Design
Project: Lowell Safe Streets For All

Re: Existing Conditions Report

The City of Lowell is leading an effort to increase safety across three major neighborhoods: The Acre, Lower Highlands, and Back Central (see **Figure 1**) These neighborhoods are in some of Lowell's earliest neighborhoods that are characterized by a dense and walkable urban fabric, a population that is diverse in terms of race, ethnicity and household characteristics, and include a mixture of land uses such as residences, schools, stores, parks, places of worship, and transit hubs.

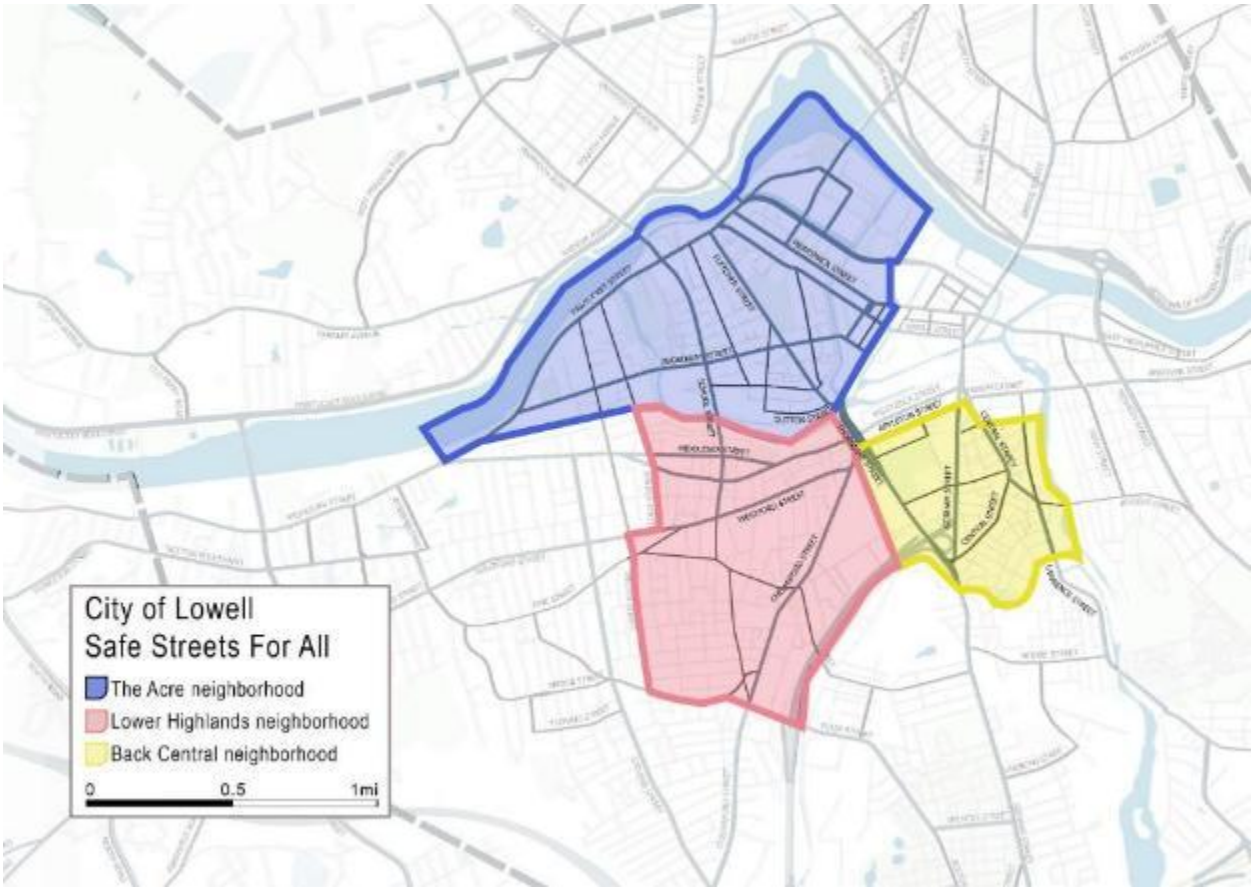


Figure 1: Three neighborhoods as part of the Lowell Safe Streets For All project.

The work involves developing three sub-plans to address known pedestrian safety issues across the neighborhoods, as follows:

- **Speed Management:** One of the major issues across all neighborhoods is speeding, which is a contributing factor to crashes, particularly crashes of greater severity. The objective of the Speed Management Sub-Plan is to provide recommendations for design treatments applied to three corridors (one in each neighborhood) to lower vehicle speeds and increase safety of all road users.
- **Pedestrian Safety and Mobility**: In these dense neighborhoods, there are more pedestrians who need access to local resources however, there is a lack of safe, consistent, and accessible pedestrian infrastructure. This objective of the Pedestrian Safety and Mobility Sub-Plan is to identify potential systemic safety projects at intersections and crossings that will address pedestrian safety and accessibility across all three neighborhoods.
- **One-way Circulation**: The third issue, and one that exists primarily in the Back Central neighborhood, is the prevalence of vehicles that park on the sidewalk. The One-way Circulation Sub-Plan will provide recommendations for possible conversion of some two-way residential streets in the Back Central neighborhood to one way flow to better accommodate on-street parking on narrow streets and improve pedestrian safety and accessibility

This document outlines a summary of existing conditions that provide a foundation for recommendations related to the three topics across all three neighborhoods.

1. Summary of Prior Planning Documents

There have been many prior planning efforts in this region. **Table 1** lists all the documents reviewed for this effort, including a short summary of the document content, and key information that was used in the development of the sub-plans. **Table 14** in **Appendix A** lists the names of all intersections and corridors that were mentioned as recommendations in prior plans. In many cases, this list was the first step in identifying project locations for the sub-plans.

Table 1: Prior planning documents and efforts relevant for the Lowell SS4A sub-plans.

Document	Document Summary	Contribution to the Lowell SS4A sub-plans
Greater Lowell Vision Zero (GLVZ) Regional Safety Action Plan (2024)	The GLVZ plan includes key strategies and performance metrics to measure annual progress on reducing serious injuries and fatalities within the Greater Lowell Region. The plan outlines strategies for policies, processes, and programs to advance Vision Zero goals, informed by public engagement and equity metrics.	GLVZ provides prioritized project lists as well as Road Safety Audit recommended locations. These locations were a determining factor in understanding existing safety issues and selecting projects for the sub-plans.
Complete Streets Prioritization Plan (2024)	The Lowell Complete Streets Prioritization Plan outlines a list of projects across the city to create a safe and efficient multi-modal transportation network that accommodates all users. This plan follows a formal Complete Streets Policy that was adopted in the city in 2015.	The plan includes a map of recommended complete streets project. These locations were a determining factor in project selection for the sub-plans.
Lowell Forward (2024)	Lowell Forward is the 20-year comprehensive plan for the City of Lowell, to inform budgeting, capital planning, policy and planning, and the work of all city departments. It outlines various priorities for Lowell including land use and urban reform, mobility, energy, climate, and environment, arts and culture, housing, economic development, and parks, open spaces, and trails.	Community engagement related to themes of mobility were used to inform the sub-plans. In particular, respondents had cited safe pedestrian infrastructure, frequent and reliable public transit, safe and convenient bike infrastructure, and traffic calming as priorities.
Envision 2050: The Greater Lowell Long-Range Transportation Plan (LRTP) (2023)	Envision 2050 identifies and analyzes the Northern Middlesex region's (including Lowell and other smaller municipalities) transportation infrastructure and service improvement needs. The plan covers a 25-year planning horizon and includes strategies for developing an integrated multi-modal transportation network, including pedestrian, biking, and motorized travel.	Envision 2050 provides a list of high-crash locations as an assessment of safety conditions. These locations were a determining factor in understanding existing safety issues and during project selection for the sub-plans.
GoLowell: Multimodal Complete Streets Plan (2021)	The Lowell Multimodal Complete Streets (“GoLowell”) Plan outlines the City’s ambitious mode shift plans to advance active transportation and transit, and decrease vehicle miles traveled and congestion downtown. The plan is primarily	GoLowell Plan provides a proposed pedestrian priority areas and a proposed bike network for Lowell. The recommended locations from this plan were a determining

broken into the Downtown Lowell Multimodal Plan with a focus on transit improvements, and the city-wide Bike Master Plan.	factor during project selection for the sub-plans.

2. Speed Management Subplan

As noted in prior plans, speeding and aggressive driving are the most common driver contributing factors in fatal and serious injury crashes in Lowell. High vehicle speeds, especially, contribute to more severe outcomes in crashes involving vulnerable road users such as people walking, biking, or using a mobility device.

The following section provides a summary of the corridor selection process as well as a summary of existing conditions characteristics of each selected corridor. This existing conditions data will help inform the speed management countermeasures to be recommended for each corridor.

Corridor Selection

Corridors for the Speed Management Sub-Plan were identified through a multi-step process. An initial shortlist for each neighborhood was developed based on crash history, speeding concerns identified by city officials, and locations flagged from previous plans. This preliminary list was reviewed collaboratively with city staff to ensure completeness and to confirm that no relevant streets were omitted. Following this initial review, the shortlist was further refined and prioritized to identify three corridors—one in each neighborhood. This final selection was guided by community feedback gathered during engagement activities in Spring 2025, as well as field observations conducted by the project team. Community input helped highlight where safety improvements were most needed, and field visits helped to determine the complexity of each site and what types of speed management measures could be implemented successfully. **Table 2** provides the initial shortlist of locations as well as the final selected corridor for each neighborhood.

Table 2: Initial shortlist and final selected corridors for the speed management sub-plans.

Neighborhood	Initial shortlisted corridors	Final selected corridor
The Acre	• Fletcher Street • Broadway Street • School Street • Pawtucket Street	• Fletcher Street
Lower Highlands	• Westford Street • Branch Street • Chelmsford Street • Middlesex Street	• Westford Street
Back Central	• Central Street • Lawrence Street • Highland Street/Elm Street	• Central Street

Project Corridors

The following section describes existing street characteristics, speed and volume data, crash summary, field observations, and provides summary of community engagement for each of the three selected speed management corridor. A full breakdown of Automatic Traffic Recorder (ATR) vehicle volume and speed data is provided on **Appendix B**.

Fletcher Street – between Pawtucket Street and Dutton Street

Fletcher Street is a major collector street, connecting Pawtucket Street to Dutton Street in The Acre neighborhood. With curb-to-curb widths ranging between 32-26 feet, Fletcher Street has one travel lane in each direction and on-street parking provided along both sides for most of the corridor. There is a sidewalk provided on both sides of the street, however, there are no bicycle facilities along the corridor. There are no bus routes along the corridor. The corridor provides access to key destinations such as UMass Lowell, North Common Park, Murkland Elementary School, the Raymond Lord Memorial Pool, and the Lowell Senior Center. A Market Basket is located at the intersection with Broadway Street. Land use is mixed, with primarily multifamily housing on the west side and small commercial uses near the southern end.

Recommendations from Prior Plans:

- Complete Streets Project Prioritization Plan: recommends constructing protected bike lanes on both sides of Fletcher Street between Pawtucket Street and Thorndike Street and the installation of a High Intensity Activated Crosswalk, or HAWK signal, across Fletcher Street to improve pedestrian safety.
- GLVZ Plan: recommends bike lanes, crosswalk visibility enhancements, medians/refuge islands, RRFB (Rectangular Rapid-Flash Beacon), and speed humps/cushions throughout corridor.
- GoLowell Plan: recommended as a route on the proposed bike network.

Speed and Volume Observations: Automatic Traffic Recorder (ATR) vehicle volume and speed were collected on Fletcher Street on September 24 and 25, 2025 at two locations. The two locations include Fletcher Street between Varney and Butterfield Street near Murkland Elementary School, and between Franklin Street and Suffolk Street where there is a mix of commercial and dense residential uses. **Table 3** and **Table 4** summarize the existing traffic data including average daily volume, peak hour volumes, vehicle class breakdown, and average speed. Detailed breakdown of the count and speed data is found in **Appendix B**.

Traffic volumes are distributed fairly evenly in both directions with, with mostly light vehicles using the roadway. Of note, the average speed on Fletcher Street between Varney Street and Butterfield Street surpasses the 25-mph speed limit. About 67% of motorists are above the speed limit. This demonstrates the need for speed management, especially as high speeds were observed near Murkland Elementary school. It is possible that higher speeds contributed to the high severity crash at the intersection of Fletcher Street at Varney Street. Speeding along the northern segment of Fletcher Street is likely influenced by steeper grades, fewer intersections and driveways, and the limited presence of curbside parking that would otherwise provide a sense of enclosure. In contrast, the southern segment of Fletcher Street shows lower observed speeds and about 12-13% of motorists traveling above the speed limit. This is likely due to its flatter grades, higher density of intersections and driveways, and more frequent curbside parking on this stretch.

Table 3: Fletcher Street (between Varney Street and Butterfield Street) Weekday Daily Traffic Count and Speed Summary

	Northbound	Southbound	Total
Average Daily Traffic	5,495	6,153	11,648
Peak Hour Volume	487 (8.9%)	379 (6.2%)	842 (7.2%)
Average Speed (mph)	27	27	-
Percent of motorists traveling above speed limit	66%	68%	67%
Speed Limit (mph)	25	25	-
Vehicle Classification			
Light Vehicles	98%	97%	98%
Heavy Vehicles	3%	3%	3%

Table 4: Fletcher Street (between Franklin Street and Suffolk Street) Weekday Daily Traffic Count and Speed Summary

	Northbound	Southbound	Total
Average Daily Traffic	5,473	6,467	11,939
Peak Hour Volume	460 (8.4%)	400 (6.2%)	804 (6.7%)
Average Speed (mph)	21	16	-
Percent of motorists traveling above speed limit	13.5%	12%	12.5%
Speed Limit (mph)	25	25	-
Vehicle Classification			
Light Vehicles	98%	98%	98%
Heavy Vehicles	2%	3%	3%

Crash Summary: Crash data gathered from the MassDOT IMPACT Portal shows that Fletcher Street is a high crash corridor, with approximately 46 injury crashes reported between 2022-2024. Among these crashes, four involved a pedestrian and another four involved a bicyclist. There are four intersections along Fletcher Street where a severe injury or fatality of a pedestrian or bicyclist was reported during this time: Varney Street, Broadway, Suffolk Street, and Dutton Street.

Field Observations Summary: Steep grades along segments of Fletcher Street encourage high vehicle speeds. Some crosswalks along the corridor have reduced visibility, particularly where there are grade changes. The placement of crosswalks right over the crest of vertical curves also poses a danger to pedestrians, as a driver's view of the crossing is obstructed by the grade of the road. In general, there are opportunities to slow down vehicle speeds and improve pedestrian safety at midblock crossings, as well as at multiple intersections.

Westford Street – between Chelmsford Street and Wilder Street

Westford Street between Chelmsford Street and Wilder Street is an arterial street running east-west across the Lower Highlands neighborhood. Westford Street has a typical curb to curb width of 36 feet, with two-way vehicular traffic, and on-street parking provided on both sides of the street. There is a sidewalk provided on both sides of the street, however, there are no bicycle facilities along the corridor. The LRTA (Lowell Regional Transit Authority) bus route #5 operates along the entire length of Westford Street in the eastbound direction, and along Westford Street between Chelmsford Street and Pine Street in the westbound direction. On this segment of Westford Street, there are 7 eastbound stops and 2 westbound stops for the #5 bus. The land-use along Westford Street is primarily residential, with a few clusters of businesses and restaurants located at the eastern end near Chelmsford Street, and between School Street and Loring Street. Armory Park is a point of interest, and while not directly on the corridor, Westford Street provides access to the Gallagher Lowell Train Station adjacent to Chelmsford Street.

Recommendations from Prior Plans:

- Complete Streets Project Prioritization Plan: recommends constructing protected bike lanes along Westford Street between Technology Drive and Thorndike Street.
- GLVZ Plan: recommends conducting an RSA between Chelmsford Street and School Street.
- GoLowell Plan: lists the corridor as a pedestrian priority area and recommends a future bikeway.

Speed and Volume Observations: Automatic Traffic Recorder (ATR) vehicle volume and speed were collected at two locations along Westford Street in September 2025. The two locations include Westford Street between Dover and Walker Street at the western end of the street limits, and east of Royal Street by Armory Park. **Table 5** and **Table 6** summarize the existing traffic data including average daily volume, peak hour volumes, vehicle class breakdown, and average speed. Detailed breakdown of the count and speed data is found in **Appendix B**.

Vehicle volume breakdown is fairly split in both directions, with majority of vehicles classified as light vehicles. While the average speed on both locations are under 25-mph speed limit, there are still 41-42% of motorists traveling at speeds above the speed limit. This highlights that speeding is a concern through this corridor

Table 5: Westford Street (between Dover Street and Walker Street) Weekday Daily Traffic Count and Speed Summary

	Eastbound	Westbound	Total
Average Daily Traffic	4,603	4,382	8,984
Peak Hour Volume	398 (8.6%)	368 (8.4%)	741 (8.2%)
Average Speed (mph)	25	23	-
Percent of motorists traveling above speed limit	47%	34%	41% (average)
Speed Limit (mph)	25	25	-
Vehicle Classification			
Light Vehicles	97%	97%	97%
Heavy Vehicles	3%	3%	3%

Table 6: Westford Street (east of Royal Street) Weekday Daily Traffic Count and Speed Summary

	Eastbound	Westbound	Total
Average Daily Traffic	5,048	3,857	8,905
Peak Hour Volume	395 (7.8%)	346 (9%)	710 (8%)
Average Speed (mph)	24	25	-
Percent of motorists traveling above speed limit	39%	46%	42% (average)
Speed Limit (mph)	25	25	-
Vehicle Classification			
Light Vehicles	97%	97%	97%
Heavy Vehicles	3%	3%	3%

Crash Summary: Crash data gathered from the MassDOT IMPACT Portal shows that Westford Street is a high crash corridor, with approximately 83 injury crashes reported between 2020-2024. Among these crashes, six involved a pedestrian, and one involved a bicyclist. There was one severe injury crash involving a pedestrian on Gates Street.

Field Observations Summary: Speeding was observed along Westford Street likely due to a lack of deflection along the centerline. Vehicles traveling west from Chelmsford Street were cited specifically for speeding, due to the downhill grade at that location. Alternatively, the section of Westford Street between Coral Street and Loring Street was noted for lower speeds, where friction is provided by businesses with building frontages much closer to the street. In general, there are opportunities to reduce vehicle speeds and improve pedestrian crossing visibility along Westford Street.

Central Street – between Charles Street and Gorham Street

Central Street, between Charles Street and Gorham Street, is a major collector street in Back Central neighborhood. The curb-to-curb width of the street varies, but the typical width is approximately 33-36 feet. Central Street generally has two-way traffic with cars parked on-street on both sides of the street. There is a sidewalk provided on both sides of the street, however, there are no bicycle facilities along the corridor. There are no bus routes that operate along this corridor. Central Street has a mix of residential and commercial land-uses. Points of interest along Central Street include The Massachusetts Alliance of Portuguese Speakers, The Portuguese American Civic League, and The Bramerica English Language School, as well as several religious institutions.

Recommendations from Prior Plans: No major recommendations from prior plans for Central Street.

Speed Observations: Automatic Traffic Recorder (ATR) vehicle volume and speed were collected at two locations along Central Street in September 2025. The two locations include Central Street between Union Street and North Street at the northern limit of the street, and between Whipple Street and Floyd Street at the southern limit. **Table 7** and **Table 8** summarize the existing traffic data including average daily volume, peak hour volumes, vehicle class breakdown, and 85th percentile speed. In general, there are more vehicles traveling in the northbound direction than in the southbound. Detailed breakdown of the count and speed data is found in **Appendix B**.

Table 7: Central Street (Between Union Street and North Street) Weekday Daily Traffic Count and Speed Summary

	Northbound	Southbound	Total
Average Daily Traffic	2,342	1,533	3,874
Peak Hour Volume	215 (9.2%)	134 (8.7%)	342 (8.8%)
Average Speed (mph)	20	20	-
Percent of motorists traveling above speed limit	13%	18%	15% (average)
Speed Limit (mph)	25	25	-
Vehicle Classification			
Light Vehicles	98%	96%	97%
Heavy Vehicles	2%	4%	3%

Table 8: Central Street (Between Whipple Street and Floyd Street) Weekday Daily Traffic Count and Speed Summary

	Northbound	Southbound	Total
Average Daily Traffic	3,640	1,967	5,606
Peak Hour Volume	428 (12%)	173 (8.8%)	599 (11%)
Average Speed (mph)	20	20	-
Percent of motorists traveling above speed limit	6%	8%	7% (average)
Speed Limit (mph)	25	25	-
Vehicle Classification			
Light Vehicles	98%	96%	97%
Heavy Vehicles	3%	4%	3%

Crash Summary: Crash data gathered from the MassDOT IMPACT Portal showed that between 2022 and 2024, there were 35 injury crashes on Central Street between Charles Street and Gorham Street. Among these crashes, four involved a pedestrian. Between Whipple Street and Floyd Street, there was one severe injury crash with a pedestrian reported.

Field Observations Summary: Central Street was observed to be very busy, with high speeds, and high parking utilization. Central Street has low curb reveals throughout the corridor, and sidewalk parking was observed everywhere. The condition of the sidewalks throughout the corridor was found to be poor. High speeds were noted specifically from northbound vehicles merging onto Central Street from Veterans Way. High parking utilization was also seen on side streets, obstructing visibility of traffic for turning vehicles, and obstructing visibility of crosswalks. In general, there are opportunities to reduce vehicle speeds, provide more accessible pedestrian space and green space that are appropriate for such a dense neighborhood.

3. Pedestrian Safety and Mobility Subplan

The City of Lowell has laid a strong foundation for advancing pedestrian equity and mobility from prior planning efforts, and various stakeholder and neighborhood outreach efforts. The Pedestrian Safety and Mobility Subplan will help the city move from planning to implementation by compiling the individual requests into a prioritizing list of specific projects that improve safety and mobility for people walking.

The outcome of this process will be a prioritized list of pedestrian safety and accessibility projects tailored for each of the three focus neighborhoods, guiding the city toward equitable and effective implementation.

Intersection Screening Framework

Equity, safety, accessibility, and mobility served as the guiding principles for the intersection screening process and helped shape the screening criteria used. Intersections were first identified by previous mention in a past plan including the following:

- Greater Lowell Vision Zero (GLVZ) Action Plan (2024)
- Lowell Forward Plan (2024)
- Lowell Complete Streets Prioritization Plan (2024)
- Envision 2050 (2023)
- GoLowell Multimodal Complete Streets Plan (2021)

These plans provided a basis for intersections that were considered in need of pedestrian infrastructure improvement. These pre-identified intersections were strong candidates for project selection since their existing issues were already well-documented.

Next, intersections in proximity to major community destinations or areas with significant pedestrian use were considered important projects to include. Intersections near major community destinations or areas with high pedestrian activity were prioritized because improvements in these locations have the greatest impact on safety, accessibility, and mobility. These sites serve many people and often connect to essential places like schools, parks, transit stops, and shopping areas. Enhancing crossings in these areas reduces the risk of pedestrian crashes, supports equitable access for people who walk or use mobility devices, and encourages more walking and transit use by making everyday trips safer and more comfortable. Intersections that were within 1/4 mile of the following major community destinations were included:

- Schools
- Libraries
- Grocery Stores, Food Pantries, Emergency Food Services
- Health Centers
- Housing Authority Units
- Bus Stops
- Senior Centers
- Public Parks
- Neighborhood Business Districts
- Specific Destinations Mentioned in Engagements
- Along a Major Road

Additional screening criteria included if the intersection was previously referenced during Spring 2025 public engagement events and if it was identified as a High Crash Intersection in the GLVZ Action Plan. These criteria would ensure that selected intersections reflect both community priorities and data-driven safety needs. Locations raised during public engagement highlight where residents experience real safety or accessibility concerns, while intersections identified as High Crash Locations in the GLVZ Action Plan are supported by crash data. Considering both perspectives helps focus improvements where they are most needed and most impactful.

Information regarding existing intersection control treatments and previous project recommendations were also collected to further guide the screening process. The initial results of the screening process identified 151 intersections across the Acre, Back Central, and Lower Highlands neighborhoods in need of pedestrian improvements. This list of intersections was moved into the preliminary scoping phase.

Preliminary Project Scoping

Each intersection identified as a candidate for pedestrian improvement projects moved onto the preliminary project scoping process to identify the potential safety treatments that would be most appropriate for each intersection. This process began with a thorough desktop review of all intersections' existing conditions. The existing conditions review documented observations of current pedestrian, accessibility, and safety conditions at intersections. This review recorded information on sidewalk and curb ramp quality, crosswalk markings, pedestrian signals, and bus stop accessibility. Notes also captured details about intersection geometry, such as width, curb radii, and sightlines, and identified opportunities for improvements like curb extensions or raised crossings. Overall, this review provided a snapshot of how well each intersection supported safe and accessible pedestrian movement and where physical or design challenges existed that could be addressed by design countermeasures relevant for this subplan.

From the existing conditions at each intersection, key project types emerged. The following list includes the most pertinent project types to intersections in the Acre, Back Central, and Lower Highlands neighborhoods:

- **Daylighting only:** Removing or restricting parking near intersections or crosswalks to increase visibility between drivers and pedestrians.
- **Accessibility upgrades:** Improvements that bring sidewalks, curb ramps, and crossings into compliance with ADA standards to ensure safe and convenient use for all people, including those with disabilities.
- **Turn calming treatments:** Design features such as hardened centerlines, corner islands, or tighter curb radii that slows turning vehicles and reduces conflicts with pedestrians.
- **Crossing safety treatments:** Enhancements that make it safer and easier for pedestrians to cross streets, such as high-visibility crosswalks, pedestrian median islands, curb extensions, or raised crossings.
- **Pedestrian signal equipment upgrades:** Updates to traffic signal infrastructure to improve pedestrian visibility and safety. This may include adding countdown timers, accessible push buttons, or separate pedestrian signal phases.
- **Geometric changes:** Physical redesigns of an intersection's layout (adjusting lane widths, curb alignments) to shorten crossings, slow vehicle speeds, and improve overall safety and accessibility.

Using the information collected in the screening and existing conditions review, each intersection was assigned at least one project type. For simplicity, these project types were collapsed to just safety projects and accessibility projects. Safety projects encompass daylighting only, turn calming treatments, crossing safety treatments, pedestrian signal equipment upgrades, and geometric changes. Accessibility projects encompass accessibility upgrades. This provided a preliminary basis for project scoping and moved each intersection closer to a comprehensive project scope.

Throughout the intersection screening and preliminary project scoping, the list of intersections was further refined. Between the intersection screening and preliminary project scoping, the list of intersections was presented to the city staff for review and to provide comments on a map platform (**Figure 2**). The city helped identify intersections that currently have improvement projects underway or recently completed, and these intersections were removed from the list. Projects that are already addressed by the Speed Management Subplan were also excluded from consideration. This led to a total of 72 intersection projects as part of the subplan.

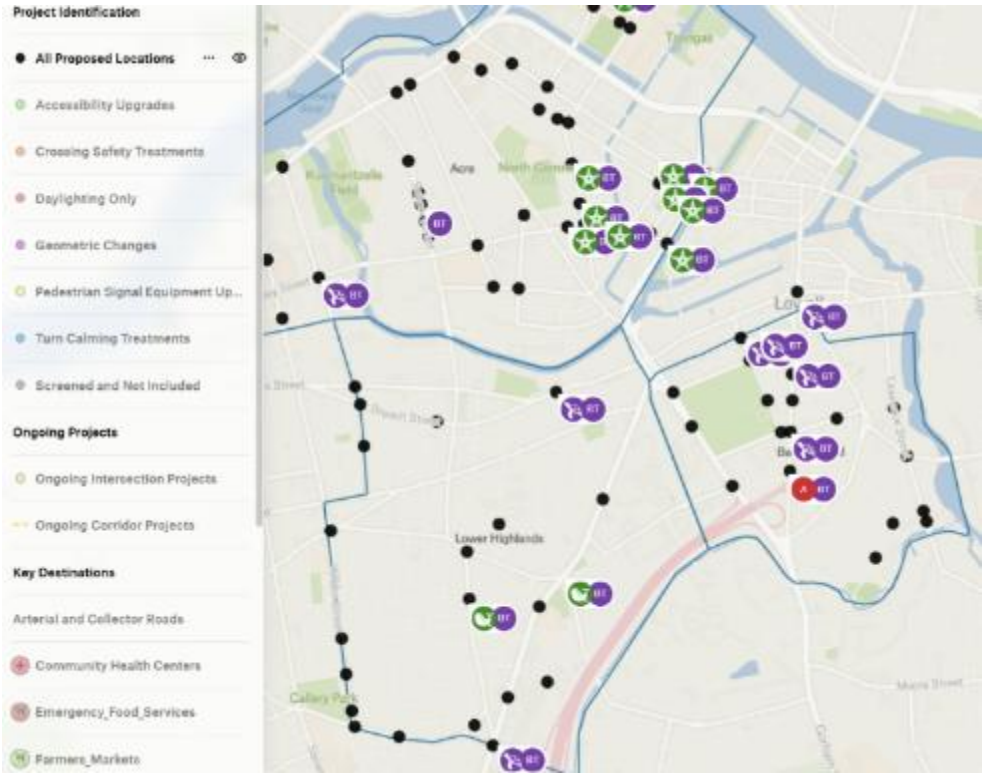


Figure 2: Mapping platform used to gather comments from the city on shortlist of intersections.

The Pedestrian Safety and Mobility Subplan will provide a prioritized list of all 72 projects, with project descriptions and high-level cost opinion. The Subplan will also provide implementation strategies based on project complexities and city's internal capacity for implementation. Overall, the recommendations in the Subplan will move the City of Lowell towards providing safer streets for pedestrian access and mobility in the future.

4. One-Way Circulation Subplan

Developed in the 19th century as housing for Lowell's textile mill workers, the Back Central neighborhood features a dense, walkable street network of narrow streets. Limited on-site parking on many residential lots has led to high levels of on-street parking, including parking on sidewalks, which creates safety and accessibility concerns for pedestrians. As part of the Lowell Safe Streets for All project, the One-Way Circulation Subplan will evaluate opportunities to reduce sidewalk parking by converting select two-way streets to one-way streets.

This section summarizes the existing conditions data utilized to support recommendations in the Subplan. Data included an inventory of streets in the Back Central neighborhood to understand the extent of parking on sidewalks and the basic characteristics of each street as a foundation for identifying candidates for possible conversion of two-way streets to one-way flow.

Desktop Analysis and Field Observations

A block-by-block inventory of all streets/street segments (street width often varies along a single street) was compiled for Back Central using Google Streetview and followed up by field observations conducted during daytime on Wednesday, June 11, 2025. The following characteristics of the street network were identified in the inventory:

- **Curb-to-curb width:** Existing curb-to-curb width on a block-by-block basis (estimated from Google aerial photography/GIS and field checked).
- **On-street parking:** Presence of on-street parking on one, both, or neither side of the street.
- **Traffic flow:** One-way vs. Two-way traffic flow of each street.
- **Sidewalks:** Sidewalks on one, both, or neither side of the street.
- **Parking on sidewalks:** Presence of vehicles parked on sidewalks observed in Google photos and/or in the field.
- **Eligibility for speed humps**: Eligibility for speed humps based on city guidelines. One-way streets often encourage higher speeds so addition of traffic calming elements such as speed humps may be desirable.

The full street inventory of all streets in Back Central (including photos) can be found in **Appendix C.** This inventory was used to determine the degree of sidewalk parking observed on streets of Back Central including both one-way and two-way streets, as shown in **Figure 3**. On streets shown in red, significant parking on sidewalks was observed; streets shown in orange were characterized by one or two vehicles parked on the sidewalk. No parking on sidewalks was observed on streets shown in black, and streets where there are no sidewalks are shown in blue.



Figure 3: Observed Degree of Sidewalk Parking, June 2025

As shown in **Figure 3**, most of the streets in Back Central are characterized by a high degree of parking on sidewalks. Several of these streets already have one-way traffic flow, shown in **Figure 4**. While this one-way circulation study scope focuses on evaluating two-way streets for conversion to one-way flow, ways to address sidewalk parking on existing one-way streets, such as sidewalk reconstruction to raise sidewalk curb reveals or signage and enforcement may be considered by the city to address parking on sidewalks.



Figure 4: Existing One-Way Streets, 2025

Back Central Street Inventory

The following section provides a summary of existing conditions of street/street segments for all existing one-way and two-way streets in Back Central based on their curb-to-curb street widths in ascending order. This inventory provided a useful reference of street characteristics by width in Back Central to help shape future recommendations for the overall Subplan.

Streets that are less than 17 feet wide

The City of Lowell standards for streets include a minimum 10 feet of width for a travel lane, and a minimum of 7 feet for parking. Using these parameters, the first category of streets are those with curb-to-curb widths less than 17 feet. These narrow streets lack space for parking without encroachment onto the sidewalk or into the 10-foot traveled way. **Table 9** provides a list of all streets that are less than 17 feet wide (curb to curb or edge of pavement to edge of pavement) and their associated characteristics.

Table 9: Streets in Back Central that are less than 17 feet wide (curb to curb).

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks	Parking on Sidewalks?	Eligible for Speed Humps?
COURT AVENUE		10	No	Two-Way	No	N/A	No
CHERRY STREET		10	No	Two-Way	No	N/A	No
HUDSON STREET	(Central St to Richmond Ave)	13	No	One-Way	2 Sides	Yes	No
HUDSON STREET	(Richmond Ave to Lawrence St)	13	No	One-Way	2 Sides	Yes	No
COTTAGE STREET		14	No	Two-Way	No	N/A	No
PROSPECT STREET	(Butler to Pine Hill)	14	No	One-Way	2 Sides	Yes	No
CADY STREET		15	1 side	One-Way	2 Sides	Yes	No
RICHMOND STREET		15	No	One-Way	2 Sides	Yes	No
ABBOTT STREET		15	1 side	One-Way	2 Sides	No	Yes
BUTLER AVE	(Gorham to Prospect)	15	1 side	One-Way	2 Sides	Yes	No
BUTLER AVE	(Prospect to Crosby)	15	1 side	One-Way	2 Sides	Yes	No
AUBURN STREET (1 of 2)	(Linden to Chapel)	16	No	Two-Way	No	N/A	No
BASSETT STREET		16	1 side	One-Way	2 Sides	Yes	Yes
FLOYD STREET		16	1 Side	One-Way	2 Sides	Yes	Yes

*Note: Streets highlighted yellow are those where NO sidewalk parking was observed. Streets highlighted in gray are two-way streets.

Below are existing conditions observations for streets in this width category:

- The majority of streets in this width category (nine total) are one-way street segments; only four streets have two-way flow.
- Of the one-way streets, parking is prohibited on four streets. The remaining five one-way streets allow parking on one side of the street, however, this is not compliant with city street standards where the street needs to be at least 17 feet to accommodate on-street parking. It is interesting to note that Abbott Street, a one-way street with parking on one side, is the only street in this width category where sidewalk parking was not observed (excluding streets with no sidewalks).
- There are four two-way streets under 17 feet. These may be candidates for conversion to one-way traffic flow but may also continue as two-way flow, operating as a residential alley given the low volume local access characteristics of the streets. These streets do not have sidewalks and as such, there is no sidewalk parking. On-street parking is not permitted on these streets.

Streets that are between 17 feet and 23 feet wide

Streets that are between 17 feet and 23 feet (curb to curb) are wide enough for one lane of travel and parking on one side but are not wide enough for one lane of travel and parking on both sides. **Table 10** lists all the streets in the Back Central in this width category.

Table 10: Streets in Back Central that are between 17 feet and 23 feet wide (curb to curb).

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks	Parking on Sidewalks?	Eligible for Speed Humps?
GROVES AVENUE		17	1 side	Two-Way	Partial	Yes	No
CHASE STREET		17	2 sides	Two-Way	Partial	Yes	Yes
NEW STREET		17	1 side	One-Way	2 Sides	No	No
NORTH STREET	(Central to Lawrence)	18	1 side	One-Way	2 Sides	No	Yes
RICHMOND AVENUE	(Hudson to Chase St)	18	No	One-Way	No	N/A	No
IRVING STREET		18	1 side	One-Way	No	N/A	No
MEAD STREET		19	1 side	One-Way	2 Sides	No	Yes
LYON STREET		19	1 side	One-Way	2 Sides	Yes	Yes
PINE HILL STREET	(Chambers to Irving)	19	1 side	One-Way	Partial	Yes	No
CHAMBERS STREET (1 of 4)	Gorham to Pine Hill St	19	2 sides	Two-Way	1 Side	No	Yes
CENTRE STREET		20	1 side	Two-Way	2 Sides	Yes	Yes
AMES STREET		20	2 sides	One-Way	2 Sides	Yes	Yes
AUBURN STREET (2 of 2)	(Gorham to Linden)	20	2 sides	Two-Way	2 Sides	Yes	Yes
POLLARD STREET	(Linden to Chapel)	20	1 side	One-Way	2 Sides	No	No
KEENE STREET	(Gorham to Chapel)	20	2 sides	Two-Way	2 Sides	Yes	Yes
RICHMOND AVENUE	(Abbott to Hudson)	20	1 side	One-Way	No	No	No
KINSMAN STREET	Crosby St to Chambers St	20	2 sides	Two-Way	2 Sides	Yes	Yes
LINDEN STREET	Elm St to Auburn St (Google)	20	1 side	One-Way	2 Sides	No	Yes
LINDEN STREET	Auburn to Pollard (Google)	20	1 side	One-Way	2 Sides	No	Yes
SWIFT STREET		21	1 side	One-Way	2 Sides	No	Yes
CHAMBERS STREET (2 of 4)	Pine Hill to Irving	21	2 sides	Two-Way	1 Side	N/A	Yes
CHAMBERS STREET (3 of 4)	Irving to Kinsman	21	2 sides	Two-Way	1 Side	Yes	Yes
ELM STREET (1 of 3)	(Linden to Chapel)	22	No	Two-Way	2 Sides	No	Conditional
CROSBY STREET (1 of 3)	(Central to Butler)	22	2 sides	Two-Way	2 Sides	Yes	Yes
CROSBY STREET (2 of 3)	(Butler to New)	22	2 sides	Two-Way	2 Sides	Yes	Yes
UNION STREET	(Chapel to Central)	22	2 sides	Two-way	2 Sides	Yes	Yes
UNION STREET	(Linden to Chapel)	23	2 sides	Two-way	2 Sides	Yes	Yes
KINSMAN STREET	Floyd St to Crosby St	23	2 sides	Two-Way	2 Sides	Yes	Yes

*Note: Streets highlighted yellow are those where NO sidewalk parking was observed. Streets highlighted in grey are two-way streets. Streets with parking on two sides (noted in boxes) do not comply with city standards for the traveled way.

Below are existing conditions observations for streets in this width category:

- All of the streets in this category are too narrow for parking on both sides of the street, however, almost half of the streets (13 of 28 segments) do not restrict parking to one side of the street.
- Of the 28 street segments in this category, ten did not appear to have sidewalk parking (highlighted in yellow). All of these streets are one-way streets with parking on one side. There are two special cases: Elm Street, a collector street, accommodates two-way traffic flow with no on-street parking; and Chambers Street where there is a sidewalk on one side only.
- There are 14 two-way street segments in this category that currently accommodate two-way traffic flow and parking on both sides of the street, even though the streets are too narrow for this configuration. Under a Yield Street approach, depending on the utilization of on-street parking, these streets may accommodate two-way flow but not parking on both sides of the street. The larger issue for streets in this width category will be restricting parking to one side of the street.

Streets that are 24 feet wide and greater

Streets with curb-to-curb width that are 24 feet wide or greater are wide enough to accommodate a one-way traffic flow and parking on both sides of the street. **Table 11** lists all the streets in the Back Central study area that are greater than or equal to 24 feet wide.

Table 11: Streets in Back Central that are 24 feet wide or greater (curb to curb).

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks	Parking on Sidewalks?	Eligible for Speed Humps?
HOBSON STREET		24	2 sides	One-Way	2 Sides	Yes	Yes
WALNUT STREET (1 of 2)	Chapel to Central	24	2 sides	Two-Way	2 Sides	Yes	Yes
KINSMAN STREET	(Whipple to Floyd)	24	2 sides	Two-Way	2 Sides	Yes	Yes
ELM STREET (2 of 3)	(Gorham to Linden)	25	1 side	Two-Way	2 Sides	No	conditional
ELM STREET (3 of 3)	(Chapel to Central)	25	No	Two-Way	2 Sides	No	conditional
CHAPEL STREET (1 of 8)	Centre St to Elm St	25	2 sides	Two-Way	2 Sides	Yes	Yes
CHAPEL STREET (2 of 8)	Elm St to Auburn	25	2 sides	Two-Way	2 Sides	Yes	Yes
WALNUT STREET (2 of 2)	(Gorham to Chapel)	26	2 sides	One-Way	2 Sides	No	Yes
WATSON STREET		26	2 sides	Two-Way	2 Sides	No	Yes
PINE HILL STREET	(Prospect to Irving)	26	2 Sides	One-Way	No	N/A	No
CROSBY STREET (3 of 3)	(Kinsman to Newhall)	27	2 sides	Two-Way	2 Sides	Yes	Yes
NEWHALL STREET	Whipple St to Crosby St	27	2 sides	Two-Way	2 Sides	No	Yes
NEWHALL STREET	Crosby to Chambers	27	2 sides	Two-Way	2 Sides	No	Yes
CHAPEL STREET (3 of 8)	Union St to Centre St	27	2 sides	Two-Way	2 Sides	Yes	Yes
CHAPEL STREET (4 of 8)	Auburn to Pollard	27	2 sides	Two-Way	2 Sides	Yes	Yes
CHAPEL STREET (5 of 8)	Pollard to Walnut	27	2 sides	Two-Way	2 Sides	Yes	Yes
MILL STREET		28	2 sides	One-Way	2 Sides	No	No
WAMESIT STREET		28	1 side	Two-Way	2 Sides	Yes	No
CEDAR STREET		28	2 sides	One-Way	2 Sides	Yes	Yes
PROSPECT STREET	(Central St to Butler)	28	2 sides	One-Way	2 Sides	Yes	No
WHIPPLE STREET (1 of 4)	Central St to Mead St	28	2 sides	Two-Way	2 Sides	Yes	Yes
WHIPPLE STREET (2 of 4)	Mead St to Kinsman St	28	2 sides	Two-Way	2 Sides	Yes	Yes
CHAPEL STREET (6 of 8)	Charles to Union St	28	2 sides	Two-Way	2 Sides	Yes	Yes
CHAPEL STREET (7 of 8)	Walnut to Keene	28	2 sides	Two-Way	2 Sides	Yes	Yes
CHAPEL STREET (8 of 8)	Keene to Central St	28	2 sides	Two-Way	2 Sides	No	Yes
LINDEN STREET	North of Elm St (Field Visit 5/5)	28	2 sides	One-Way	2 Sides	No	Yes
LINDEN STREET	Union St to Hobson/Cherry (Google)	28	2 sides	One-Way	2 Sides	No	Yes
WHIPPLE STREET (3 of 4)	Kinsman St to Watson St	29	2 sides	Two-Way	2 Sides	Yes	Yes
CHAMBERS STREET (4 of 4)	Kinsman to Newhall	29	2 sides	Two-Way	1 Side	No	Yes
CROSBY STREET	(New to Kinsman)	30	2 sides	Two-Way	2 Sides	Yes	Yes
CENTRAL STREET	Centre St to Cottage St	32	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Abbott St to Hudson	32	2 sides	Two-Way	2 Sides	No	No
WHIPPLE STREET (4 of 4)	Watson St to dead end	33	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Union St to Centre St	33	2 sides	Two-Way	2 Sides	Yes	No

*Note: Streets highlighted yellow are those where NO sidewalk parking was observed. Street highlighted in grey are two-way streets.

Below are existing conditions observations for streets in this width category:

- With a few exceptions, all streets in this width category are two-way streets with parking on both sides of the street.
- Several of these streets did not appear to have parking on sidewalks. These streets include Watson Street, Newhall Street, a block of Chapel Street, a block of Whipple Street, and a couple of blocks of Central Street. Watson and Newhall Street may be able to continue to function as two-way Yield Streets.

Streets that are 34 feet wide and greater

Streets in this category are wide enough to meet minimum standards for two-way travel and parking on both sides of the street. These street segments are listed in **Table 12** below. Parking on sidewalks was not observed on these streets except for one block of Central Street. This can be addressed through enforcement.

Table 12: Streets in Back Central 34 feet wide and greater (curb to curb).

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks	Parking on Sidewalks?	Eligible for Speed Humps?
UNION STREET	Gorham to Linden	34	2 sides	Two-Way	2 sides	No	Yes
CENTRAL STREET	Charles St to Union St	35	2 sides	Two-Way	2 Sides	Yes	No
CENTRAL STREET	Cottage St to Ames St	35	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Hudson to Chapel St	35	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Floyd to Lyon	35	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Lyon to Crosby	35	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Crosby to Prospect St	35	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Prospect to Gorham	35	2 sides	Two-Way	2 Sides	No	No
CENTRAL STREET	Chapel to Floyd	37	2 sides	Two-Way	2 Sides	No	No

Two-Way Street Inventory Summary

A summary of street conditions for two-way streets/street segments in Back Central can be found in **Table 13**. Two-Way street segments with observed sidewalk parking are highlighted in grey. These are the streets / street segments that are of concern in this supplemental plan. Existing one-way streets provide a useful reference of one-way street precedents in the Back Central neighborhood.

Table 13: Street Inventory Summary, Two-Way Streets, 2025

STREET	LIMITS	Curb to Curb WIDTH (ft)	PARKING (no, 1 side, 2 sides)	SIDEWALKS (no, 1 side, 2 sides)	PARKING ON SIDEWALKS	SPEED HUMP ELIGIBLE
AUBURN ST. (1 of 2)	Gorham to Linden	20	2 sides	2 Sides	Yes	Yes
AUBURN ST. (2 of 2)	Linden to Chapel	16	2 sides	No	N/A	No
CENTRAL ST. (1 of 11)	Charles St to Union St	35	2 sides	2 Sides	Yes	No
CENTRAL ST. (2 of 11)	Union St to Centre St	33	2 sides	2 Sides	Yes	No
CENTRAL ST. (3 of 11)	Centre St to Cottage St	32	2 sides	2 Sides	No	No
CENTRAL ST. (4 of 11)	Cottage St to Ames St	35	2 sides	2 Sides	No	No
CENTRAL ST. (5 of 11)	Abbott St to Hudson	32	2 sides	2 Sides	No	No
CENTRAL ST. (6 of 11)	Hudson to Chapel St	35	2 sides	2 Sides	No	No
CENTRAL ST. (7 of 11)	Chapel to Floyd	37	2 sides	2 Sides	No	No
CENTRAL ST. (8 of 11)	Floyd to Lyon	35	2 sides	2 Sides	No	No
CENTRAL ST. (9 of 11)	Lyon to Crosby	35	2 sides	2 Sides	No	No
CENTRAL ST. (10 of 11)	Crosby to Prospect St	35	2 sides	2 Sides	No	No
CENTRAL ST. (11 of 11)	Prospect to Gorham	35	2 sides	2 Sides	No	No
CENTRE ST.	Chapel to Central St	20	1 side	2 Sides	Yes	Yes
CHAMBERS ST. (1 of 4)	Gorham to Pine Hill St	19	2 sides	1 Side	No	Yes
CHAMBERS ST. (2 of 4)	Pine Hill to Irving	21	2 sides	1 Side	N/A	Yes
CHAMBERS ST. (3 of 4)	Irving to Kinsman	21	2 sides	1 Side	Yes	Yes
CHAMBERS ST. (4 of 4)	Kinsman to Newhall	29	2 sides	1 Side	No	Yes

STREET	LIMITS	Curb to Curb WIDTH (ft)	PARKING (no, 1 side, 2 sides)	SIDEWALKS (no, 1 side, 2 sides)	PARKING ON SIDEWALKS	SPEED HUMP ELIGIBLE
CHAPEL ST. (1 of 8)	Charles to Union St	28	2 sides	2 Sides	Yes	Yes
CHAPEL ST. (2 of 8)	Union St to Centre St	27	2 sides	2 Sides	Yes	Yes
CHAPEL ST. (3 of 8)	Centre St to Elm St	25	2 sides	2 Sides	Yes	Yes
CHAPEL ST. (4 of 8)	Elm St to Auburn	25	2 sides	2 Sides	Yes	Yes
CHAPEL ST. (5 of 8)	Auburn to Pollard	27	2 sides	2 Sides	Yes	Yes
CHAPEL ST. (6 of 8)	Pollard to Walnut	27	2 sides	2 Sides	Yes	Yes
CHAPEL ST. (7 of 8)	Walnut to Keene	28	2 sides	2 Sides	Yes	Yes
CHAPEL ST. (8 of 8)	Keene to Central St	28	2 sides	2 Sides	No	Yes
CHASE ST.	Swift St to Whipple St	17	2 sides	Partial	Yes	Yes
CHERRY ST.	Linden to Chapel	10	No	No	N/A	No
COTTAGE ST.	Chapel to Central St	14	No	No	N/A	No
COURT AVE.	Linden to Chapel	10	No	No	N/A	No
CROSBY ST. (1 of 4)	Central to Butler	22	2 sides	2 Sides	Yes	Yes
CROSBY ST. (2 of 4)	Butler to New	22	2 sides	2 Sides	Yes	Yes
CROSBY ST. (3 of 4)	New to Kinsman	30	2 sides	2 Sides	Yes	Yes
CROSBY ST. (4 of 4)	Kinsman to Newhall	27	2 sides	2 Sides	Yes	Yes
ELM ST. (1 of 3)	Gorham to Linden	25	1 side	2 Sides	No	Conditional
ELM ST. (2 of 3)	Linden to Chapel	22	No	2 Sides	No	Conditional
ELM ST. (3 of 3)	Chapel to Central	25	No	2 Sides	No	Conditional
GROVES AVE.	Dead End Street	17	1 side	Partial	Yes	No
KEENE ST.	Gorham to Chapel	20	2 sides	2 Sides	Yes	Yes
KINSMAN ST. (1 of 3)	Chambers St to Crosby St	20	2 sides	2 Sides	Yes	Yes
KINSMAN ST. (2 of 3)	Crosby St to Floyd St	23	2 sides	2 Sides	Yes	Yes
KINSMAN ST. (3 of 3)	Floyd to Whipple	24	2 sides	2 Sides	Yes	Yes
NEWHALL ST. (1 of 2)	Whipple St to Crosby St	27	2 sides	2 Sides	No	Yes
NEWHALL ST. (2 of 2)	Crosby to Chambers	27	2 sides	2 Sides	No	Yes

STREET	LIMITS	Curb to Curb WIDTH (ft)	PARKING (no, 1 side, 2 sides)	SIDEWALKS (no, 1 side, 2 sides)	PARKING ON SIDEWALKS	SPEED HUMP ELIGIBLE
UNION ST. (1 of 3)	Gorham to Linden	34	2 sides	2 sides	No	Yes
UNION ST. (2 of 3)	Linden to Chapel	23	2 sides	2 Sides	Yes	Yes
UNION ST. (3 of 3)	Chapel to Central	22	2 sides	2 Sides	Yes	Yes
WALNUT ST.	Chapel to Central	24	2 sides	2 Sides	Yes	Yes
WAMESIT ST.	Central to Lawrence	28	1 side	2 Sides	Yes	No
WATSON ST.	Whipple to Lawrence	26	2 sides	2 Sides	No	Yes
WHIPPLE ST. (1 of 4)	Central St to Mead St	28	2 sides	2 Sides	Yes	Yes
WHIPPLE ST. (2 of 4)	Mead St to Kinsman St	28	2 sides	2 Sides	Yes	Yes
WHIPPLE ST. (3 of 4)	Kinsman St to Watson St	29	2 sides	2 Sides	Yes	Yes
WHIPPLE ST. (4 of 4)	Watson St to dead end	33	2 sides	2 Sides	No	No

Existing Conditions Key Observations

- The incidence of parking on sidewalks is extensive in Back Central. The neighborhood is developed with many multi-family buildings on narrow streets, many of which have limited opportunities for off-street parking.
- Many sidewalks are in deteriorated condition with low curb reveals which encourages parking on sidewalks (see **Figure 5**).



Figure 5: Chapel Street: deteriorated sidewalks with low curb reveals encourage sidewalk parking. (Google Streetview, 2025)

- Constructing sidewalks with standard curb reveals, striped parking zones, and posting no parking signage has successfully discouraged sidewalk parking on Linden Street and Pollard Street (see **Figure 6**).
- There are some streets that lack an ADA-compliant accessible route of unobstructed sidewalk on at least one side of the street (**Figure 7**)**.** Obstacles like utility poles in the middle of the sidewalk are present on several streets and in these cases, sidewalk widening may be necessary to comply with ADA standards. Due to the location of existing drainage structures, widening sidewalks would be costly for many streets. Potential changes to existing curblines will be addressed at the project design level.



Figure 6: A recent one-way conversion on Linden Street with new sidewalks and striped parking zones discourages sidewalk parking.



Figure 7: Sidewalk obstructed by utility poles and vehicles parked on sidewalks create difficult conditions for pedestrians. Picture shows Union Street between Chapel Street and Central Street.

- Traffic calming elements such as speed humps, curb extensions and creating a chicane by alternating on street parking side to side should be considered at the project design phase to mitigate speeding on one-way streets.
- Many residential streets are narrow, low volume streets with on-street parking which discourage speeding. There are, however, several higher volume collector streets that were identified by the public and through field reconnaissance as having speeding concerns. Streets identified as a concern for speeding include:
    - Central Street
    - Elm Street
    - Newhall Street
    - Kinsman Street
    - Wamesit Street
- In addition to speeding, concern about vehicles parked close to intersections where there are pedestrian crossings raised concerns about pedestrian safety due to diminished sight distances. These concerns are addressed in the Speed Management and Pedestrian Safety and Mobility Supplemental Plans.

Appendix A

Intersections and Corridors Identified in Prior Plans

Table 14: Intersections and corridors within all three neighborhoods identified in prior plans

Corridors/Location	Plan Found In	Neighborhood	Context
Gorham St TIP to Highland St	Envision 2050	Back Central	High crash intersection for Envision 2050
Gorham St at Union St	Envision 2050	Back Central	High crash intersection for Envision 2050
Chelmsford Street (Rt 110)	Greater Lowell VZ Action Plan, GoLowell	Lower Highlands	RSA Location - Prioritized Project List (Thorndike Street (Rt 3A) to Plain Street), Proposed bike network in GoLowell
Westford Street	Greater Lowell VZ Action Plan, GoLowell	Lower Highlands	RSA Location - Prioritized Project List (School Street to Chelmsford Street)
Plain Street	GoLowell	Lower Highlands	RSA and Walkability Audit (Chelmsford to Main St)
Middlesex Street	GoLowell	Lower Highlands	RSA and Walkability Audit (School Street to Gorham)
Powell Street	GoLowell	Lower Highlands	Proposed Neighborway in GoLowell - near term rec
Parker Street	GoLowell	Lower Highlands	Pine Street to Chelmsford Street - medium term project
Chelmsford St at Westford St	GoLowell, Envision 2050	Lower Highlands	Protected bike lane design, curb extensions, intersection islands. High crash intersection for Envision 2050
Chelmsford St at Plain St	GoLowell, Envision 2050	Lower Highlands	Curb extension, sidewalk extension, raised crosswalk, bike lanes, High crash intersection for Envision 2050.
Hale St at YMCA Drive	GoLowell	Lower Highlands	Upgrading sidewalk for bus stop with bus shelter, etc
Westford St at Wilder St	Envision 2050	Lower Highlands	High crash intersection for Envision 2050
Westford St at School St	Envision 2050	Lower Highlands	High crash intersection for Envision 2050
Middlesex Street at School St	Envision 2050	Lower Highlands	High crash intersection for Envision 2050
Westford St at Smith St	Envision 2050	Lower Highlands	High crash intersection for Envision 2050
Chelmsford St and Parker St	Envision 2050	Lower Highlands	High crash intersection for Envision 2050
Chelmsford St at Lincoln St	Envision 2050	Lower Highlands	High crash intersection for Envision 2050
Merrimack Street	Greater Lowell VZ Action Plan, GoLowell	The Acre	RSA Location - Prioritized Project List (Cabot Street to Pawtucket Street, Aiken to Nesmith)

Fletcher St	Greater Lowell VZ Action Plan, GoLowell	The Acre	Non-RSA Location - bike lanes, crosswalk visibility enhancements, medians/ refuge islands, RRFB. Intersections, speed humps / cushions. In GoLowell bike plan
Riverwalk	GoLowell	The Acre	RSA and Walkability Audit (Aiken to Bridge Street)
School St	GoLowell	The Acre	In GoLowell bike network
Broadway	GoLowell	The Acre	In GoLowell bike network - Dutton to Pawtucket, bike, ped, transit project
Aiken Avenue	GoLowell	The Acre	Near-term bike project between Merrimack St to city limit
School St at Broadway	GoLowell, Envision 2050	The Acre	Curb extensions and curb radius reduction on all corners. High crash intersection for Envision 2050.
School St at Branch St	Envision 2050	The Acre	High crash intersection for Envision 2050
Fletcher St at Bowers St	Envision 2050	The Acre	High crash intersection for Envision 2050
Broadway at Fletcher Street	Envision 2050	The Acre	High crash intersection for Envision 2050
School St at Pawtucket Blvd	Envision 2050	The Acre	High crash intersection for Envision 2050
Aiken St at Perkins St	Envision 2050	The Acre	High crash intersection for Envision 2050
Merrimack St at Cabot St	Envision 2050	The Acre	High crash intersection for Envision 2050
School St at Rock St	Envision 2050	The Acre	High crash intersection for Envision 2050
Broadway at Walker St	Envision 2050	The Acre	High crash intersection for Envision 2050
Broadway at Mt Vernon St	Envision 2050	The Acre	High crash intersection for Envision 2050
Father Morrisette Blvd at Aiken St	Envision 2050	The Acre	High crash intersection for Envision 2050

Appendix B

Speed and Vehicular Traffic Volume Data

Prepared by National Data & Surveying Services

CLASSIFICATION

Westford St/SR 3A Bet Dover St & Walker St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_001

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	39	0	0	0	0	0	0	0	0	0	0	0	39	0	66	1	0	0	0	0	0	0	0	0	0	0	67
1:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	35	0	0	0	0	0	0	0	0	0	0	0	35
2:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	24	1	0	0	0	0	0	0	0	0	0	0	25
3:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	23	0	0	0	0	0	0	0	0	0	0	0	23
4:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	34	1	0	0	0	0	0	1	0	0	0	0	36	0	61	3	0	0	0	0	0	1	0	0	0	0	65
5:00	0	64	6	0	1	0	0	0	0	0	0	0	0	71	0	119	3	0	1	0	0	0	0	0	0	0	0	123	0	183	9	0	2	0	0	0	0	0	0	0	0	194
6:00	0	132	23	9	0	2	0	0	0	0	0	0	0	166	0	136	23	8	0	0	0	0	1	0	0	0	0	168	0	268	46	17	0	2	0	0	1	0	0	0	0	334
7:00	0	265	21	14	5	0	0	0	0	0	0	0	0	305	0	230	38	11	1	1	0	0	0	0	0	0	0	281	0	495	59	25	6	1	0	0	0	0	0	0	0	586
8:00	0	240	32	12	6	0	0	0	0	0	0	0	0	290	0	205	24	9	5	0	0	0	0	0	0	0	0	243	0	445	56	21	11	0	0	0	0	0	0	0	0	533
9:00	0	172	28	4	4	0	0	1	0	0	0	0	0	209	1	170	34	3	4	0	0	1	1	0	0	0	0	214	1	342	62	7	8	0	0	2	1	0	0	0	0	423
10:00	1	222	21	2	7	0	0	0	1	0	0	0	0	254	0	197	27	1	4	1	0	0	0	0	0	0	0	230	1	419	48	3	11	1	0	0	1	0	0	0	0	484
11:00	0	245	28	9	3	0	0	0	0	0	0	0	0	285	0	189	32	3	7	0	0	1	0	0	0	0	0	232	0	434	60	12	10	0	0	1	0	0	0	0	0	517
12:00	0	235	34	3	6	1	0	1	0	0	0	0	0	280	0	231	37	3	6	0	0	0	0	0	0	0	0	277	0	466	71	6	12	1	0	1	0	0	0	0	0	557
13:00	0	232	48	3	5	3	0	0	0	0	0	0	0	291	0	240	38	7	3	0	0	2	0	0	0	0	0	290	0	472	86	10	8	3	0	2	0	0	0	0	0	581
14:00	0	291	41	5	7	3	0	0	0	0	0	0	0	347	0	274	32	2	8	1	0	0	0	0	0	0	0	317	0	565	73	7	15	4	0	0	0	0	0	0	0	664
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16:00	0	309	33	10	3	0	0	0	0	0	0	0	0	355	0	318	30	2	4	0	0	0	0	0	0	0	0	354	0	627	63	12	7	0	0	0	0	0	0	0	0	709
17:00	0	347	31	3	1	0	0	0	0	0	0	0	0	382	0	331	25	3	1	0	0	0	0	0	0	0	0	360	0	678	56	6	2	0	0	0	0	0	0	0	0	742
18:00	0	268	20	2	1	0	0	0	0	0	0	0	0	291	0	251	8	2	2	0	0	0	0	0	0	0	0	263	0	519	28	4	3	0	0	0	0	0	0	0	0	554
19:00	0	179	11	1	0	0	0	0	0	0	0	0	0	191	0	190	8	1	1	0	0	0	0	0	0	0	0	200	0	369	19	2	1	0	0	0	0	0	0	0	0	391
20:00	0	158	11	0	0	0	0	0	0	0	0	0	0	169	0	133	5	0	0	0	0	0	0	0	0	0	0	138	0	291	16	0	0	0	0	0	0	0	0	0	0	307
21:00	0	109	10	0	0	0	0	0	0	0	0	0	0	119	0	117	6	0	0	0	0	0	0	0	0	0	0	123	0	226	16	0	0	0	0	0	0	0	0	0	0	242
22:00	0	75	3	0	0	0	0	0	0	0	0	0	0	78	0	67	2	0	0	0	0	0	0	0	0	0	0	69	0	142	5	0	0	0	0	0	0	0	0	0	0	147
23:00	0	58	4	0	0	0	0	0	1	0	0	0	0	63	0	57	0	0	0	0	0	0	0	0	0	0	0	57	0	115	4	0	0	0	0	0	1	0	0	0	0	120
Totals	**1**	**4,017**	**445**	**83**	**56**	**10**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**4,616**	**1**	**3,820**	**406**	**62**	**53**	**3**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**4,352**	**2**	**7,837**	**851**	**145**	**109**	**13**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**8,968**
% of Totals	0%	87%	10%	2%	1%	0%		0%	0%					100%	0%	88%	9%	1%	1%	0%		0%	0%					100%	0%	87%	9%	2%	1%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



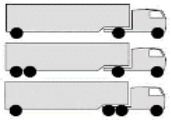
#5 2-Axle, 6-Tire Single Units



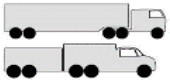
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1436	162	50	26	2	0	1	1	0	0	0	0	1679	1	1359	183	35	22	2	0	2	3	0	0	0	0	1607	2	2795	345	85	48	4	0	3	4	0	0	0	0	3286
%	0%	31%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	31%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%	0%	31%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	9:30	7:15	11:30	6:45	9:30	5:45	0:00	8:45	10:00	0:00	0:00	0:00	0:00	7:15	8:45	7:00	7:15	6:15	10:15	6:15	0:00	8:45	3:45	0:00	0:00	0:00	0:00	7:00	9:30	7:15	11:45	6:45	9:30	6:15	0:00	8:45	3:45	0:00	0:00	0:00	0:00	7:15
Peak Volume	1	283	39	18	8	2	0	1	1	0	0	0	0	332	1	230	39	12	8	1	0	1	1	0	0	0	0	281	2	503	74	30	13	3	0	2	1	0	0	0	0	602
12:00 - 24:00	0	2581	283	33	30	8	0	1	1	0	0	0	0	2937	0	2461	223	27	31	1	0	2	0	0	0	0	0	2745	0	5042	506	60	61	9	0	3	1	0	0	0	0	5682
%	0%	56%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	57%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%	0%	56%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
Peak Hour	12:00	16:45	13:45	15:45	14:45	12:45	12:00	12:00	23:00	12:00	12:00	12:00	12:00	16:45	12:00	17:00	13:15	12:30	14:00	13:15	12:00	13:00	12:00	12:00	12:00	12:00	12:00	17:00	12:00	17:00	13:45	15:30	14:00	13:15	12:00	12:15	23:00	12:00	12:00	12:00	12:00	16:45
Peak Volume	0	357	50	11	9	3	0	1	1	0	0	0	0	397	0	331	43	7	8	1	0	2	0	0	0	0	0	360	0	678	91	17	15	4	0	2	1	0	0	0	0	743
07:00 - 09:00	0	505	53	26	11	0	0	0	0	0	0	0	0	595	0	435	62	20	6	1	0	0	0	0	0	0	0	524	0	940	115	46	17	1	0	0	0	0	0	0	0	1119
%	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	7:00	7:15	7:15	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:00	7:15	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:15	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	0	283	32	14	6	0	0	0	0	0	0	0	0	332	0	230	39	11	5	1	0	0	0	0	0	0	0	281	0	503	71	25	11	1	0	0	0	0	0	0	0	602
16:00 - 18:00	0	656	64	13	4	0	0	0	0	0	0	0	0	737	0	649	55	5	5	0	0	0	0	0	0	0	0	714	0	1305	119	18	9	0	0	0	0	0	0	0	0	1451
%	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	16:00	16:45	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	17:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	0	357	38	10	3	0	0	0	0	0	0	0	0	397	0	331	30	3	4	0	0	0	0	0	0	0	0	360	0	678	64	12	7	0	0	0	0	0	0	0	0	743

Prepared by National Data & Surveying Services

CLASSIFICATION

Westford St/SR 3A Bet Dover St & Walker St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	23	0	0	0	0	0	0	0	0	0	0	23
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	0	0	0	0	0	0	0	0	0	0	15
0:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	1	0	0	0	0	0	0	0	0	0	16
0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	13	0	0	0	0	0	0	0	0	0	0	13
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	9
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	12
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	6
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	8
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	11
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	4
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	7
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	0	0	0	0	0	0	0	0	7
3:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	0	0	0	0	0	0	9
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	7
4:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	12	0	0	0	0	0	0	0	0	0	0	12
4:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	1	0	0	0	0	12	0	16	1	0	0	0	0	0	1	0	0	0	18
4:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	26	2	0	0	0	0	0	0	0	0	0	28
5:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	31	2	0	1	0	0	0	0	0	0	0	34
5:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	30	1	0	1	0	0	0	0	0	0	0	0	32	0	48	2	0	1	0	0	0	0	0	0	0	51
5:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	46	2	0	0	0	0	0	0	0	0	0	48
5:45	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	58	3	0	0	0	0	0	0	0	0	0	61
6:00	0	27	5	1	0	0	0	0	0	0	0	0	0	33	0	26	5	1	0	0	0	1	0	0	0	0	0	33	0	53	10	2	0	0	0	0	1	0	0	0	66
6:15	0	26	2	1	0	1	0	0	0	0	0	0	0	30	0	41	3	2	0	0	0	0	0	0	0	0	0	46	0	67	5	3	0	1	0	0	0	0	0	0	76
6:30	0	46	7	2	0	1	0	0	0	0	0	0	0	56	0	30	6	2	0	0	0	0	0	0	0	0	0	38	0	76	13	4	0	1	0	0	0	0	0	0	94
6:45	0	33	9	5	0	0	0	0	0	0	0	0	0	47	0	39	9	3	0	0	0	0	0	0	0	0	0	51	0	72	18	8	0	0	0	0	0	0	0	0	98
7:00	0	35	3	4	0	0	0	0	0	0	0	0	0	42	0	57	4	5	0	1	0	0	0	0	0	0	0	67	0	92	7	9	0	1	0	0	0	0	0	0	109
7:15	0	80	6	4	0	0	0	0	0	0	0	0	0	90	0	63	11	2	0	0	0	0	0	0	0	0	0	76	0	143	17	6	0	0	0	0	0	0	0	0	166
7:30	0	69	9	5	4	0	0	0	0	0	0	0	0	87	0	59	12	2	0	0	0	0	0	0	0	0	0	73	0	128	21	7	4	0	0	0	0	0	0	0	160
7:45	0	81	3	1	1	0	0	0	0	0	0	0	0	86	0	51	11	2	1	0	0	0	0	0	0	0	0	65	0	132	14	3	2	0	0	0	0	0	0	0	151
8:00	0	53	14	1	1	0	0	0	0	0	0	0	0	69	0	47	5	3	1	0	0	0	0	0	0	0	0	56	0	100	19	4	2	0	0	0	0	0	0	0	125
8:15	0	68	6	2	0	0	0	0	0	0	0	0	0	76	0	43	9	3	1	0	0	0	0	0	0	0	0	56	0	111	15	5	1	0	0	0	0	0	0	0	132
8:30	0	61	4	2	2	0	0	0	0	0	0	0	0	69	0	60	7	1	2	0	0	0	0	0	0	0	0	70	0	121	11	3	4	0	0	0	0	0	0	0	139
8:45	0	58	8	7	3	0	0	0	0	0	0	0	0	76	0	55	3	2	1	0	0	0	0	0	0	0	0	61	0	113	11	9	4	0	0	0	0	0	0	0	137
9:00	0	55	9	1	0	0	0	0	0	0	0	0	0	65	0	33	7	1	0	0	0	0	0	0	0	0	0	41	0	88	16	2	0	0	0	0	0	0	0	0	106
9:15	0	42	5	2	0	0	0	0	0	0	0	0	0	49	0	44	7	0	1	0	0	0	0	0	0	0	0	52	0	86	12	2	1	0	0	0	0	0	0	0	101
9:30	0	41	6	0	2	0	0	1	0	0	0	0	0	50	1	50	15	2	1	0	0	1	1	0	0	0	0	71	1	91	21	2	3	0	0	2	1	0	0	0	121
9:45	0	34	8	1	2	0	0	0	0	0	0	0	0	45	0	43	5	0	2	0	0	0	0	0	0	0	0	50	0	77	13	1	4	0	0	0	0	0	0	0	95
10:00	0	56	5	0	3	0	0	0	0	0	0	0	0	64	0	34	9	1	0	0	0	0	0	0	0	0	0	44	0	90	14	1	3	0	0	0	0	0	0	0	108
10:15	1	64	5	1	1	0	0	0	0	0	0	0	0	72	0	57	7	0	2	1	0	0	0	0	0	0	0	67	1	121	12	1	3	1	0	0	0	0	0	0	139
10:30	0	52	6	0	2	0	0	0	0	0	0	0	0	60	0	45	5	0	1	0	0	0	0	0	0	0	0	51	0	97	11	0	3	0	0	0	0	0	0	0	111
10:45	0	50	5	1	1	0	0	0	1	0	0	0	0	58	0	61	6	0	1	0	0	0	0	0	0	0	0	68	0	111	11	1	2	0	0	0	1	0	0	0	126
11:00	0	49	6	5	0	0	0	0	0	0	0	0	0	60	0	56	8	2	4	0	0	0	0	0	0	0	0	70	0	105	14	7	4	0	0	0	0	0	0	0	130
11:15	0	83	4	2	2	0	0	0	0	0	0	0	0	91	0	49	11	0	0	0	0	0	0	0	0	0	0	60	0	132	15	2	2	0	0	0	0	0	0	0	151
11:30	0	60	8	1	0	0	0	0	0	0	0	0	0	69	0	39	6	1	1	0	0	1	0	0	0	0	0	48	0	99	14	2	1	0	0	1	0	0	0	0	117
11:45	0	53	10	1	1	0	0	0	0	0	0	0	0	65	0	45	7	0	2	0	0	0	0	0	0	0	0	54	0	98	17	1	3	0	0	0	0	0	0	0	119

Prepared by National Data & Surveying Services

CLASSIFICATION

Westford St/SR 3A Bet Dover St & Walker St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	64	9	0	2	0	0	0	0	0	0	0	0	75	0	57	8	0	1	0	0	0	0	0	0	0	0	66	0	121	17	0	3	0	0	0	0	0	0	0	141
12:15	0	51	12	1	2	0	0	0	0	0	0	0	0	66	0	50	12	0	2	0	0	0	0	0	0	0	0	64	0	101	24	1	4	0	0	0	0	0	0	0	130
12:30	0	69	7	1	0	1	0	1	0	0	0	0	0	79	0	60	9	2	3	0	0	0	0	0	0	0	0	74	0	129	16	3	3	1	0	1	0	0	0	0	153
12:45	0	51	6	1	2	0	0	0	0	0	0	0	0	60	0	64	8	1	0	0	0	0	0	0	0	0	0	73	0	115	14	2	2	0	0	0	0	0	0	0	133
13:00	0	58	12	0	2	1	0	0	0	0	0	0	0	73	0	59	5	2	2	0	0	1	0	0	0	0	0	69	0	117	17	2	4	1	0	1	0	0	0	0	142
13:15	0	55	8	1	1	0	0	0	0	0	0	0	0	65	0	61	7	2	0	0	0	0	0	0	0	0	0	70	0	116	15	3	1	0	0	0	0	0	0	0	135
13:30	0	64	9	1	2	2	0	0	0	0	0	0	0	78	0	57	12	2	1	0	0	0	0	0	0	0	0	72	0	121	21	3	3	2	0	0	0	0	0	0	150
13:45	0	55	19	1	0	0	0	0	0	0	0	0	0	75	0	63	14	1	0	0	0	1	0	0	0	0	0	79	0	118	33	2	0	0	0	1	0	0	0	0	154
14:00	0	63	7	1	1	1	0	0	0	0	0	0	0	73	0	72	10	0	2	1	0	0	0	0	0	0	0	85	0	135	17	1	3	2	0	0	0	0	0	0	158
14:15	0	73	10	2	2	0	0	0	0	0	0	0	0	87	0	69	7	0	3	0	0	0	0	0	0	0	0	79	0	142	17	2	5	0	0	0	0	0	0	0	166
14:30	0	72	14	1	1	1	0	0	0	0	0	0	0	89	0	71	10	2	1	0	0	0	0	0	0	0	0	84	0	143	24	3	2	1	0	0	0	0	0	0	173
14:45	0	83	10	1	3	1	0	0	0	0	0	0	0	98	0	62	5	0	2	0	0	0	0	0	0	0	0	69	0	145	15	1	5	1	0	0	0	0	0	0	167
15:00	0	71	10	2	2	0	0	0	0	0	0	0	0	85	0	61	5	1	1	0	0	0	0	0	0	0	0	68	0	132	15	3	3	0	0	0	0	0	0	0	153
15:15	0	76	10	2	1	0	0	0	0	0	0	0	0	89	0	54	9	0	2	0	0	0	0	0	0	0	0	65	0	130	19	2	3	0	0	0	0	0	0	0	154
15:30	0	89	7	1	3	1	0	0	0	0	0	0	0	101	0	63	9	3	0	0	0	0	0	0	0	0	0	75	0	152	16	4	3	1	0	0	0	0	0	0	176
15:45	0	84	10	1	1	0	0	0	0	0	0	0	0	96	0	74	9	3	3	0	0	0	0	0	0	0	0	89	0	158	19	4	4	0	0	0	0	0	0	0	185
16:00	0	79	5	5	2	0	0	0	0	0	0	0	0	91	0	80	10	0	1	0	0	0	0	0	0	0	0	91	0	159	15	5	3	0	0	0	0	0	0	0	182
16:15	0	73	10	3	0	0	0	0	0	0	0	0	0	86	0	76	4	1	2	0	0	0	0	0	0	0	0	83	0	149	14	4	2	0	0	0	0	0	0	0	169
16:30	0	70	7	2	0	0	0	0	0	0	0	0	0	79	0	84	7	0	1	0	0	0	0	0	0	0	0	92	0	154	14	2	1	0	0	0	0	0	0	0	171
16:45	0	87	11	0	1	0	0	0	0	0	0	0	0	99	0	78	9	1	0	0	0	0	0	0	0	0	0	88	0	165	20	1	1	0	0	0	0	0	0	0	187
17:00	0	92	10	1	0	0	0	0	0	0	0	0	0	103	0	84	6	0	1	0	0	0	0	0	0	0	0	91	0	176	16	1	1	0	0	0	0	0	0	0	194
17:15	0	91	7	1	1	0	0	0	0	0	0	0	0	100	0	68	7	1	0	0	0	0	0	0	0	0	0	76	0	159	14	2	1	0	0	0	0	0	0	0	176
17:30	0	87	7	1	0	0	0	0	0	0	0	0	0	95	0	87	3	1	0	0	0	0	0	0	0	0	0	91	0	174	10	2	0	0	0	0	0	0	0	0	186
17:45	0	77	7	0	0	0	0	0	0	0	0	0	0	84	0	92	9	1	0	0	0	0	0	0	0	0	0	102	0	169	16	1	0	0	0	0	0	0	0	0	186
18:00	0	76	6	1	0	0	0	0	0	0	0	0	0	83	0	71	4	0	1	0	0	0	0	0	0	0	0	76	0	147	10	1	1	0	0	0	0	0	0	0	159
18:15	0	80	3	0	1	0	0	0	0	0	0	0	0	84	0	53	1	1	0	0	0	0	0	0	0	0	0	55	0	133	4	1	1	0	0	0	0	0	0	0	139
18:30	0	57	8	1	0	0	0	0	0	0	0	0	0	66	0	66	2	0	0	0	0	0	0	0	0	0	0	68	0	123	10	1	0	0	0	0	0	0	0	0	134
18:45	0	55	3	0	0	0	0	0	0	0	0	0	0	58	0	61	1	1	1	0	0	0	0	0	0	0	0	64	0	116	4	1	1	0	0	0	0	0	0	0	122
19:00	0	60	4	0	0	0	0	0	0	0	0	0	0	64	0	60	2	0	0	0	0	0	0	0	0	0	0	62	0	120	6	0	0	0	0	0	0	0	0	0	126
19:15	0	39	4	1	0	0	0	0	0	0	0	0	0	44	0	48	0	1	0	0	0	0	0	0	0	0	0	49	0	87	4	2	0	0	0	0	0	0	0	0	93
19:30	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	43	3	0	1	0	0	0	0	0	0	0	0	47	0	85	3	0	1	0	0	0	0	0	0	0	89
19:45	0	38	3	0	0	0	0	0	0	0	0	0	0	41	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	77	6	0	0	0	0	0	0	0	0	0	83
20:00	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	33	0	0	0	0	0	0	0	0	0	0	0	33	0	70	1	0	0	0	0	0	0	0	0	0	71
20:15	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	39	1	0	0	0	0	0	0	0	0	0	0	40	0	79	3	0	0	0	0	0	0	0	0	0	82
20:30	0	36	4	0	0	0	0	0	0	0	0	0	0	40	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	62	7	0	0	0	0	0	0	0	0	0	69
20:45	0	45	4	0	0	0	0	0	0	0	0	0	0	49	0	35	1	0	0	0	0	0	0	0	0	0	0	36	0	80	5	0	0	0	0	0	0	0	0	0	85
21:00	0	46	1	0	0	0	0	0	0	0	0	0	0	47	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	88	4	0	0	0	0	0	0	0	0	0	92
21:15	0	25	6	0	0	0	0	0	0	0	0	0	0	31	0	30	0	0	0	0	0	0	0	0	0	0	0	30	0	55	6	0	0	0	0	0	0	0	0	0	61
21:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	39	3	0	0	0	0	0	0	0	0	0	42
21:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	44	3	0	0	0	0	0	0	0	0	0	47
22:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	42	2	0	0	0	0	0	0	0	0	0	44
22:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	27	2	0	0	0	0	0	0	0	0	0	29
22:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	43	0	0	0	0	0	0	0	0	0	0	43
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	30	1	0	0	0	0	0	0	0	0	0	31
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	31	1	0	0	0	0	0	0	0	0	0	32
23:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	31	1	0	0	0	0	0	0	0	0	0	32
23:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	21	2	0	0	0	0	0	0	0	0	0	23
23:45	0	13	0	0	0	0	0	0	1	0	0	0	0	14	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	32	0	0	0	0	0	0	1	0	0	0	33
Totals	1	4,017	445	83	56	10	0	2	2	0	0	0	0	4,616	1	3,820	406	62	53	3	0	4	3	0	0	0	0	4,352	2	7,837	851	145	109	13	0	6	5	0	0	0	0	8,968
% of Totals	0%	87%	10%	2%	1%	0%		0%	0%					100%	0%	88%	9%	1%	1%	0%		0%	0%					100%	0%	87%	9%	2%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Westford St/SR 3A Bet Dover St & Walker St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_001

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	2	12	10	4	0	0	0	0	0	0	0	0	28	2	3	8	20	5	0	1	0	0	0	0	0	0	39	2	5	20	30	9	0	1	0	0	0	0	0	0	67
1:00	0	0	6	3	5	1	0	0	0	0	0	0	0	15	0	0	7	9	4	0	0	0	0	0	0	0	0	20	0	0	13	12	9	1	0	0	0	0	0	0	0	35
2:00	0	0	5	4	4	0	0	0	0	0	0	0	0	13	0	3	4	2	2	1	0	0	0	0	0	0	0	12	0	3	9	6	6	1	0	0	0	0	0	0	0	25
3:00	0	1	8	3	2	0	0	0	0	0	0	0	0	14	0	1	4	4	0	0	0	0	0	0	0	0	0	9	0	2	12	7	2	0	0	0	0	0	0	0	0	23
4:00	0	5	6	16	2	0	0	0	0	0	0	0	0	29	0	0	8	21	6	1	0	0	0	0	0	0	0	36	0	5	14	37	8	1	0	0	0	0	0	0	0	65
5:00	2	3	19	32	11	4	0	0	0	0	0	0	0	71	1	5	29	67	19	2	0	0	0	0	0	0	0	123	3	8	48	99	30	6	0	0	0	0	0	0	0	194
6:00	5	9	56	73	21	2	0	0	0	0	0	0	0	166	0	4	64	82	14	3	1	0	0	0	0	0	0	168	5	13	120	155	35	5	1	0	0	0	0	0	0	334
7:00	4	21	119	130	27	4	0	0	0	0	0	0	0	305	53	49	112	58	7	2	0	0	0	0	0	0	0	281	57	70	231	188	34	6	0	0	0	0	0	0	0	586
8:00	13	45	134	84	14	0	0	0	0	0	0	0	0	290	26	43	111	56	6	1	0	0	0	0	0	0	0	243	39	88	245	140	20	1	0	0	0	0	0	0	0	533
9:00	11	60	108	30	0	0	0	0	0	0	0	0	0	209	123	67	24	0	0	0	0	0	0	0	0	0	0	214	134	127	132	30	0	0	0	0	0	0	0	0	0	423
10:00	3	30	92	102	26	1	0	0	0	0	0	0	0	254	25	31	73	82	18	1	0	0	0	0	0	0	0	230	28	61	165	184	44	2	0	0	0	0	0	0	0	484
11:00	1	19	100	136	28	1	0	0	0	0	0	0	0	285	1	14	106	92	18	1	0	0	0	0	0	0	0	232	2	33	206	228	46	2	0	0	0	0	0	0	0	517
12:00	1	22	131	105	20	1	0	0	0	0	0	0	0	280	1	28	123	107	17	1	0	0	0	0	0	0	0	277	2	50	254	212	37	2	0	0	0	0	0	0	0	557
13:00	4	36	116	115	17	3	0	0	0	0	0	0	0	291	8	36	145	83	17	1	0	0	0	0	0	0	0	290	12	72	261	198	34	4	0	0	0	0	0	0	0	581
14:00	6	27	151	127	35	0	1	0	0	0	0	0	0	347	33	60	131	84	9	0	0	0	0	0	0	0	0	317	39	87	282	211	44	0	1	0	0	0	0	0	0	664
15:00	6	36	136	160	32	0	1	0	0	0	0	0	0	371	57	27	111	92	10	0	0	0	0	0	0	0	0	297	63	63	247	252	42	0	1	0	0	0	0	0	0	668
16:00	3	18	131	165	36	2	0	0	0	0	0	0	0	355	34	63	147	93	14	3	0	0	0	0	0	0	0	354	37	81	278	258	50	5	0	0	0	0	0	0	0	709
17:00	3	25	158	154	40	2	0	0	0	0	0	0	0	382	21	45	191	89	14	0	0	0	0	0	0	0	0	360	24	70	349	243	54	2	0	0	0	0	0	0	0	742
18:00	6	32	121	103	26	3	0	0	0	0	0	0	0	291	0	19	128	98	17	1	0	0	0	0	0	0	0	263	6	51	249	201	43	4	0	0	0	0	0	0	0	554
19:00	3	19	91	65	10	3	0	0	0	0	0	0	0	191	3	32	101	48	15	1	0	0	0	0	0	0	0	200	6	51	192	113	25	4	0	0	0	0	0	0	0	391
20:00	0	17	63	65	19	5	0	0	0	0	0	0	0	169	0	12	57	57	11	1	0	0	0	0	0	0	0	138	0	29	120	122	30	6	0	0	0	0	0	0	0	307
21:00	0	2	38	62	14	3	0	0	0	0	0	0	0	119	0	10	47	57	9	0	0	0	0	0	0	0	0	123	0	12	85	119	23	3	0	0	0	0	0	0	0	242
22:00	0	5	25	36	10	2	0	0	0	0	0	0	0	78	0	5	25	32	6	1	0	0	0	0	0	0	0	69	0	10	50	68	16	3	0	0	0	0	0	0	0	147
23:00	1	5	17	30	9	1	0	0	0	0	0	0	0	63	1	5	17	23	11	0	0	0	0	0	0	0	0	57	2	10	34	53	20	1	0	0	0	0	0	0	0	120
Totals	72	439	1,843	1,810	412	38	2	0	0	0	0	0	0	4,616	389	562	1,773	1,356	249	21	2	0	0	0	0	0	0	4,352	461	1,001	3,616	3,166	661	59	4	0	0	0	0	0	0	8,968
% of Totals	2%	10%	40%	39%	9%	1%	0%							100%	9%	13%	41%	31%	6%	0%	0%							100%	5%	11%	40%	35%	7%	1%	0%							100%

STATISTICS

00:00 - 12:00	39	195	665	623	144	13	0	0	0	0	0	0	0	1679	231	220	550	493	99	12	2	0	0	0	0	0	0	1607	270	415	1215	1116	243	25	2	0	0	0	0	0	0	3286
%	1%	4%	14%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	36%	5%	5%	12%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	35%	6%	9%	26%	24%	5%	1%	0%	0%	0%	0%	0%	0%	0%	71%
Peak Hour	8:45	8:45	8:15	7:15	10:45	5:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:15	8:45	9:15	11:45	11:15	10:15	4:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:00	8:45	9:15	11:45	11:00	10:45	5:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:15
Peak Volume	17	73	152	146	37	5	0	0	0	0	0	0	0	332	123	68	118	102	22	3	1	0	0	0	0	0	0	281	140	135	255	228	58	6	1	0	0	0	0	0	0	602
12:00 - 24:00	33	244	1178	1187	268	25	2	0	0	0	0	0	0	2937	158	342	1223	863	150	9	0	0	0	0	0	0	0	2745	191	586	2401	2050	418	34	2	0	0	0	0	0	0	5682
%	1%	5%	26%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	64%	3%	7%	26%	19%	3%	0%	0%	0%	0%	0%	0%	0%	0%	59%	4%	13%	52%	44%	9%	1%	0%	0%	0%	0%	0%	0%	0%	123%
Peak Hour	13:30	15:15	16:45	16:15	17:15	20:30	14:15	12:00	12:00	12:00	12:00	12:00	12:00	16:45	15:45	16:00	17:15	14:30	17:15	15:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	17:00	15:45	15:45	16:45	14:45	17:15	19:45	14:15	12:00	12:00	12:00	12:00	12:00	12:00	16:45
Peak Volume	8	42	170	178	44	7	2	0	0	0	0	0	0	397	88	63	193	114	20	3	0	0	0	0	0	0	0	360	95	94	354	279	64	7	2	0	0	0	0	0	0	743
07:00 - 09:00	17	66	253	214	41	4	0	0	0	0	0	0	0	595	79	92	223	114	13	3	0	0	0	0	0	0	0	524	96	158	476	328	54	7	0	0	0	0	0	0	0	1119
%	0%	1%	5%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%	2%	2%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	2%	3%	10%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	24%
Peak Hour	8:00	8:00	8:00	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:00	7:45	7:45	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	8:00	7:45	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	13	45	134	146	29	4	0	0	0	0	0	0	0	332	53	49	115	68	9	3	0	0	0	0	0	0	0	281	58	88	245	206	38	6	0	0	0	0	0	0	0	602
16:00 - 18:00	6	43	289	319	76	4	0	0	0	0	0	0	0	737	55	108	338	182	28	3	0	0	0	0	0	0	0	714	61	151	627	501	104	7	0	0	0	0	0	0	0	1451
%	0%	1%	6%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	16%	1%	2%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	15%	1%	3%	14%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	16:00	16:45	16:45	16:15	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	17:00	16:15	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:45	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	3	27	170	178	40	3	0	0	0	0	0	0	0	397	34	63	191	95	18	3	0	0	0	0	0	0	0	360	37	81	354	273	54	5	0	0	0	0	0	0	0	743

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	21	25	25	29	32	4616
WESTBOUND	19	24	23	28	31	4352
TOTALS	20	25	24	29	32	8968

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	21 - 30 mph	3653	79%	0	0%
WESTBOUND	20 - 29 mph	3196	73%	0	0%
TOTALS	20 - 29 mph	6787	76%	0	0%

Prepared by National Data & Surveying Services

SPEED

Westford St/SR 3A Bet Dover St & Walker St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_001

15-MINUTE BREAKDOWN

Time	EASTBOUND															WESTBOUND															TOTALS														
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	1	4	2	1	0	0	0	0	0	0	0	0	8	1	3	4	5	1	0	1	0	0	0	0	0	0	15	1	4	8	7	2	0	1	0	0	0	0	0	0	23
0:15	0	0	1	4	2	0	0	0	0	0	0	0	0	7	1	0	1	4	2	0	0	0	0	0	0	0	0	8	1	0	2	8	4	0	0	0	0	0	0	0	0	15
0:30	0	0	5	2	1	0	0	0	0	0	0	0	0	8	0	0	1	6	1	0	0	0	0	0	0	0	0	8	0	0	6	8	2	0	0	0	0	0	0	0	0	16
0:45	0	1	2	2	0	0	0	0	0	0	0	0	0	5	0	0	2	5	1	0	0	0	0	0	0	0	0	8	0	1	4	7	1	0	0	0	0	0	0	0	0	13
1:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	2	2	1	0	0	0	0	0	0	0	0	5	0	0	2	4	3	0	0	0	0	0	0	0	0	9
1:15	0	0	2	0	2	0	0	0	0	0	0	0	0	4	0	0	1	5	2	0	0	0	0	0	0	0	0	8	0	0	3	5	4	0	0	0	0	0	0	0	0	12
1:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	0	4	1	1	0	0	0	0	0	0	0	0	6
1:45	0	0	1	1	1	1	0	0	0	0	0	0	0	4	0	0	3	1	0	0	0	0	0	0	0	0	0	4	0	0	4	2	1	1	0	0	0	0	0	0	0	8
2:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
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2:45	0	0	1	2	1	0	0	0	0	0	0	0	0	4	0	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	2	2	2	1	0	0	0	0	0	0	0	7
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3:15	0	0	3	3	1	0	0	0	0	0	0	0	0	7	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	4	4	1	0	0	0	0	0	0	0	0	9
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3:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	3
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5:30	1	0	4	10	3	1	0	0	0	0	0	0	0	19	0	0	5	19	5	0	0	0	0	0	0	0	0	29	1	0	9	29	8	1	0	0	0	0	0	0	0	48
5:45	1	1	5	6	4	2	0	0	0	0	0	0	0	19	1	2	12	21	6	0	0	0	0	0	0	0	0	42	2	3	17	27	10	2	0	0	0	0	0	0	0	61
6:00	0	1	12	14	5	1	0	0	0	0	0	0	0	33	0	3	8	19	3	0	0	0	0	0	0	0	0	33	0	4	20	33	8	1	0	0	0	0	0	0	0	66
6:15	0	2	13	13	2	0	0	0	0	0	0	0	0	30	0	0	15	27	3	1	0	0	0	0	0	0	0	46	0	2	28	40	5	1	0	0	0	0	0	0	0	76
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9:45	3	5	24	13	0	0	0	0	0	0	0	0	0	45	17	18	15	0	0	0	0	0	0	0	0	0	0	50	20	23	39	13	0	0	0	0	0	0	0	0	0	95
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11:00	0	3	15	36	6	0	0	0	0	0	0	0	0	60	0	7	42	16	4	1	0	0	0	0	0	0	0	70	0	10	57	52	10	1	0	0	0	0	0	0	0	130
11:15	1	10	32	39	9	0	0	0	0	0	0	0	0	91	1	7	23	23	6	0	0	0	0	0	0	0	0	60	2	17	55	62	15	0	0	0	0	0	0	0	0	151
11:30	0	3	25	32	8	1	0	0	0	0	0	0	0	69	0	0	20	24	4	0	0	0	0	0	0	0	0	48	0	3	45	56	12	1	0	0	0	0	0	0	0	117
11:45	0	3	28	29	5	0	0	0	0	0	0	0	0	65	0	0	21	29	4	0	0	0	0	0	0	0	0	54	0	3	49	58	9	0	0	0	0	0	0	0	0	119

Prepared by National Data & Surveying Services

SPEED

Westford St/SR 3A Bet Dover St & Walker St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS										
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	3	39	26	7	0	0	0	0	0	0	0	0	**75**	1	8	24	26	7	0	0	0	0	0	0	0	0	**66**	1	11	63	52	14	0	0	0	0	0	0	0	0	**141**
12:15	0	7	34	20	4	1	0	0	0	0	0	0	0	**66**	0	4	33	23	4	0	0	0	0	0	0	0	0	**64**	0	11	67	43	8	1	0	0	0	0	0	0	0	**130**
12:30	1	5	36	31	6	0	0	0	0	0	0	0	0	**79**	0	9	40	20	5	0	0	0	0	0	0	0	0	**74**	1	14	76	51	11	0	0	0	0	0	0	0	0	**153**
12:45	0	7	22	28	3	0	0	0	0	0	0	0	0	**60**	0	7	26	38	1	1	0	0	0	0	0	0	0	**73**	0	14	48	66	4	1	0	0	0	0	0	0	0	**133**
13:00	0	12	27	31	3	0	0	0	0	0	0	0	0	**73**	0	7	35	19	7	1	0	0	0	0	0	0	0	**69**	0	19	62	50	10	1	0	0	0	0	0	0	0	**142**
13:15	0	5	21	33	5	1	0	0	0	0	0	0	0	**65**	0	1	33	31	5	0	0	0	0	0	0	0	0	**70**	0	6	54	64	10	1	0	0	0	0	0	0	0	**135**
13:30	3	8	32	28	5	2	0	0	0	0	0	0	0	**78**	2	10	38	19	3	0	0	0	0	0	0	0	0	**72**	5	18	70	47	8	2	0	0	0	0	0	0	0	**150**
13:45	1	11	36	23	4	0	0	0	0	0	0	0	0	**75**	6	18	39	14	2	0	0	0	0	0	0	0	0	**79**	7	29	75	37	6	0	0	0	0	0	0	0	0	**154**
14:00	0	4	37	23	9	0	0	0	0	0	0	0	0	**73**	2	19	42	17	5	0	0	0	0	0	0	0	0	**85**	2	23	79	40	14	0	0	0	0	0	0	0	0	**158**
14:15	4	8	34	32	9	0	0	0	0	0	0	0	0	**87**	2	8	46	21	2	0	0	0	0	0	0	0	0	**79**	6	16	80	53	11	0	0	0	0	0	0	0	0	**166**
14:30	2	4	39	33	10	0	1	0	0	0	0	0	0	**89**	17	12	25	28	2	0	0	0	0	0	0	0	0	**84**	19	16	64	61	12	0	1	0	0	0	0	0	0	**173**
14:45	0	11	41	39	7	0	0	0	0	0	0	0	0	**98**	12	21	18	18	0	0	0	0	0	0	0	0	0	**69**	12	32	59	57	7	0	0	0	0	0	0	0	0	**167**
15:00	2	3	16	52	11	0	1	0	0	0	0	0	0	**85**	3	6	27	29	3	0	0	0	0	0	0	0	0	**68**	5	9	43	81	14	0	1	0	0	0	0	0	0	**153**
15:15	0	5	37	35	12	0	0	0	0	0	0	0	0	**89**	0	3	20	39	3	0	0	0	0	0	0	0	0	**65**	0	8	57	74	15	0	0	0	0	0	0	0	0	**154**
15:30	0	8	38	47	8	0	0	0	0	0	0	0	0	**101**	0	8	44	20	3	0	0	0	0	0	0	0	0	**75**	0	16	82	67	11	0	0	0	0	0	0	0	0	**176**
15:45	4	20	45	26	1	0	0	0	0	0	0	0	0	**96**	54	10	20	4	1	0	0	0	0	0	0	0	0	**89**	58	30	65	30	2	0	0	0	0	0	0	0	0	**185**
16:00	3	9	36	35	8	0	0	0	0	0	0	0	0	**91**	26	18	26	18	2	1	0	0	0	0	0	0	0	**91**	29	27	62	53	10	1	0	0	0	0	0	0	0	**182**
16:15	0	0	23	51	11	1	0	0	0	0	0	0	0	**86**	7	13	26	34	1	2	0	0	0	0	0	0	0	**83**	7	13	49	85	12	3	0	0	0	0	0	0	0	**169**
16:30	0	3	33	35	8	0	0	0	0	0	0	0	0	**79**	1	21	48	16	6	0	0	0	0	0	0	0	0	**92**	1	24	81	51	14	0	0	0	0	0	0	0	0	**171**
16:45	0	6	39	44	9	1	0	0	0	0	0	0	0	**99**	0	11	47	25	5	0	0	0	0	0	0	0	0	**88**	0	17	86	69	14	1	0	0	0	0	0	0	0	**187**
17:00	0	5	42	48	7	1	0	0	0	0	0	0	0	**103**	17	15	39	20	0	0	0	0	0	0	0	0	0	**91**	17	20	81	68	7	1	0	0	0	0	0	0	0	**194**
17:15	1	3	47	39	9	1	0	0	0	0	0	0	0	**100**	1	5	42	21	7	0	0	0	0	0	0	0	0	**76**	2	8	89	60	16	1	0	0	0	0	0	0	0	**176**
17:30	1	13	42	31	8	0	0	0	0	0	0	0	0	**95**	0	10	56	23	2	0	0	0	0	0	0	0	0	**91**	1	23	98	54	10	0	0	0	0	0	0	0	0	**186**
17:45	1	4	27	36	16	0	0	0	0	0	0	0	0	**84**	3	15	54	25	5	0	0	0	0	0	0	0	0	**102**	4	19	81	61	21	0	0	0	0	0	0	0	0	**186**
18:00	1	7	32	32	11	0	0	0	0	0	0	0	0	**83**	0	5	41	23	6	1	0	0	0	0	0	0	0	**76**	1	12	73	55	17	1	0	0	0	0	0	0	0	**159**
18:15	4	10	37	23	9	1	0	0	0	0	0	0	0	**84**	0	4	23	25	3	0	0	0	0	0	0	0	0	**55**	4	14	60	48	12	1	0	0	0	0	0	0	0	**139**
18:30	1	10	27	22	4	2	0	0	0	0	0	0	0	**66**	0	4	30	28	6	0	0	0	0	0	0	0	0	**68**	1	14	57	50	10	2	0	0	0	0	0	0	0	**134**
18:45	0	5	25	26	2	0	0	0	0	0	0	0	0	**58**	0	6	34	22	2	0	0	0	0	0	0	0	0	**64**	0	11	59	48	4	0	0	0	0	0	0	0	0	**122**
19:00	3	7	32	20	2	0	0	0	0	0	0	0	0	**64**	1	13	32	12	4	0	0	0	0	0	0	0	0	**62**	4	20	64	32	6	0	0	0	0	0	0	0	0	**126**
19:15	0	4	23	13	3	1	0	0	0	0	0	0	0	**44**	0	5	27	15	2	0	0	0	0	0	0	0	0	**49**	0	9	50	28	5	1	0	0	0	0	0	0	0	**93**
19:30	0	2	21	16	3	0	0	0	0	0	0	0	0	**42**	2	10	26	7	2	0	0	0	0	0	0	0	0	**47**	2	12	47	23	5	0	0	0	0	0	0	0	0	**89**
19:45	0	6	15	16	2	2	0	0	0	0	0	0	0	**41**	0	4	16	14	7	1	0	0	0	0	0	0	0	**42**	0	10	31	30	9	3	0	0	0	0	0	0	0	**83**
20:00	0	5	18	10	5	0	0	0	0	0	0	0	0	**38**	0	3	11	16	2	1	0	0	0	0	0	0	0	**33**	0	8	29	26	7	1	0	0	0	0	0	0	0	**71**
20:15	0	4	12	19	7	0	0	0	0	0	0	0	0	**42**	0	6	21	11	2	0	0	0	0	0	0	0	0	**40**	0	10	33	30	9	0	0	0	0	0	0	0	0	**82**
20:30	0	0	15	21	1	3	0	0	0	0	0	0	0	**40**	0	1	11	15	2	0	0	0	0	0	0	0	0	**29**	0	1	26	36	3	3	0	0	0	0	0	0	0	**69**
20:45	0	8	18	15	6	2	0	0	0	0	0	0	0	**49**	0	2	14	15	5	0	0	0	0	0	0	0	0	**36**	0	10	32	30	11	2	0	0	0	0	0	0	0	**85**
21:00	0	0	16	24	6	1	0	0	0	0	0	0	0	**47**	0	1	24	18	2	0	0	0	0	0	0	0	0	**45**	0	1	40	42	8	1	0	0	0	0	0	0	0	**92**
21:15	0	1	9	18	2	1	0	0	0	0	0	0	0	**31**	0	1	9	18	2	0	0	0	0	0	0	0	0	**30**	0	2	18	36	4	1	0	0	0	0	0	0	0	**61**
21:30	0	0	7	10	2	0	0	0	0	0	0	0	0	**19**	0	2	9	7	5	0	0	0	0	0	0	0	0	**23**	0	2	16	17	7	0	0	0	0	0	0	0	0	**42**
21:45	0	1	6	10	4	1	0	0	0	0	0	0	0	**22**	0	6	5	14	0	0	0	0	0	0	0	0	0	**25**	0	7	11	24	4	1	0	0	0	0	0	0	0	**47**
22:00	0	2	11	11	4	0	0	0	0	0	0	0	0	**28**	0	1	9	5	1	0	0	0	0	0	0	0	0	**16**	0	3	20	16	5	0	0	0	0	0	0	0	0	**44**
22:15	0	1	5	9	2	0	0	0	0	0	0	0	0	**17**	0	1	2	8	1	0	0	0	0	0	0	0	0	**12**	0	2	7	17	3	0	0	0	0	0	0	0	0	**29**
22:30	0	2	6	11	0	2	0	0	0	0	0	0	0	**21**	0	2	6	11	3	0	0	0	0	0	0	0	0	**22**	0	4	12	22	3	2	0	0	0	0	0	0	0	**43**
22:45	0	0	3	5	4	0	0	0	0	0	0	0	0	**12**	0	1	8	8	1	1	0	0	0	0	0	0	0	**19**	0	1	11	13	5	1	0	0	0	0	0	0	0	**31**
23:00	0	0	3	9	3	1	0	0	0	0	0	0	0	**16**	0	1	3	8	4	0	0	0	0	0	0	0	0	**16**	0	1	6	17	7	1	0	0	0	0	0	0	0	**32**
23:15	1	1	2	10	3	0	0	0	0	0	0	0	0	**17**	0	1	4	6	4	0	0	0	0	0	0	0	0	**15**	1	2	6	16	7	0	0	0	0	0	0	0	0	**32**
23:30	0	0	8	6	2	0	0	0	0	0	0	0	0	**16**	1	0	1	4	1	0	0	0	0	0	0	0	0	**7**	1	0	9	10	3	0	0	0	0	0	0	0	0	**23**
23:45	0	4	4	5	1	0	0	0	0	0	0	0	0	**14**	0	3	9	5	2	0	0	0	0	0	0	0	0	**19**	0	7	13	10	3	0	0	0	0	0	0	0	0	**33**
Totals	**72**	**439**	**1,843**	**1,810**	**412**	**38**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4,616**	**389**	**562**	**1,773**	**1,356**	**249**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4,352**	**461**	**1,001**	**3,616**	**3,166**	**661**	**59**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**8,968**
% of Totals	2%	10%	40%	39%	9%	1%	0%	0%	0%	0%	0%	0%	0%	**100%**	9%	13%	41%	31%	6%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**	5%	11%	40%	35%	7%	1%	0%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

CLASSIFICATION

Westford St/SR 3A E/O Royal St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_002

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**	0	52	5	0	0	0	0	0	0	0	0	0	0	**57**	0	81	6	0	0	0	0	0	0	0	0	0	0	**87**
1:00	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	0	31	4	0	0	0	0	0	0	0	0	0	0	**35**	0	50	6	0	0	0	0	0	0	0	0	0	0	**56**
2:00	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**
3:00	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**
4:00	0	39	7	0	0	0	0	0	1	0	0	0	0	**47**	0	21	6	0	0	0	0	0	0	0	0	0	0	**27**	0	60	13	0	0	0	0	0	1	0	0	0	0	**74**
5:00	0	113	20	0	1	0	0	0	0	0	0	0	0	**134**	0	63	8	0	1	0	0	0	0	0	0	0	0	**72**	0	176	28	0	2	0	0	0	0	0	0	0	0	**206**
6:00	0	189	28	4	1	0	0	0	0	0	0	0	0	**222**	0	81	12	2	0	0	0	0	0	0	0	0	0	**95**	0	270	40	6	1	0	0	0	0	0	0	0	0	**317**
7:00	0	324	23	9	4	1	0	0	0	0	0	0	0	**361**	0	158	24	7	0	1	0	0	0	0	0	0	0	**190**	0	482	47	16	4	2	0	0	0	0	0	0	0	**551**
8:00	0	320	35	9	4	0	0	1	0	0	0	0	0	**369**	0	162	27	11	0	0	0	0	0	0	0	0	0	**200**	0	482	62	20	4	0	0	1	0	0	0	0	0	**569**
9:00	0	249	32	6	6	0	1	0	0	0	0	0	0	**294**	1	167	27	3	3	0	0	0	0	0	0	0	0	**201**	1	416	59	9	9	0	1	0	0	0	0	0	0	**495**
10:00	0	228	37	1	9	0	0	0	0	0	0	0	0	**275**	0	154	28	4	6	0	0	0	0	0	0	0	0	**192**	0	382	65	5	15	0	0	0	0	0	0	0	0	**467**
11:00	0	242	24	5	4	0	0	0	0	0	0	0	0	**275**	0	135	29	2	3	0	0	0	1	0	0	0	0	**170**	0	377	53	7	7	0	0	0	1	0	0	0	0	**445**
12:00	1	223	32	3	6	1	0	1	0	0	0	0	0	**267**	1	170	22	4	3	0	0	0	0	0	0	0	0	**200**	2	393	54	7	9	1	0	1	0	0	0	0	0	**467**
13:00	0	243	54	6	4	3	0	1	0	0	0	0	0	**311**	0	187	22	3	2	0	0	0	1	0	0	0	0	**215**	0	430	76	9	6	3	0	1	1	0	0	0	0	**526**
14:00	1	314	34	5	3	2	0	0	0	0	0	0	0	**359**	1	214	31	8	1	1	0	0	0	0	0	0	0	**256**	2	528	65	13	4	3	0	0	0	0	0	0	0	**615**
15:00	0	318	30	6	5	1	0	0	0	0	0	0	0	**360**	0	240	29	13	4	1	0	0	0	0	0	0	0	**287**	0	558	59	19	9	2	0	0	0	0	0	0	0	**647**
16:00	0	298	32	6	3	1	0	0	0	0	0	0	0	**340**	1	290	34	8	2	0	0	0	0	0	0	0	0	**335**	1	588	66	14	5	1	0	0	0	0	0	0	0	**675**
17:00	0	335	26	3	3	0	0	0	0	0	0	0	0	**367**	0	299	24	2	1	0	0	0	0	0	0	0	0	**326**	0	634	50	5	4	0	0	0	0	0	0	0	0	**693**
18:00	0	258	13	2	4	0	0	0	0	0	0	0	0	**277**	0	214	13	1	1	0	0	0	0	0	0	0	0	**229**	0	472	26	3	5	0	0	0	0	0	0	0	0	**506**
19:00	0	184	15	2	1	0	0	0	0	0	0	0	0	**202**	0	179	16	1	0	0	0	0	0	0	0	0	0	**196**	0	363	31	3	1	0	0	0	0	0	0	0	0	**398**
20:00	0	154	10	0	0	0	0	0	0	0	0	0	0	**164**	0	140	6	0	0	0	0	0	0	0	0	0	0	**146**	0	294	16	0	0	0	0	0	0	0	0	0	0	**310**
21:00	0	108	11	0	1	0	0	0	0	0	0	0	0	**120**	0	110	9	0	0	0	0	0	0	0	0	0	0	**119**	0	218	20	0	1	0	0	0	0	0	0	0	0	**239**
22:00	0	80	6	0	0	0	0	0	0	0	0	0	0	**86**	0	74	10	0	0	0	0	0	0	0	0	0	0	**84**	0	154	16	0	0	0	0	0	0	0	0	0	0	**170**
23:00	0	60	6	0	0	0	0	0	1	0	0	0	0	**67**	0	69	4	0	0	0	0	0	0	0	0	0	0	**73**	0	129	10	0	0	0	0	0	1	0	0	0	0	**140**
Totals	**2**	**4,360**	**479**	**67**	**59**	**9**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**4,982**	**4**	**3,229**	**391**	**69**	**27**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3,725**	**6**	**7,589**	**870**	**136**	**86**	**12**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**8,707**
% of Totals	0%	88%	10%	1%	1%	0%	0%	0%	0%					**100%**	0%	87%	10%	2%	1%	0%			0%					**100%**	0%	87%	10%	2%	1%	0%	0%	0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



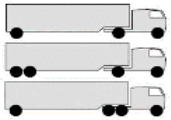
#5 2-Axle, 6-Tire Single Units



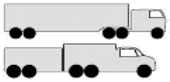
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	EASTBOUND														WESTBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 12:00	0	1785	210	34	29	1	1	1	1	0	0	0	0	**2062**	1	1043	171	29	13	1	0	0	1	0	0	0	0	**1259**	1	2828	381	63	42	2	1	1	2	0	0	0	0	**3321**
%	0%	36%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**41%**	0%	28%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**	0%	32%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**
Peak Hour	11:30	7:15	10:00	6:45	9:45	6:45	8:30	7:30	4:00	0:00	0:00	0:00	0:00	**7:15**	8:45	8:45	10:15	7:45	9:45	7:00	0:00	0:00	10:30	0:00	0:00	0:00	0:00	**7:30**	11:30	7:15	10:15	8:00	9:45	7:00	8:30	7:30	4:00	0:00	0:00	0:00	0:00	**7:30**
Peak Volume	1	349	37	11	10	1	1	1	1	0	0	0	0	**393**	1	172	34	12	7	1	0	0	1	0	0	0	0	**207**	2	512	70	20	17	2	1	1	1	0	0	0	0	**596**
12:00 - 24:00	2	2575	269	33	30	8	0	2	1	0	0	0	0	**2920**	3	2186	220	40	14	2	0	0	1	0	0	0	0	**2466**	5	4761	489	73	44	10	0	2	2	0	0	0	0	**5386**
%	0%	52%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**59%**	0%	59%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**	0%	55%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**
Peak Hour	12:00	16:45	13:00	13:15	12:00	12:45	12:00	12:00	23:00	12:00	12:00	12:00	12:00	**16:45**	12:00	16:30	15:45	15:30	15:00	13:15	12:00	12:00	13:00	12:00	12:00	12:00	12:00	**16:30**	12:00	16:30	13:00	15:00	15:15	13:15	12:00	12:00	13:00	12:00	12:00	12:00	12:00	**16:30**
Peak Volume	1	349	54	8	6	3	0	1	1	0	0	0	0	**389**	1	307	36	15	4	1	0	0	1	0	0	0	0	**342**	2	645	76	19	10	4	0	1	1	0	0	0	0	**718**
07:00 - 09:00	0	644	58	18	8	1	0	1	0	0	0	0	0	**730**	0	320	51	18	0	1	0	0	0	0	0	0	0	**390**	0	964	109	36	8	2	0	1	0	0	0	0	0	**1120**
%	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	7:15	8:00	7:00	7:15	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	**7:15**	7:00	7:30	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	7:15	8:00	8:00	7:15	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	**7:30**
Peak Volume	0	349	35	9	5	1	0	1	0	0	0	0	0	**393**	0	165	31	12	0	1	0	0	0	0	0	0	0	**207**	0	512	62	20	5	2	0	1	0	0	0	0	0	**596**
16:00 - 18:00	0	633	58	9	6	1	0	0	0	0	0	0	0	**707**	1	589	58	10	3	0	0	0	0	0	0	0	0	**661**	1	1222	116	19	9	1	0	0	0	0	0	0	0	**1368**
%	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**
Peak Hour	16:00	16:45	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:45**	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**
Peak Volume	0	349	34	6	3	1	0	0	0	0	0	0	0	**389**	1	307	34	8	2	0	0	0	0	0	0	0	0	**342**	1	645	66	14	5	1	0	0	0	0	0	0	0	**718**

Prepared by National Data & Surveying Services

CLASSIFICATION

Westford St/SR 3A E/O Royal St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	20	1	0	0	0	0	0	0	0	0	0	21
0:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	24	1	0	0	0	0	0	0	0	0	0	25
0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	17	2	0	0	0	0	0	0	0	0	0	19
0:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	20	2	0	0	0	0	0	0	0	0	0	22
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	0	0	0	0	0	0	0	0	10
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	18	2	0	0	0	0	0	0	0	0	0	20
1:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	12	4	0	0	0	0	0	0	0	0	0	16
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	10
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	5
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	6
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	5
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	10	1	0	0	0	0	0	0	0	0	0	11
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	5
3:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	0	0	0	0	0	0	9
3:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	6
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	9
4:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	2	0	0	0	0	0	0	0	0	0	9
4:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	21	7	0	0	0	0	0	0	0	0	0	28
4:45	0	17	2	0	0	0	0	1	0	0	0	0	0	20	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	24	3	0	0	0	0	1	0	0	0	0	28
5:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	33	5	0	1	0	0	0	0	0	0	0	39
5:15	0	22	8	0	0	0	0	0	0	0	0	0	0	30	0	10	4	0	1	0	0	0	0	0	0	0	0	15	0	32	12	0	1	0	0	0	0	0	0	0	45
5:30	0	45	6	0	0	0	0	0	0	0	0	0	0	51	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	62	6	0	0	0	0	0	0	0	0	0	68
5:45	0	29	4	0	0	0	0	0	0	0	0	0	0	33	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	49	5	0	0	0	0	0	0	0	0	0	54
6:00	0	37	4	1	0	0	0	0	0	0	0	0	0	42	0	22	3	0	0	0	0	0	0	0	0	0	0	25	0	59	7	1	0	0	0	0	0	0	0	0	67
6:15	0	48	7	0	1	0	0	0	0	0	0	0	0	56	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	65	8	0	1	0	0	0	0	0	0	0	74
6:30	0	64	7	1	0	0	0	0	0	0	0	0	0	72	0	25	3	2	0	0	0	0	0	0	0	0	0	30	0	89	10	3	0	0	0	0	0	0	0	0	102
6:45	0	40	10	2	0	0	0	0	0	0	0	0	0	52	0	17	5	0	0	0	0	0	0	0	0	0	0	22	0	57	15	2	0	0	0	0	0	0	0	0	74
7:00	0	51	3	2	0	0	0	0	0	0	0	0	0	56	0	42	2	3	0	0	0	0	0	0	0	0	0	47	0	93	5	5	0	0	0	0	0	0	0	0	103
7:15	0	85	7	4	1	0	0	0	0	0	0	0	0	97	0	34	7	1	0	0	0	0	0	0	0	0	0	42	0	119	14	5	1	0	0	0	0	0	0	0	139
7:30	0	96	9	3	3	1	0	0	0	0	0	0	0	112	0	38	9	1	0	0	0	0	0	0	0	0	0	48	0	134	18	4	3	1	0	0	0	0	0	0	160
7:45	0	92	4	0	0	0	0	0	0	0	0	0	0	96	0	44	6	2	0	1	0	0	0	0	0	0	0	53	0	136	10	2	0	1	0	0	0	0	0	0	149
8:00	0	76	10	1	1	0	0	0	0	0	0	0	0	88	0	47	9	3	0	0	0	0	0	0	0	0	0	59	0	123	19	4	1	0	0	0	0	0	0	0	147
8:15	0	83	7	2	0	0	0	1	0	0	0	0	0	93	0	36	6	5	0	0	0	0	0	0	0	0	0	47	0	119	13	7	0	0	0	1	0	0	0	0	140
8:30	0	95	8	3	1	0	0	0	0	0	0	0	0	107	0	38	7	2	0	0	0	0	0	0	0	0	0	47	0	133	15	5	1	0	0	0	0	0	0	0	154
8:45	0	66	10	3	2	0	0	0	0	0	0	0	0	81	0	41	5	1	0	0	0	0	0	0	0	0	0	47	0	107	15	4	2	0	0	0	0	0	0	0	128
9:00	0	67	6	3	2	0	0	0	0	0	0	0	0	78	0	41	7	1	1	0	0	0	0	0	0	0	0	50	0	108	13	4	3	0	0	0	0	0	0	0	128
9:15	0	65	10	0	1	0	1	0	0	0	0	0	0	77	0	46	8	1	1	0	0	0	0	0	0	0	0	56	0	111	18	1	2	0	1	0	0	0	0	0	133
9:30	0	57	8	2	1	0	0	0	0	0	0	0	0	68	1	44	6	1	0	0	0	0	0	0	0	0	0	52	1	101	14	3	1	0	0	0	0	0	0	0	120
9:45	0	60	8	1	2	0	0	0	0	0	0	0	0	71	0	36	6	0	1	0	0	0	0	0	0	0	0	43	0	96	14	1	3	0	0	0	0	0	0	0	114
10:00	0	71	7	0	2	0	0	0	0	0	0	0	0	80	0	34	7	1	0	0	0	0	0	0	0	0	0	42	0	105	14	1	2	0	0	0	0	0	0	0	122
10:15	0	49	7	0	1	0	0	0	0	0	0	0	0	57	0	39	10	1	4	0	0	0	0	0	0	0	0	54	0	88	17	1	5	0	0	0	0	0	0	0	111
10:30	0	61	13	1	5	0	0	0	0	0	0	0	0	80	0	33	4	1	2	0	0	0	0	0	0	0	0	40	0	94	17	2	7	0	0	0	0	0	0	0	120
10:45	0	47	10	0	1	0	0	0	0	0	0	0	0	58	0	48	7	1	0	0	0	0	0	0	0	0	0	56	0	95	17	1	1	0	0	0	0	0	0	0	114
11:00	0	59	6	3	1	0	0	0	0	0	0	0	0	69	0	33	13	1	1	0	0	0	0	0	0	0	0	48	0	92	19	4	2	0	0	0	0	0	0	0	117
11:15	0	73	6	1	3	0	0	0	0	0	0	0	0	83	0	30	4	0	0	0	0	1	0	0	0	0	0	35	0	103	10	1	3	0	0	0	1	0	0	0	118
11:30	0	55	5	1	0	0	0	0	0	0	0	0	0	61	0	35	7	1	2	0	0	0	0	0	0	0	0	45	0	90	12	2	2	0	0	0	0	0	0	0	106
11:45	0	55	7	0	0	0	0	0	0	0	0	0	0	62	0	37	5	0	0	0	0	0	0	0	0	0	0	42	0	92	12	0	0	0	0	0	0	0	0	0	104

Prepared by National Data & Surveying Services

CLASSIFICATION

Westford St/SR 3A E/O Royal St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	54	10	1	0	0	0	0	0	0	0	0	0	65	1	42	6	2	0	0	0	0	0	0	0	0	0	51	1	96	16	3	0	0	0	0	0	0	0	0	116
12:15	1	54	8	0	2	0	0	0	0	0	0	0	0	65	0	40	5	0	2	0	0	0	0	0	0	0	0	47	1	94	13	0	4	0	0	0	0	0	0	0	112
12:30	0	64	7	1	2	1	0	0	0	0	0	0	0	75	0	48	6	2	0	0	0	0	0	0	0	0	0	56	0	112	13	3	2	1	0	0	0	0	0	0	131
12:45	0	51	7	1	2	0	0	1	0	0	0	0	0	62	0	40	5	0	1	0	0	0	0	0	0	0	0	46	0	91	12	1	3	0	0	1	0	0	0	0	108
13:00	0	59	14	0	0	1	0	0	0	0	0	0	0	74	0	38	5	1	0	0	0	0	0	0	0	0	0	44	0	97	19	1	0	1	0	0	0	0	0	0	118
13:15	0	60	12	1	1	0	0	0	0	0	0	0	0	74	0	50	3	1	0	0	0	0	0	0	0	0	0	54	0	110	15	2	1	0	0	0	0	0	0	0	128
13:30	0	61	6	4	1	2	0	0	0	0	0	0	0	74	0	55	5	1	1	0	0	0	0	0	0	0	0	62	0	116	11	5	2	2	0	0	0	0	0	0	136
13:45	0	63	22	1	2	0	0	1	0	0	0	0	0	89	0	44	9	0	1	0	0	0	1	0	0	0	0	55	0	107	31	1	3	0	0	1	1	0	0	0	144
14:00	0	64	9	2	0	1	0	0	0	0	0	0	0	76	0	59	6	2	0	1	0	0	0	0	0	0	0	68	0	123	15	4	0	2	0	0	0	0	0	0	144
14:15	0	85	6	0	0	0	0	0	0	0	0	0	0	91	0	57	6	1	1	0	0	0	0	0	0	0	0	65	0	142	12	1	1	0	0	0	0	0	0	0	156
14:30	1	73	10	2	1	0	0	0	0	0	0	0	0	87	1	51	8	4	0	0	0	0	0	0	0	0	0	64	2	124	18	6	1	0	0	0	0	0	0	0	151
14:45	0	92	9	1	2	1	0	0	0	0	0	0	0	105	0	47	11	1	0	0	0	0	0	0	0	0	0	59	0	139	20	2	2	1	0	0	0	0	0	0	164
15:00	0	76	9	3	1	0	0	0	0	0	0	0	0	89	0	59	8	3	1	0	0	0	0	0	0	0	0	71	0	135	17	6	2	0	0	0	0	0	0	0	160
15:15	0	78	7	2	1	0	0	0	0	0	0	0	0	88	0	42	6	1	1	0	0	0	0	0	0	0	0	50	0	120	13	3	2	0	0	0	0	0	0	0	138
15:30	0	69	4	1	2	1	0	0	0	0	0	0	0	77	0	71	4	5	0	1	0	0	0	0	0	0	0	81	0	140	8	6	2	2	0	0	0	0	0	0	158
15:45	0	95	10	0	1	0	0	0	0	0	0	0	0	106	0	68	11	4	2	0	0	0	0	0	0	0	0	85	0	163	21	4	3	0	0	0	0	0	0	0	191
16:00	0	55	5	2	2	0	0	0	0	0	0	0	0	64	0	69	10	4	1	0	0	0	0	0	0	0	0	84	0	124	15	6	3	0	0	0	0	0	0	0	148
16:15	0	79	8	1	0	0	0	0	0	0	0	0	0	88	1	64	5	2	0	0	0	0	0	0	0	0	0	72	1	143	13	3	0	0	0	0	0	0	0	0	160
16:30	0	74	4	2	0	1	0	0	0	0	0	0	0	81	0	81	10	2	1	0	0	0	0	0	0	0	0	94	0	155	14	4	1	1	0	0	0	0	0	0	175
16:45	0	90	15	1	1	0	0	0	0	0	0	0	0	107	0	76	9	0	0	0	0	0	0	0	0	0	0	85	0	166	24	1	1	0	0	0	0	0	0	0	192
17:00	0	86	7	1	0	0	0	0	0	0	0	0	0	94	0	76	5	1	0	0	0	0	0	0	0	0	0	82	0	162	12	2	0	0	0	0	0	0	0	0	176
17:15	0	88	6	0	0	0	0	0	0	0	0	0	0	94	0	74	7	0	0	0	0	0	0	0	0	0	0	81	0	162	13	0	0	0	0	0	0	0	0	0	175
17:30	0	85	5	2	2	0	0	0	0	0	0	0	0	94	0	63	6	1	1	0	0	0	0	0	0	0	0	71	0	148	11	3	3	0	0	0	0	0	0	0	165
17:45	0	76	8	0	1	0	0	0	0	0	0	0	0	85	0	86	6	0	0	0	0	0	0	0	0	0	0	92	0	162	14	0	1	0	0	0	0	0	0	0	177
18:00	0	76	5	1	0	0	0	0	0	0	0	0	0	82	0	58	5	1	0	0	0	0	0	0	0	0	0	64	0	134	10	2	0	0	0	0	0	0	0	0	146
18:15	0	64	0	0	1	0	0	0	0	0	0	0	0	65	0	51	3	0	1	0	0	0	0	0	0	0	0	55	0	115	3	0	2	0	0	0	0	0	0	0	120
18:30	0	64	6	1	3	0	0	0	0	0	0	0	0	74	0	61	2	0	0	0	0	0	0	0	0	0	0	63	0	125	8	1	3	0	0	0	0	0	0	0	137
18:45	0	54	2	0	0	0	0	0	0	0	0	0	0	56	0	44	3	0	0	0	0	0	0	0	0	0	0	47	0	98	5	0	0	0	0	0	0	0	0	0	103
19:00	0	56	3	0	0	0	0	0	0	0	0	0	0	59	0	46	5	0	0	0	0	0	0	0	0	0	0	51	0	102	8	0	0	0	0	0	0	0	0	0	110
19:15	0	40	8	1	0	0	0	0	0	0	0	0	0	49	0	49	3	1	0	0	0	0	0	0	0	0	0	53	0	89	11	2	0	0	0	0	0	0	0	0	102
19:30	0	48	1	0	1	0	0	0	0	0	0	0	0	50	0	42	4	0	0	0	0	0	0	0	0	0	0	46	0	90	5	0	1	0	0	0	0	0	0	0	96
19:45	0	40	3	1	0	0	0	0	0	0	0	0	0	44	0	42	4	0	0	0	0	0	0	0	0	0	0	46	0	82	7	1	0	0	0	0	0	0	0	0	90
20:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	40	1	0	0	0	0	0	0	0	0	0	0	41	0	69	3	0	0	0	0	0	0	0	0	0	72
20:15	0	41	2	0	0	0	0	0	0	0	0	0	0	43	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	63	3	0	0	0	0	0	0	0	0	0	66
20:30	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	75	6	0	0	0	0	0	0	0	0	0	81
20:45	0	46	2	0	0	0	0	0	0	0	0	0	0	48	0	41	2	0	0	0	0	0	0	0	0	0	0	43	0	87	4	0	0	0	0	0	0	0	0	0	91
21:00	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	68	4	0	0	0	0	0	0	0	0	0	72
21:15	0	29	5	0	1	0	0	0	0	0	0	0	0	35	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	61	8	0	1	0	0	0	0	0	0	0	70
21:30	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	46	4	0	0	0	0	0	0	0	0	0	50
21:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	43	4	0	0	0	0	0	0	0	0	0	47
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	39	4	0	0	0	0	0	0	0	0	0	43
22:15	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	44	1	0	0	0	0	0	0	0	0	0	45
22:30	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	43	6	0	0	0	0	0	0	0	0	0	49
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	28	5	0	0	0	0	0	0	0	0	0	33
23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	30	3	0	0	0	0	0	0	0	0	0	33
23:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	40	2	0	0	0	0	0	0	0	0	0	42
23:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	32	2	0	0	0	0	0	0	0	0	0	34
23:45	0	10	2	0	0	0	0	1	0	0	0	0	0	13	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	27	3	0	0	0	0	1	0	0	0	0	31
Totals	2	4,360	479	67	59	9	1	3	2	0	0	0	0	4,982	4	3,229	391	69	27	3	0	0	2	0	0	0	0	3,725	6	7,589	870	136	86	12	1	3	4	0	0	0	0	8,707
% of Totals	0%	88%	10%	1%	1%	0%	0%	0%	0%					100%	0%	87%	10%	2%	1%	0%			0%					100%	0%	87%	10%	2%	1%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

SPEED

Westford St/SR 3A E/O Royal St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_002

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	4	13	10	2	0	1	0	0	0	0	0	0	30	2	7	19	22	6	1	0	0	0	0	0	0	0	57	2	11	32	32	8	1	1	0	0	0	0	0	0	87
1:00	0	1	12	7	1	0	0	0	0	0	0	0	0	21	0	4	19	8	3	0	1	0	0	0	0	0	0	35	0	5	31	15	4	0	1	0	0	0	0	0	0	56
2:00	0	2	9	3	1	0	0	0	0	0	0	0	0	15	0	3	3	3	3	0	0	0	0	0	0	0	0	12	0	5	12	6	4	0	0	0	0	0	0	0	0	27
3:00	1	1	5	9	2	1	0	0	0	0	0	0	0	19	0	2	4	1	0	0	0	1	0	0	0	0	0	8	1	3	9	10	2	1	0	1	0	0	0	0	0	27
4:00	1	0	15	27	3	1	0	0	0	0	0	0	0	47	1	2	6	10	5	2	1	0	0	0	0	0	0	27	2	2	21	37	8	3	1	0	0	0	0	0	0	74
5:00	3	3	40	69	18	1	0	0	0	0	0	0	0	134	1	5	31	27	8	0	0	0	0	0	0	0	0	72	4	8	71	96	26	1	0	0	0	0	0	0	0	206
6:00	5	8	80	86	38	4	1	0	0	0	0	0	0	222	0	8	33	43	11	0	0	0	0	0	0	0	0	95	5	16	113	129	49	4	1	0	0	0	0	0	0	317
7:00	106	52	115	76	10	2	0	0	0	0	0	0	0	361	11	26	83	47	17	6	0	0	0	0	0	0	0	190	117	78	198	123	27	8	0	0	0	0	0	0	0	551
8:00	39	100	156	64	10	0	0	0	0	0	0	0	0	369	14	51	96	32	6	0	1	0	0	0	0	0	0	200	53	151	252	96	16	0	1	0	0	0	0	0	0	569
9:00	12	28	134	106	14	0	0	0	0	0	0	0	0	294	6	23	85	62	25	0	0	0	0	0	0	0	0	201	18	51	219	168	39	0	0	0	0	0	0	0	0	495
10:00	9	53	116	75	17	5	0	0	0	0	0	0	0	275	18	18	79	59	15	2	1	0	0	0	0	0	0	192	27	71	195	134	32	7	1	0	0	0	0	0	0	467
11:00	18	23	120	96	17	0	1	0	0	0	0	0	0	275	5	26	56	63	19	1	0	0	0	0	0	0	0	170	23	49	176	159	36	1	1	0	0	0	0	0	0	445
12:00	6	12	113	107	26	3	0	0	0	0	0	0	0	267	4	23	81	59	30	2	1	0	0	0	0	0	0	200	10	35	194	166	56	5	1	0	0	0	0	0	0	467
13:00	25	40	118	115	10	3	0	0	0	0	0	0	0	311	4	20	95	67	26	2	1	0	0	0	0	0	0	215	29	60	213	182	36	5	1	0	0	0	0	0	0	526
14:00	13	41	175	107	22	1	0	0	0	0	0	0	0	359	1	34	86	102	25	6	1	1	0	0	0	0	0	256	14	75	261	209	47	7	1	1	0	0	0	0	0	615
15:00	24	68	151	93	20	4	0	0	0	0	0	0	0	360	31	44	98	98	15	0	0	1	0	0	0	0	0	287	55	112	249	191	35	4	0	1	0	0	0	0	0	647
16:00	20	58	144	106	12	0	0	0	0	0	0	0	0	340	6	78	120	106	22	1	2	0	0	0	0	0	0	335	26	136	264	212	34	1	2	0	0	0	0	0	0	675
17:00	9	37	156	135	29	1	0	0	0	0	0	0	0	367	8	47	134	98	33	4	2	0	0	0	0	0	0	326	17	84	290	233	62	5	2	0	0	0	0	0	0	693
18:00	8	36	118	92	22	1	0	0	0	0	0	0	0	277	5	23	98	81	18	4	0	0	0	0	0	0	0	229	13	59	216	173	40	5	0	0	0	0	0	0	0	506
19:00	4	34	98	59	6	1	0	0	0	0	0	0	0	202	3	29	69	67	25	3	0	0	0	0	0	0	0	196	7	63	167	126	31	4	0	0	0	0	0	0	0	398
20:00	3	14	76	59	12	0	0	0	0	0	0	0	0	164	4	20	48	54	17	3	0	0	0	0	0	0	0	146	7	34	124	113	29	3	0	0	0	0	0	0	0	310
21:00	3	9	57	43	6	1	1	0	0	0	0	0	0	120	2	7	41	42	25	1	1	0	0	0	0	0	0	119	5	16	98	85	31	2	2	0	0	0	0	0	0	239
22:00	2	4	30	39	11	0	0	0	0	0	0	0	0	86	0	3	28	38	11	3	1	0	0	0	0	0	0	84	2	7	58	77	22	3	1	0	0	0	0	0	0	170
23:00	3	3	25	24	8	4	0	0	0	0	0	0	0	67	2	3	19	28	13	7	1	0	0	0	0	0	0	73	5	6	44	52	21	11	1	0	0	0	0	0	0	140
Totals	314	631	2,076	1,607	317	33	4	0	0	0	0	0	0	4,982	128	506	1,431	1,217	378	48	14	3	0	0	0	0	0	3,725	442	1,137	3,507	2,824	695	81	18	3	0	0	0	0	0	8,707
% of Totals	6%	13%	42%	32%	6%	1%	0%							100%	3%	14%	38%	33%	10%	1%	0%	0%						100%	5%	13%	40%	32%	8%	1%	0%	0%						100%

STATISTICS

00:00 - 12:00	194	275	815	628	133	14	3	0	0	0	0	0	0	2062	58	175	514	377	118	12	4	1	0	0	0	0	0	1259	252	450	1329	1005	251	26	7	1	0	0	0	0	0	3321
%	4%	6%	16%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	41%	1%	4%	10%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	25%	5%	9%	27%	20%	5%	1%	0%	0%	0%	0%	0%	0%	0%	67%
Peak Hour	7:30	8:00	8:00	8:45	6:00	6:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:15	7:30	7:45	8:15	10:45	11:30	7:00	0:30	2:15	0:00	0:00	0:00	0:00	0:00	7:30	7:30	8:00	8:00	8:45	11:30	6:45	0:30	2:15	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	117	100	156	113	38	6	1	0	0	0	0	0	0	393	20	51	103	70	32	6	1	1	0	0	0	0	0	207	137	151	252	172	53	10	2	1	0	0	0	0	0	596
12:00 - 24:00	120	356	1261	979	184	19	1	0	0	0	0	0	0	2920	70	331	917	840	260	36	10	2	0	0	0	0	0	2466	190	687	2178	1819	444	55	11	2	0	0	0	0	0	5386
%	2%	7%	25%	20%	4%	0%	0%	0%	0%	0%	0%	0%	0%	59%	1%	7%	18%	17%	5%	1%	0%	0%	0%	0%	0%	0%	0%	49%	4%	14%	44%	37%	9%	1%	0%	0%	0%	0%	0%	0%	0%	108%
Peak Hour	13:45	14:45	14:00	17:00	17:00	12:15	21:00	12:00	12:00	12:00	12:00	12:00	12:00	16:45	14:45	16:15	16:45	15:45	13:30	23:00	13:30	13:30	12:00	12:00	12:00	12:00	12:00	16:30	14:45	16:30	16:45	15:45	17:00	23:00	13:30	13:30	12:00	12:00	12:00	12:00	12:00	16:30
Peak Volume	27	69	175	135	29	5	1	0	0	0	0	0	0	389	31	82	135	116	33	7	2	1	0	0	0	0	0	342	55	144	310	239	62	11	2	1	0	0	0	0	0	718
07:00 - 09:00	145	152	271	140	20	2	0	0	0	0	0	0	0	730	25	77	179	79	23	6	1	0	0	0	0	0	0	390	170	229	450	219	43	8	1	0	0	0	0	0	0	1120
%	3%	3%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	1%	2%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	3%	5%	9%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	22%
Peak Hour	7:30	8:00	8:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:30	7:45	7:45	7:15	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:30	8:00	8:00	7:15	7:15	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	117	100	156	80	14	2	0	0	0	0	0	0	0	393	20	51	100	48	17	6	1	0	0	0	0	0	0	207	137	151	252	128	29	8	1	0	0	0	0	0	0	596
16:00 - 18:00	29	95	300	241	41	1	0	0	0	0	0	0	0	707	14	125	254	204	55	5	4	0	0	0	0	0	0	661	43	220	554	445	96	6	4	0	0	0	0	0	0	1368
%	1%	2%	6%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	3%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%	1%	4%	11%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	27%
Peak Hour	16:00	16:30	16:45	17:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:30	16:15	16:45	16:15	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:30	16:30	16:45	17:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	20	65	175	135	29	1	0	0	0	0	0	0	0	389	10	82	135	107	33	4	2	0	0	0	0	0	0	342	28	144	310	233	62	5	2	0	0	0	0	0	0	718

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	20	24	24	29	31	4982
WESTBOUND	20	25	25	30	33	3725
TOTALS	20	25	24	29	32	8707

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	20 - 29 mph	3728	75%	0	0%
WESTBOUND	21 - 30 mph	2648	71%	0	0%
TOTALS	20 - 29 mph	6364	73%	0	0%

Prepared by National Data & Surveying Services

SPEED

Westford St/SR 3A E/O Royal St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_002

15-MINUTE BREAKDOWN

Time	EASTBOUND															WESTBOUND															TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	1	3	1	2	0	0	0	0	0	0	0	0	**7**	1	2	5	4	2	0	0	0	0	0	0	0	0	**14**	1	3	8	5	4	0	0	0	0	0	0	0	0	**21**
0:15	0	1	2	7	0	0	0	0	0	0	0	0	0	**10**	0	1	4	8	1	1	0	0	0	0	0	0	0	**15**	0	2	6	15	1	1	0	0	0	0	0	0	0	**25**
0:30	0	1	4	1	0	0	0	0	0	0	0	0	0	**6**	1	2	4	4	2	0	0	0	0	0	0	0	0	**13**	1	3	8	5	2	0	0	0	0	0	0	0	0	**19**
0:45	0	1	4	1	0	0	1	0	0	0	0	0	0	**7**	0	2	6	6	1	0	0	0	0	0	0	0	0	**15**	0	3	10	7	1	0	1	0	0	0	0	0	0	**22**
1:00	0	1	4	1	0	0	0	0	0	0	0	0	0	**6**	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**	0	2	6	2	0	0	0	0	0	0	0	0	0	**10**
1:15	0	0	4	2	0	0	0	0	0	0	0	0	0	**6**	0	2	8	2	1	0	1	0	0	0	0	0	0	**14**	0	2	12	4	1	0	1	0	0	0	0	0	0	**20**
1:30	0	0	3	2	1	0	0	0	0	0	0	0	0	**6**	0	0	6	3	1	0	0	0	0	0	0	0	0	**10**	0	0	9	5	2	0	0	0	0	0	0	0	0	**16**
1:45	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**	0	1	3	2	1	0	0	0	0	0	0	0	0	**7**	0	1	4	4	1	0	0	0	0	0	0	0	0	**10**
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
2:15	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	1	3	2	0	0	0	0	0	0	0	0	0	**6**
2:30	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	1	2	2	0	0	0	0	0	0	0	0	0	**5**
2:45	0	0	5	1	1	0	0	0	0	0	0	0	0	**7**	0	0	1	0	3	0	0	0	0	0	0	0	0	**4**	0	0	6	1	4	0	0	0	0	0	0	0	0	**11**
3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	1	0	0	0	0	0	**3**	0	0	3	1	0	0	0	1	0	0	0	0	0	**5**
3:15	0	1	3	2	1	0	0	0	0	0	0	0	0	**7**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	4	2	1	0	0	0	0	0	0	0	0	**9**
3:30	1	0	1	4	0	1	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	1	4	0	1	0	0	0	0	0	0	0	**7**
3:45	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	1	1	3	1	0	0	0	0	0	0	0	0	**6**
4:00	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**	0	0	2	2	1	1	0	0	0	0	0	0	0	**6**	0	0	3	4	1	1	0	0	0	0	0	0	0	**9**
4:15	0	0	1	5	0	0	0	0	0	0	0	0	0	**6**	0	0	0	0	2	0	1	0	0	0	0	0	0	**3**	0	0	1	5	2	0	1	0	0	0	0	0	0	**9**
4:30	1	0	7	8	2	0	0	0	0	0	0	0	0	**18**	1	2	2	5	0	0	0	0	0	0	0	0	0	**10**	2	2	9	13	2	0	0	0	0	0	0	0	0	**28**
4:45	0	0	6	12	1	1	0	0	0	0	0	0	0	**20**	0	0	2	3	2	1	0	0	0	0	0	0	0	**8**	0	0	8	15	3	2	0	0	0	0	0	0	0	**28**
5:00	0	0	8	9	3	0	0	0	0	0	0	0	0	**20**	0	1	8	9	1	0	0	0	0	0	0	0	0	**19**	0	1	16	18	4	0	0	0	0	0	0	0	0	**39**
5:15	1	1	4	17	7	0	0	0	0	0	0	0	0	**30**	1	1	4	7	2	0	0	0	0	0	0	0	0	**15**	2	2	8	24	9	0	0	0	0	0	0	0	0	**45**
5:30	1	2	16	27	5	0	0	0	0	0	0	0	0	**51**	0	0	13	3	1	0	0	0	0	0	0	0	0	**17**	1	2	29	30	6	0	0	0	0	0	0	0	0	**68**
5:45	1	0	12	16	3	1	0	0	0	0	0	0	0	**33**	0	3	6	8	4	0	0	0	0	0	0	0	0	**21**	1	3	18	24	7	1	0	0	0	0	0	0	0	**54**
6:00	1	1	13	18	8	0	1	0	0	0	0	0	0	**42**	0	3	11	8	3	0	0	0	0	0	0	0	0	**25**	1	4	24	26	11	0	1	0	0	0	0	0	0	**67**
6:15	0	1	12	28	15	0	0	0	0	0	0	0	0	**56**	0	1	4	11	2	0	0	0	0	0	0	0	0	**18**	0	2	16	39	17	0	0	0	0	0	0	0	0	**74**
6:30	0	2	41	24	5	0	0	0	0	0	0	0	0	**72**	0	3	12	13	2	0	0	0	0	0	0	0	0	**30**	0	5	53	37	7	0	0	0	0	0	0	0	0	**102**
6:45	4	4	14	16	10	4	0	0	0	0	0	0	0	**52**	0	1	6	11	4	0	0	0	0	0	0	0	0	**22**	4	5	20	27	14	4	0	0	0	0	0	0	0	**74**
7:00	0	4	38	12	1	1	0	0	0	0	0	0	0	**56**	4	5	23	11	4	0	0	0	0	0	0	0	0	**47**	4	9	61	23	5	1	0	0	0	0	0	0	0	**103**
7:15	8	8	27	45	9	0	0	0	0	0	0	0	0	**97**	0	3	17	11	7	4	0	0	0	0	0	0	0	**42**	8	11	44	56	16	4	0	0	0	0	0	0	0	**139**
7:30	25	28	39	19	0	1	0	0	0	0	0	0	0	**112**	1	10	15	17	5	0	0	0	0	0	0	0	0	**48**	26	38	54	36	5	1	0	0	0	0	0	0	0	**160**
7:45	73	12	11	0	0	0	0	0	0	0	0	0	0	**96**	6	8	28	8	1	2	0	0	0	0	0	0	0	**53**	79	20	39	8	1	2	0	0	0	0	0	0	0	**149**
8:00	7	17	43	16	5	0	0	0	0	0	0	0	0	**88**	9	13	23	12	2	0	0	0	0	0	0	0	0	**59**	16	30	66	28	7	0	0	0	0	0	0	0	0	**147**
8:15	12	27	44	9	1	0	0	0	0	0	0	0	0	**93**	4	13	26	4	0	0	0	0	0	0	0	0	0	**47**	16	40	70	13	1	0	0	0	0	0	0	0	0	**140**
8:30	7	39	48	12	1	0	0	0	0	0	0	0	0	**107**	1	17	23	5	1	0	0	0	0	0	0	0	0	**47**	8	56	71	17	2	0	0	0	0	0	0	0	0	**154**
8:45	13	17	21	27	3	0	0	0	0	0	0	0	0	**81**	0	8	24	11	3	0	1	0	0	0	0	0	0	**47**	13	25	45	38	6	0	1	0	0	0	0	0	0	**128**
9:00	5	8	33	30	2	0	0	0	0	0	0	0	0	**78**	3	5	30	10	2	0	0	0	0	0	0	0	0	**50**	8	13	63	40	4	0	0	0	0	0	0	0	0	**128**
9:15	2	7	33	29	6	0	0	0	0	0	0	0	0	**77**	0	11	24	16	5	0	0	0	0	0	0	0	0	**56**	2	18	57	45	11	0	0	0	0	0	0	0	0	**133**
9:30	2	4	33	27	2	0	0	0	0	0	0	0	0	**68**	3	2	14	22	11	0	0	0	0	0	0	0	0	**52**	5	6	47	49	13	0	0	0	0	0	0	0	0	**120**
9:45	3	9	35	20	4	0	0	0	0	0	0	0	0	**71**	0	5	17	14	7	0	0	0	0	0	0	0	0	**43**	3	14	52	34	11	0	0	0	0	0	0	0	0	**114**
10:00	3	21	32	19	5	0	0	0	0	0	0	0	0	**80**	3	7	16	14	1	0	1	0	0	0	0	0	0	**42**	6	28	48	33	6	0	1	0	0	0	0	0	0	**122**
10:15	1	12	22	17	3	2	0	0	0	0	0	0	0	**57**	8	6	25	10	4	1	0	0	0	0	0	0	0	**54**	9	18	47	27	7	3	0	0	0	0	0	0	0	**111**
10:30	3	14	43	19	1	0	0	0	0	0	0	0	0	**80**	4	2	19	13	2	0	0	0	0	0	0	0	0	**40**	7	16	62	32	3	0	0	0	0	0	0	0	0	**120**
10:45	2	6	19	20	8	3	0	0	0	0	0	0	0	**58**	3	3	19	22	8	1	0	0	0	0	0	0	0	**56**	5	9	38	42	16	4	0	0	0	0	0	0	0	**114**
11:00	13	4	20	26	6	0	0	0	0	0	0	0	0	**69**	4	4	22	15	2	1	0	0	0	0	0	0	0	**48**	17	8	42	41	8	1	0	0	0	0	0	0	0	**117**
11:15	3	4	41	32	3	0	0	0	0	0	0	0	0	**83**	0	4	9	18	4	0	0	0	0	0	0	0	0	**35**	3	8	50	50	7	0	0	0	0	0	0	0	0	**118**
11:30	1	7	33	14	6	0	0	0	0	0	0	0	0	**61**	1	10	13	15	6	0	0	0	0	0	0	0	0	**45**	2	17	46	29	12	0	0	0	0	0	0	0	0	**106**
11:45	1	8	26	24	2	0	1	0	0	0	0	0	0	**62**	0	8	12	15	7	0	0	0	0	0	0	0	0	**42**	1	16	38	39	9	0	1	0	0	0	0	0	0	**104**

Prepared by National Data & Surveying Services

SPEED

Westford St/SR 3A E/O Royal St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	4	23	34	4	0	0	0	0	0	0	0	0	**65**	2	11	25	7	6	0	0	0	0	0	0	0	0	**51**	2	15	48	41	10	0	0	0	0	0	0	0	0	**116**
12:15	2	3	21	29	9	1	0	0	0	0	0	0	0	**65**	1	5	16	10	13	1	1	0	0	0	0	0	0	**47**	3	8	37	39	22	2	1	0	0	0	0	0	0	**112**
12:30	4	0	41	23	7	0	0	0	0	0	0	0	0	**75**	0	5	28	20	3	0	0	0	0	0	0	0	0	**56**	4	5	69	43	10	0	0	0	0	0	0	0	0	**131**
12:45	0	5	28	21	6	2	0	0	0	0	0	0	0	**62**	1	2	12	22	8	1	0	0	0	0	0	0	0	**46**	1	7	40	43	14	3	0	0	0	0	0	0	0	**108**
13:00	2	12	29	25	4	2	0	0	0	0	0	0	0	**74**	2	4	18	18	2	0	0	0	0	0	0	0	0	**44**	4	16	47	43	6	2	0	0	0	0	0	0	0	**118**
13:15	4	6	25	34	4	1	0	0	0	0	0	0	0	**74**	1	3	20	22	7	1	0	0	0	0	0	0	0	**54**	5	9	45	56	11	2	0	0	0	0	0	0	0	**128**
13:30	2	14	39	18	1	0	0	0	0	0	0	0	0	**74**	0	9	36	8	9	0	0	0	0	0	0	0	0	**62**	2	23	75	26	10	0	0	0	0	0	0	0	0	**136**
13:45	17	8	25	38	1	0	0	0	0	0	0	0	0	**89**	1	4	21	19	8	1	1	0	0	0	0	0	0	**55**	18	12	46	57	9	1	1	0	0	0	0	0	0	**144**
14:00	3	7	40	18	8	0	0	0	0	0	0	0	0	**76**	0	13	23	26	5	1	0	0	0	0	0	0	0	**68**	3	20	63	44	13	1	0	0	0	0	0	0	0	**144**
14:15	0	7	46	34	4	0	0	0	0	0	0	0	0	**91**	1	5	18	25	11	3	1	1	0	0	0	0	0	**65**	1	12	64	59	15	3	1	1	0	0	0	0	0	**156**
14:30	7	13	37	26	4	0	0	0	0	0	0	0	0	**87**	0	10	30	22	1	1	0	0	0	0	0	0	0	**64**	7	23	67	48	5	1	0	0	0	0	0	0	0	**151**
14:45	3	14	52	29	6	1	0	0	0	0	0	0	0	**105**	0	6	15	29	8	1	0	0	0	0	0	0	0	**59**	3	20	67	58	14	2	0	0	0	0	0	0	0	**164**
15:00	11	21	35	19	2	1	0	0	0	0	0	0	0	**89**	23	6	21	16	5	0	0	0	0	0	0	0	0	**71**	34	27	56	35	7	1	0	0	0	0	0	0	0	**160**
15:15	2	15	34	25	10	2	0	0	0	0	0	0	0	**88**	3	10	18	16	3	0	0	0	0	0	0	0	0	**50**	5	25	52	41	13	2	0	0	0	0	0	0	0	**138**
15:30	8	19	26	19	5	0	0	0	0	0	0	0	0	**77**	5	19	25	28	3	0	0	1	0	0	0	0	0	**81**	13	38	51	47	8	0	0	1	0	0	0	0	0	**158**
15:45	3	13	56	30	3	1	0	0	0	0	0	0	0	**106**	0	9	34	38	4	0	0	0	0	0	0	0	0	**85**	3	22	90	68	7	1	0	0	0	0	0	0	0	**191**
16:00	3	4	25	27	5	0	0	0	0	0	0	0	0	**64**	0	10	38	26	9	0	1	0	0	0	0	0	0	**84**	3	14	63	53	14	0	1	0	0	0	0	0	0	**148**
16:15	2	6	40	40	0	0	0	0	0	0	0	0	0	**88**	1	18	23	20	9	1	0	0	0	0	0	0	0	**72**	3	24	63	60	9	1	0	0	0	0	0	0	0	**160**
16:30	6	22	24	26	3	0	0	0	0	0	0	0	0	**81**	4	28	27	32	2	0	1	0	0	0	0	0	0	**94**	10	50	51	58	5	0	1	0	0	0	0	0	0	**175**
16:45	9	26	55	13	4	0	0	0	0	0	0	0	0	**107**	1	22	32	28	2	0	0	0	0	0	0	0	0	**85**	10	48	87	41	6	0	0	0	0	0	0	0	0	**192**
17:00	0	7	40	38	9	0	0	0	0	0	0	0	0	**94**	2	14	27	27	10	1	1	0	0	0	0	0	0	**82**	2	21	67	65	19	1	1	0	0	0	0	0	0	**176**
17:15	3	10	47	28	6	0	0	0	0	0	0	0	0	**94**	3	15	47	10	5	1	0	0	0	0	0	0	0	**81**	6	25	94	38	11	1	0	0	0	0	0	0	0	**175**
17:30	5	15	33	37	4	0	0	0	0	0	0	0	0	**94**	3	6	29	27	5	0	1	0	0	0	0	0	0	**71**	8	21	62	64	9	0	1	0	0	0	0	0	0	**165**
17:45	1	5	36	32	10	1	0	0	0	0	0	0	0	**85**	0	12	31	34	13	2	0	0	0	0	0	0	0	**92**	1	17	67	66	23	3	0	0	0	0	0	0	0	**177**
18:00	4	9	36	27	6	0	0	0	0	0	0	0	0	**82**	3	4	28	23	6	0	0	0	0	0	0	0	0	**64**	7	13	64	50	12	0	0	0	0	0	0	0	0	**146**
18:15	1	1	27	28	7	1	0	0	0	0	0	0	0	**65**	0	4	21	26	4	0	0	0	0	0	0	0	0	**55**	1	5	48	54	11	1	0	0	0	0	0	0	0	**120**
18:30	1	19	37	14	3	0	0	0	0	0	0	0	0	**74**	1	9	33	19	1	0	0	0	0	0	0	0	0	**63**	2	28	70	33	4	0	0	0	0	0	0	0	0	**137**
18:45	2	7	18	23	6	0	0	0	0	0	0	0	0	**56**	1	6	16	13	7	4	0	0	0	0	0	0	0	**47**	3	13	34	36	13	4	0	0	0	0	0	0	0	**103**
19:00	2	14	31	9	2	1	0	0	0	0	0	0	0	**59**	2	11	20	15	3	0	0	0	0	0	0	0	0	**51**	4	25	51	24	5	1	0	0	0	0	0	0	0	**110**
19:15	0	10	18	20	1	0	0	0	0	0	0	0	0	**49**	1	6	16	18	12	0	0	0	0	0	0	0	0	**53**	1	16	34	38	13	0	0	0	0	0	0	0	0	**102**
19:30	2	6	30	11	1	0	0	0	0	0	0	0	0	**50**	0	6	19	16	4	1	0	0	0	0	0	0	0	**46**	2	12	49	27	5	1	0	0	0	0	0	0	0	**96**
19:45	0	4	19	19	2	0	0	0	0	0	0	0	0	**44**	0	6	14	18	6	2	0	0	0	0	0	0	0	**46**	0	10	33	37	8	2	0	0	0	0	0	0	0	**90**
20:00	0	2	14	12	3	0	0	0	0	0	0	0	0	**31**	1	9	13	15	2	1	0	0	0	0	0	0	0	**41**	1	11	27	27	5	1	0	0	0	0	0	0	0	**72**
20:15	3	4	20	11	5	0	0	0	0	0	0	0	0	**43**	0	0	8	7	8	0	0	0	0	0	0	0	0	**23**	3	4	28	18	13	0	0	0	0	0	0	0	0	**66**
20:30	0	1	23	16	2	0	0	0	0	0	0	0	0	**42**	1	7	11	19	1	0	0	0	0	0	0	0	0	**39**	1	8	34	35	3	0	0	0	0	0	0	0	0	**81**
20:45	0	7	19	20	2	0	0	0	0	0	0	0	0	**48**	2	4	16	13	6	2	0	0	0	0	0	0	0	**43**	2	11	35	33	8	2	0	0	0	0	0	0	0	**91**
21:00	2	7	14	13	0	0	0	0	0	0	0	0	0	**36**	0	6	16	9	5	0	0	0	0	0	0	0	0	**36**	2	13	30	22	5	0	0	0	0	0	0	0	0	**72**
21:15	0	0	22	10	3	0	0	0	0	0	0	0	0	**35**	0	0	9	15	10	0	1	0	0	0	0	0	0	**35**	0	0	31	25	13	0	1	0	0	0	0	0	0	**70**
21:30	1	2	12	10	3	1	0	0	0	0	0	0	0	**29**	2	1	8	5	5	0	0	0	0	0	0	0	0	**21**	3	3	20	15	8	1	0	0	0	0	0	0	0	**50**
21:45	0	0	9	10	0	0	1	0	0	0	0	0	0	**20**	0	0	8	13	5	1	0	0	0	0	0	0	0	**27**	0	0	17	23	5	1	1	0	0	0	0	0	0	**47**
22:00	0	0	7	11	1	0	0	0	0	0	0	0	0	**19**	0	0	12	8	3	1	0	0	0	0	0	0	0	**24**	0	0	19	19	4	1	0	0	0	0	0	0	0	**43**
22:15	2	2	11	6	3	0	0	0	0	0	0	0	0	**24**	0	2	4	12	2	0	1	0	0	0	0	0	0	**21**	2	4	15	18	5	0	1	0	0	0	0	0	0	**45**
22:30	0	2	8	15	3	0	0	0	0	0	0	0	0	**28**	0	1	7	8	3	2	0	0	0	0	0	0	0	**21**	0	3	15	23	6	2	0	0	0	0	0	0	0	**49**
22:45	0	0	4	7	4	0	0	0	0	0	0	0	0	**15**	0	0	5	10	3	0	0	0	0	0	0	0	0	**18**	0	0	9	17	7	0	0	0	0	0	0	0	0	**33**
23:00	0	0	7	3	2	2	0	0	0	0	0	0	0	**14**	0	0	8	6	3	1	1	0	0	0	0	0	0	**19**	0	0	15	9	5	3	1	0	0	0	0	0	0	**33**
23:15	2	1	7	8	2	1	0	0	0	0	0	0	0	**21**	1	3	4	9	1	3	0	0	0	0	0	0	0	**21**	3	4	11	17	3	4	0	0	0	0	0	0	0	**42**
23:30	0	0	7	8	3	1	0	0	0	0	0	0	0	**19**	1	0	1	5	6	2	0	0	0	0	0	0	0	**15**	1	0	8	13	9	3	0	0	0	0	0	0	0	**34**
23:45	1	2	4	5	1	0	0	0	0	0	0	0	0	**13**	0	0	6	8	3	1	0	0	0	0	0	0	0	**18**	1	2	10	13	4	1	0	0	0	0	0	0	0	**31**
Totals	**314**	**631**	**2,076**	**1,607**	**317**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4,982**	**128**	**506**	**1,431**	**1,217**	**378**	**48**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**3,725**	**442**	**1,137**	**3,507**	**2,824**	**695**	**81**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**8,707**
% of Totals	6%	13%	42%	32%	6%	1%	0%	0%	0%	0%	0%	0%	0%	**100%**	3%	14%	38%	33%	10%	1%	0%	0%	0%	0%	0%	0%	0%	**100%**	5%	13%	40%	32%	8%	1%	0%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

CLASSIFICATION

Fletcher St Bet Varney St & Butterfield St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_003

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	54	4	0	0	0	0	0	0	0	0	0	0	**58**	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	0	83	4	0	0	0	0	0	0	0	0	0	0	**87**
1:00	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	0	44	4	0	0	0	0	0	0	0	0	0	0	**48**
2:00	0	27	3	0	1	0	0	0	0	0	0	0	0	**31**	0	20	1	0	0	0	0	0	0	1	0	0	0	**22**	0	47	4	0	1	0	0	0	0	1	0	0	0	**53**
3:00	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	0	28	9	0	1	0	0	0	0	0	0	0	0	**38**	0	47	11	0	1	0	0	0	0	0	0	0	0	**59**
4:00	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	0	114	26	0	2	0	0	0	0	0	0	0	0	**142**	0	134	30	0	2	0	0	0	0	0	0	0	0	**166**
5:00	0	44	4	0	2	0	0	0	0	0	0	0	0	**50**	0	263	67	0	7	0	0	0	0	0	0	0	0	**337**	0	307	71	0	9	0	0	0	0	0	0	0	0	**387**
6:00	0	117	16	6	2	1	0	0	1	0	0	0	0	**143**	1	369	69	4	3	0	1	0	0	0	0	0	0	**447**	1	486	85	10	5	1	1	0	1	0	0	0	0	**590**
7:00	1	222	25	4	7	2	0	0	0	0	0	0	0	**261**	1	441	47	5	8	3	1	0	0	0	0	0	0	**506**	2	663	72	9	15	5	1	0	0	0	0	0	0	**767**
8:00	0	270	24	7	9	1	0	0	0	0	0	0	0	**311**	0	372	51	5	6	7	0	0	0	0	0	0	0	**441**	0	642	75	12	15	8	0	0	0	0	0	0	0	**752**
9:00	0	253	34	5	9	3	0	0	0	0	0	0	0	**304**	0	267	31	2	6	3	0	2	0	0	0	0	0	**311**	0	520	65	7	15	6	0	2	0	0	0	0	0	**615**
10:00	0	231	36	5	9	1	0	0	0	0	0	0	0	**282**	0	249	32	4	13	6	0	0	0	0	0	0	0	**304**	0	480	68	9	22	7	0	0	0	0	0	0	0	**586**
11:00	0	231	30	2	9	0	0	0	0	0	0	0	0	**272**	0	241	38	2	6	0	0	3	0	0	0	0	0	**290**	0	472	68	4	15	0	0	3	0	0	0	0	0	**562**
12:00	1	251	36	1	8	1	0	0	0	0	0	0	0	**298**	0	307	26	2	8	1	0	1	1	4	0	0	0	**350**	1	558	62	3	16	2	0	1	1	4	0	0	0	**648**
13:00	0	265	30	5	6	0	0	0	0	0	0	0	0	**306**	2	278	29	9	6	0	0	0	0	0	0	0	0	**324**	2	543	59	14	12	0	0	0	0	0	0	0	0	**630**
14:00	0	353	44	2	6	0	0	0	0	0	0	0	0	**405**	0	335	29	6	8	3	0	0	0	0	0	0	0	**381**	0	688	73	8	14	3	0	0	0	0	0	0	0	**786**
15:00	0	387	57	3	2	0	0	0	0	0	0	0	0	**449**	0	294	26	2	4	1	0	0	0	0	0	0	0	**327**	0	681	83	5	6	1	0	0	0	0	0	0	0	**776**
16:00	1	424	44	3	4	0	0	0	0	0	0	0	0	**476**	0	251	29	6	3	1	0	0	0	0	0	0	0	**290**	1	675	73	9	7	1	0	0	0	0	0	0	0	**766**
17:00	0	422	41	0	4	0	0	0	0	0	0	0	0	**467**	0	316	15	1	1	0	0	3	0	0	0	0	0	**336**	0	738	56	1	5	0	0	3	0	0	0	0	0	**803**
18:00	0	384	35	1	1	0	0	0	0	0	0	0	0	**421**	0	291	17	2	2	0	0	0	0	0	0	0	0	**312**	0	675	52	3	3	0	0	0	0	0	0	0	0	**733**
19:00	0	243	21	0	0	0	0	0	0	0	0	0	0	**264**	0	238	24	1	1	0	0	0	0	0	0	0	0	**264**	0	481	45	1	1	0	0	0	0	0	0	0	0	**528**
20:00	1	192	21	2	0	0	0	0	0	0	0	0	0	**216**	0	187	12	0	0	0	0	0	0	0	0	0	0	**199**	1	379	33	2	0	0	0	0	0	0	0	0	0	**415**
21:00	0	157	11	0	0	0	0	0	0	0	0	0	0	**168**	0	198	11	0	1	0	0	0	0	0	0	0	0	**210**	0	355	22	0	1	0	0	0	0	0	0	0	0	**378**
22:00	0	128	10	0	1	0	0	0	0	0	0	0	0	**139**	0	102	3	0	1	0	0	0	0	0	0	0	0	**106**	0	230	13	0	2	0	0	0	0	0	0	0	0	**245**
23:00	0	88	11	1	1	0	0	0	0	0	0	0	0	**101**	0	92	4	0	0	0	0	0	0	0	0	0	0	**96**	0	180	15	1	1	0	0	0	0	0	0	0	0	**197**
Totals	**4**	**4,805**	**546**	**47**	**81**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5,493**	**4**	**5,303**	**597**	**51**	**87**	**25**	**2**	**9**	**1**	**5**	**0**	**0**	**0**	**6,084**	**8**	**10,108**	**1,143**	**98**	**168**	**34**	**2**	**9**	**2**	**5**	**0**	**0**	**0**	**11,577**
% of Totals	0%	87%	10%	1%	1%	0%			0%					100%	0%	87%	10%	1%	1%	0%	0%	0%	0%	0%	0%			100%	0%	87%	10%	1%	1%	0%	0%	0%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



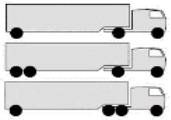
#5 2-Axle, 6-Tire Single Units



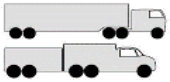
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1511	185	29	48	8	0	0	1	0	0	0	0	**1783**	2	2414	372	22	52	19	2	5	0	1	0	0	0	**2889**	3	3925	557	51	100	27	2	5	1	1	0	0	0	**4672**
%	0%	28%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**32%**	0%	40%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**47%**	0%	34%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**40%**
Peak Hour	7:00	8:30	7:45	6:15	9:45	6:45	0:00	0:00	5:15	0:00	0:00	0:00	0:00	**8:30**	6:30	7:00	5:30	6:30	10:15	7:30	6:30	11:00	11:30	11:45	0:00	0:00	0:00	**7:00**	6:30	7:00	5:45	6:30	10:15	7:30	6:30	11:00	5:15	11:45	0:00	0:00	0:00	**7:00**
Peak Volume	1	295	36	7	11	3	0	0	1	0	0	0	0	**339**	2	441	76	8	14	7	2	3	1	4	0	0	0	**506**	2	663	92	15	25	9	2	3	1	4	0	0	0	**767**
12:00 - 24:00	3	3294	361	18	33	1	0	0	0	0	0	0	0	**3710**	2	2889	225	29	35	6	0	4	1	4	0	0	0	**3195**	5	6183	586	47	68	7	0	4	1	4	0	0	0	**6905**
%	0%	60%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**68%**	0%	47%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**53%**	0%	53%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**60%**
Peak Hour	12:00	16:30	14:45	12:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**16:30**	12:30	14:00	14:15	13:00	13:45	14:00	12:00	16:45	12:00	12:00	12:00	12:00	12:00	**14:00**	12:30	16:30	14:45	13:00	12:00	14:00	12:00	16:45	12:00	12:00	12:00	12:00	12:00	**16:30**
Peak Volume	1	447	59	5	8	1	0	0	0	0	0	0	0	**501**	2	335	34	9	9	3	0	3	1	4	0	0	0	**381**	3	765	89	14	16	3	0	3	1	4	0	0	0	**849**
07:00 - 09:00	1	492	49	11	16	3	0	0	0	0	0	0	0	**572**	1	813	98	10	14	10	1	0	0	0	0	0	0	**947**	2	1305	147	21	30	13	1	0	0	0	0	0	0	**1519**
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	8:00	7:45	7:30	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	7:00	8:00	7:00	7:30	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:00**	7:00	7:00	7:45	7:45	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:00**
Peak Volume	1	270	36	7	10	3	0	0	0	0	0	0	0	**311**	1	441	51	5	10	7	1	0	0	0	0	0	0	**506**	2	663	80	12	19	9	1	0	0	0	0	0	0	**767**
16:00 - 18:00	1	846	85	3	8	0	0	0	0	0	0	0	0	**943**	0	567	44	7	4	1	0	3	0	0	0	0	0	**626**	1	1413	129	10	12	1	0	3	0	0	0	0	0	**1569**
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**
Peak Hour	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	**16:30**	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	**16:30**
Peak Volume	1	447	49	3	4	0	0	0	0	0	0	0	0	**501**	0	318	29	6	3	1	0	3	0	0	0	0	0	**348**	1	765	73	9	7	1	0	3	0	0	0	0	0	**849**

Prepared by National Data & Surveying Services

CLASSIFICATION

Fletcher St Bet Varney St & Butterfield St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	17	1	0	0	0	0	0	0	0	0	0	18
0:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	32	0	0	0	0	0	0	0	0	0	0	32
0:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	19	2	0	0	0	0	0	0	0	0	0	21
0:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	15	1	0	0	0	0	0	0	0	0	0	16
1:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	13	1	0	0	0	0	0	0	0	0	0	14
1:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	10
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	11
1:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	13
2:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	14	1	0	1	0	0	0	0	0	0	0	16
2:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	10
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	10	1	0	0	0	0	0	0	1	0	0	12
2:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	13	2	0	0	0	0	0	0	0	0	0	15
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	7	2	0	0	0	0	0	0	0	0	0	9
3:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	4	2	0	1	0	0	0	0	0	0	0	0	7	0	10	3	0	1	0	0	0	0	0	0	0	14
3:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	14	4	0	0	0	0	0	0	0	0	0	18
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	16	2	0	0	0	0	0	0	0	0	0	18
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0	19	6	0	0	0	0	0	0	0	0	0	25
4:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	29	3	0	0	0	0	0	0	0	0	0	32
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	31	7	0	2	0	0	0	0	0	0	0	0	40	0	36	7	0	2	0	0	0	0	0	0	0	45
4:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	42	12	0	0	0	0	0	0	0	0	0	0	54	0	50	14	0	0	0	0	0	0	0	0	0	64
5:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	46	15	0	0	0	0	0	0	0	0	0	0	61	0	54	15	0	0	0	0	0	0	0	0	0	69
5:15	0	12	0	0	2	0	0	0	0	0	0	0	0	14	0	65	13	0	2	0	0	0	0	0	0	0	0	80	0	77	13	0	4	0	0	0	0	0	0	0	94
5:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	83	16	0	1	0	0	0	0	0	0	0	0	100	0	94	17	0	1	0	0	0	0	0	0	0	112
5:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	69	23	0	4	0	0	0	0	0	0	0	0	96	0	82	26	0	4	0	0	0	0	0	0	0	112
6:00	0	14	5	1	2	0	0	0	1	0	0	0	0	23	0	83	19	0	1	0	0	0	0	0	0	0	0	103	0	97	24	1	3	0	0	0	1	0	0	0	126
6:15	0	29	6	1	0	0	0	0	0	0	0	0	0	36	0	93	18	0	0	0	0	0	0	0	0	0	0	111	0	122	24	1	0	0	0	0	0	0	0	0	147
6:30	0	27	4	0	0	0	0	0	0	0	0	0	0	31	1	103	14	1	1	0	1	0	0	0	0	0	0	121	1	130	18	1	1	0	1	0	0	0	0	0	152
6:45	0	47	1	4	0	1	0	0	0	0	0	0	0	53	0	90	18	3	1	0	0	0	0	0	0	0	0	112	0	137	19	7	1	1	0	0	0	0	0	0	165
7:00	0	46	1	2	2	0	0	0	0	0	0	0	0	51	0	109	19	3	1	0	0	0	0	0	0	0	0	132	0	155	20	5	3	0	0	0	0	0	0	0	183
7:15	0	54	4	1	2	1	0	0	0	0	0	0	0	62	1	115	9	1	1	1	1	0	0	0	0	0	0	129	1	169	13	2	3	2	1	0	0	0	0	0	191
7:30	0	67	2	0	0	1	0	0	0	0	0	0	0	70	0	107	10	1	4	2	0	0	0	0	0	0	0	124	0	174	12	1	4	3	0	0	0	0	0	0	194
7:45	1	55	18	1	3	0	0	0	0	0	0	0	0	78	0	110	9	0	2	0	0	0	0	0	0	0	0	121	1	165	27	1	5	0	0	0	0	0	0	0	199
8:00	0	39	6	4	5	1	0	0	0	0	0	0	0	55	0	99	11	2	2	0	0	0	0	0	0	0	0	114	0	138	17	6	7	1	0	0	0	0	0	0	169
8:15	0	58	8	2	1	0	0	0	0	0	0	0	0	69	0	109	11	1	2	5	0	0	0	0	0	0	0	128	0	167	19	3	3	5	0	0	0	0	0	0	197
8:30	0	94	4	0	1	0	0	0	0	0	0	0	0	99	0	76	13	2	2	1	0	0	0	0	0	0	0	94	0	170	17	2	3	1	0	0	0	0	0	0	193
8:45	0	79	6	1	2	0	0	0	0	0	0	0	0	88	0	88	16	0	0	1	0	0	0	0	0	0	0	105	0	167	22	1	2	1	0	0	0	0	0	0	193
9:00	0	52	11	3	1	0	0	0	0	0	0	0	0	67	0	68	11	0	0	0	0	1	0	0	0	0	0	80	0	120	22	3	1	0	0	1	0	0	0	0	147
9:15	0	70	10	1	2	2	0	0	0	0	0	0	0	85	0	70	7	2	1	0	0	0	0	0	0	0	0	80	0	140	17	3	3	2	0	0	0	0	0	0	165
9:30	0	62	7	1	4	0	0	0	0	0	0	0	0	74	0	69	6	0	1	1	0	1	0	0	0	0	0	78	0	131	13	1	5	1	0	1	0	0	0	0	152
9:45	0	69	6	0	2	1	0	0	0	0	0	0	0	78	0	60	7	0	4	2	0	0	0	0	0	0	0	73	0	129	13	0	6	3	0	0	0	0	0	0	151
10:00	0	59	8	4	2	0	0	0	0	0	0	0	0	73	0	59	7	1	3	2	0	0	0	0	0	0	0	72	0	118	15	5	5	2	0	0	0	0	0	0	145
10:15	0	57	13	1	2	0	0	0	0	0	0	0	0	73	0	70	8	1	3	2	0	0	0	0	0	0	0	84	0	127	21	2	5	2	0	0	0	0	0	0	157
10:30	0	61	9	0	5	0	0	0	0	0	0	0	0	75	0	61	7	0	2	0	0	0	0	0	0	0	0	70	0	122	16	0	7	0	0	0	0	0	0	0	145
10:45	0	54	6	0	0	1	0	0	0	0	0	0	0	61	0	59	10	2	5	2	0	0	0	0	0	0	0	78	0	113	16	2	5	3	0	0	0	0	0	0	139
11:00	0	63	8	1	4	0	0	0	0	0	0	0	0	76	0	73	14	2	4	0	0	2	0	0	0	0	0	95	0	136	22	3	8	0	0	2	0	0	0	0	171
11:15	0	66	8	1	2	0	0	0	0	0	0	0	0	77	0	61	13	0	1	0	0	0	0	0	0	0	0	75	0	127	21	1	3	0	0	0	0	0	0	0	152
11:30	0	49	8	0	3	0	0	0	0	0	0	0	0	60	0	61	6	0	0	0	0	0	0	0	0	0	0	67	0	110	14	0	3	0	0	0	0	0	0	0	127
11:45	0	53	6	0	0	0	0	0	0	0	0	0	0	59	0	46	5	0	1	0	0	1	0	0	0	0	0	53	0	99	11	0	1	0	0	1	0	0	0	0	112

Prepared by National Data & Surveying Services

CLASSIFICATION

Fletcher St Bet Varney St & Butterfield St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	54	9	0	3	0	0	0	0	0	0	0	0	66	0	94	6	1	6	1	0	0	0	1	0	0	0	109	0	148	15	1	9	1	0	0	0	1	0	0	0	175
12:15	0	78	7	0	1	0	0	0	0	0	0	0	0	86	0	73	7	1	0	0	0	1	1	1	0	0	0	84	0	151	14	1	1	0	0	1	1	1	0	0	0	170
12:30	1	55	11	0	2	0	0	0	0	0	0	0	0	69	0	73	5	0	1	0	0	0	0	2	0	0	0	81	1	128	16	0	3	0	0	0	0	2	0	0	0	150
12:45	0	64	9	1	2	1	0	0	0	0	0	0	0	77	0	67	8	0	1	0	0	0	0	0	0	0	0	76	0	131	17	1	3	1	0	0	0	0	0	0	0	153
13:00	0	60	6	2	1	0	0	0	0	0	0	0	0	69	1	77	6	3	1	0	0	0	0	0	0	0	0	88	1	137	12	5	2	0	0	0	0	0	0	0	0	157
13:15	0	61	10	2	3	0	0	0	0	0	0	0	0	76	1	66	8	3	2	0	0	0	0	0	0	0	0	80	1	127	18	5	5	0	0	0	0	0	0	0	0	156
13:30	0	79	7	0	1	0	0	0	0	0	0	0	0	87	0	79	9	1	1	0	0	0	0	0	0	0	0	90	0	158	16	1	2	0	0	0	0	0	0	0	0	177
13:45	0	65	7	1	1	0	0	0	0	0	0	0	0	74	0	56	6	2	2	0	0	0	0	0	0	0	0	66	0	121	13	3	3	0	0	0	0	0	0	0	0	140
14:00	0	71	11	1	1	0	0	0	0	0	0	0	0	84	0	85	6	2	3	2	0	0	0	0	0	0	0	98	0	156	17	3	4	2	0	0	0	0	0	0	0	182
14:15	0	88	10	1	1	0	0	0	0	0	0	0	0	100	0	104	9	1	2	0	0	0	0	0	0	0	0	116	0	192	19	2	3	0	0	0	0	0	0	0	0	216
14:30	0	95	12	0	2	0	0	0	0	0	0	0	0	109	0	78	5	2	2	0	0	0	0	0	0	0	0	87	0	173	17	2	4	0	0	0	0	0	0	0	0	196
14:45	0	99	11	0	2	0	0	0	0	0	0	0	0	112	0	68	9	1	1	1	0	0	0	0	0	0	0	80	0	167	20	1	3	1	0	0	0	0	0	0	0	192
15:00	0	91	13	0	0	0	0	0	0	0	0	0	0	104	0	69	11	0	1	0	0	0	0	0	0	0	0	81	0	160	24	0	1	0	0	0	0	0	0	0	0	185
15:15	0	91	17	2	1	0	0	0	0	0	0	0	0	111	0	62	5	1	0	0	0	0	0	0	0	0	0	68	0	153	22	3	1	0	0	0	0	0	0	0	0	179
15:30	0	105	18	0	0	0	0	0	0	0	0	0	0	123	0	95	5	0	1	0	0	0	0	0	0	0	0	101	0	200	23	0	1	0	0	0	0	0	0	0	0	224
15:45	0	100	9	1	1	0	0	0	0	0	0	0	0	111	0	68	5	1	2	1	0	0	0	0	0	0	0	77	0	168	14	2	3	1	0	0	0	0	0	0	0	188
16:00	0	103	12	2	1	0	0	0	0	0	0	0	0	118	0	61	8	0	1	0	0	0	0	0	0	0	0	70	0	164	20	2	2	0	0	0	0	0	0	0	0	188
16:15	0	93	11	1	1	0	0	0	0	0	0	0	0	106	0	47	7	3	1	0	0	0	0	0	0	0	0	58	0	140	18	4	2	0	0	0	0	0	0	0	0	164
16:30	1	121	12	0	2	0	0	0	0	0	0	0	0	136	0	77	6	2	1	0	0	0	0	0	0	0	0	86	1	198	18	2	3	0	0	0	0	0	0	0	0	222
16:45	0	107	9	0	0	0	0	0	0	0	0	0	0	116	0	66	8	1	0	1	0	0	0	0	0	0	0	76	0	173	17	1	0	1	0	0	0	0	0	0	0	192
17:00	0	98	17	0	1	0	0	0	0	0	0	0	0	116	0	86	3	0	1	0	0	2	0	0	0	0	0	92	0	184	20	0	2	0	0	2	0	0	0	0	0	208
17:15	0	121	11	0	1	0	0	0	0	0	0	0	0	133	0	89	4	1	0	0	0	0	0	0	0	0	0	94	0	210	15	1	1	0	0	0	0	0	0	0	0	227
17:30	0	100	6	0	2	0	0	0	0	0	0	0	0	108	0	73	4	0	0	0	0	1	0	0	0	0	0	78	0	173	10	0	2	0	0	1	0	0	0	0	0	186
17:45	0	103	7	0	0	0	0	0	0	0	0	0	0	110	0	68	4	0	0	0	0	0	0	0	0	0	0	72	0	171	11	0	0	0	0	0	0	0	0	0	0	182
18:00	0	111	14	1	0	0	0	0	0	0	0	0	0	126	0	72	2	1	1	0	0	0	0	0	0	0	0	76	0	183	16	2	1	0	0	0	0	0	0	0	0	202
18:15	0	93	6	0	1	0	0	0	0	0	0	0	0	100	0	62	2	0	1	0	0	0	0	0	0	0	0	65	0	155	8	0	2	0	0	0	0	0	0	0	0	165
18:30	0	90	9	0	0	0	0	0	0	0	0	0	0	99	0	84	8	1	0	0	0	0	0	0	0	0	0	93	0	174	17	1	0	0	0	0	0	0	0	0	0	192
18:45	0	90	6	0	0	0	0	0	0	0	0	0	0	96	0	73	5	0	0	0	0	0	0	0	0	0	0	78	0	163	11	0	0	0	0	0	0	0	0	0	0	174
19:00	0	59	9	0	0	0	0	0	0	0	0	0	0	68	0	63	7	1	0	0	0	0	0	0	0	0	0	71	0	122	16	1	0	0	0	0	0	0	0	0	0	139
19:15	0	71	4	0	0	0	0	0	0	0	0	0	0	75	0	59	6	0	1	0	0	0	0	0	0	0	0	66	0	130	10	0	1	0	0	0	0	0	0	0	0	141
19:30	0	63	4	0	0	0	0	0	0	0	0	0	0	67	0	66	4	0	0	0	0	0	0	0	0	0	0	70	0	129	8	0	0	0	0	0	0	0	0	0	0	137
19:45	0	50	4	0	0	0	0	0	0	0	0	0	0	54	0	50	7	0	0	0	0	0	0	0	0	0	0	57	0	100	11	0	0	0	0	0	0	0	0	0	0	111
20:00	0	53	9	1	0	0	0	0	0	0	0	0	0	63	0	57	3	0	0	0	0	0	0	0	0	0	0	60	0	110	12	1	0	0	0	0	0	0	0	0	0	123
20:15	0	37	3	0	0	0	0	0	0	0	0	0	0	40	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	84	8	0	0	0	0	0	0	0	0	0	0	92
20:30	0	54	6	1	0	0	0	0	0	0	0	0	0	61	0	44	3	0	0	0	0	0	0	0	0	0	0	47	0	98	9	1	0	0	0	0	0	0	0	0	0	108
20:45	1	48	3	0	0	0	0	0	0	0	0	0	0	52	0	39	1	0	0	0	0	0	0	0	0	0	0	40	1	87	4	0	0	0	0	0	0	0	0	0	0	92
21:00	0	45	4	0	0	0	0	0	0	0	0	0	0	49	0	62	3	0	0	0	0	0	0	0	0	0	0	65	0	107	7	0	0	0	0	0	0	0	0	0	0	114
21:15	0	37	0	0	0	0	0	0	0	0	0	0	0	37	0	55	3	0	0	0	0	0	0	0	0	0	0	58	0	92	3	0	0	0	0	0	0	0	0	0	0	95
21:30	0	35	4	0	0	0	0	0	0	0	0	0	0	39	0	45	3	0	1	0	0	0	0	0	0	0	0	49	0	80	7	0	1	0	0	0	0	0	0	0	0	88
21:45	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	36	2	0	0	0	0	0	0	0	0	0	0	38	0	76	5	0	0	0	0	0	0	0	0	0	0	81
22:00	0	39	3	0	1	0	0	0	0	0	0	0	0	43	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	66	4	0	1	0	0	0	0	0	0	0	0	71
22:15	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	55	3	0	0	0	0	0	0	0	0	0	0	58
22:30	0	28	4	0	0	0	0	0	0	0	0	0	0	32	0	31	0	0	1	0	0	0	0	0	0	0	0	32	0	59	4	0	1	0	0	0	0	0	0	0	0	64
22:45	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	50	2	0	0	0	0	0	0	0	0	0	0	52
23:00	0	24	4	0	1	0	0	0	0	0	0	0	0	29	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	51	6	0	1	0	0	0	0	0	0	0	0	58
23:15	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	51	3	0	0	0	0	0	0	0	0	0	0	54
23:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	34	3	0	0	0	0	0	0	0	0	0	0	37
23:45	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	44	3	1	0	0	0	0	0	0	0	0	0	48
Totals	4	4,805	546	47	81	9	0	0	1	0	0	0	0	5,493	4	5,303	597	51	87	25	2	9	1	5	0	0	0	6,084	8	10,108	1,143	98	168	34	2	9	2	5	0	0	0	11,577
% of Totals	0%	87%	10%	1%	1%	0%			0%					100%	0%	87%	10%	1%	1%	0%	0%	0%	0%	0%				100%	0%	87%	10%	1%	1%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

SPEED

Fletcher St Bet Varney St & Butterfield St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_003

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	8	25	18	7	0	0	0	0	0	0	0	58	1	0	7	10	9	1	1	0	0	0	0	0	0	29	1	0	15	35	27	8	1	0	0	0	0	0	0	87
1:00	2	0	4	10	7	2	1	0	0	0	0	0	0	26	1	0	3	9	7	2	0	0	0	0	0	0	0	22	3	0	7	19	14	4	1	0	0	0	0	0	0	48
2:00	0	2	8	5	7	7	2	0	0	0	0	0	0	31	0	0	4	8	7	1	1	1	0	0	0	0	0	22	0	2	12	13	14	8	3	1	0	0	0	0	0	53
3:00	0	0	2	6	8	3	2	0	0	0	0	0	0	21	0	1	2	9	15	10	1	0	0	0	0	0	0	38	0	1	4	15	23	13	3	0	0	0	0	0	0	59
4:00	0	1	2	12	5	2	1	1	0	0	0	0	0	24	0	0	9	48	52	29	4	0	0	0	0	0	0	142	0	1	11	60	57	31	5	1	0	0	0	0	0	166
5:00	1	3	11	15	16	3	1	0	0	0	0	0	0	50	0	0	20	151	137	28	1	0	0	0	0	0	0	337	1	3	31	166	153	31	2	0	0	0	0	0	0	387
6:00	3	6	34	45	38	14	2	1	0	0	0	0	0	143	8	18	77	200	131	12	1	0	0	0	0	0	0	447	11	24	111	245	169	26	3	1	0	0	0	0	0	590
7:00	0	4	49	138	58	11	1	0	0	0	0	0	0	261	0	13	120	297	73	3	0	0	0	0	0	0	0	506	0	17	169	435	131	14	1	0	0	0	0	0	0	767
8:00	22	44	109	104	26	5	1	0	0	0	0	0	0	311	45	49	153	154	38	2	0	0	0	0	0	0	0	441	67	93	262	258	64	7	1	0	0	0	0	0	0	752
9:00	5	10	53	156	72	7	0	1	0	0	0	0	0	304	1	5	68	159	72	5	0	1	0	0	0	0	0	311	6	15	121	315	144	12	0	2	0	0	0	0	0	615
10:00	4	9	52	118	73	23	3	0	0	0	0	0	0	282	1	2	61	153	79	8	0	0	0	0	0	0	0	304	5	11	113	271	152	31	3	0	0	0	0	0	0	586
11:00	2	4	61	115	72	18	0	0	0	0	0	0	0	272	2	4	54	145	80	5	0	0	0	0	0	0	0	290	4	8	115	260	152	23	0	0	0	0	0	0	0	562
12:00	3	12	74	117	77	11	2	2	0	0	0	0	0	298	8	28	85	176	50	3	0	0	0	0	0	0	0	350	11	40	159	293	127	14	2	2	0	0	0	0	0	648
13:00	4	12	95	104	81	8	2	0	0	0	0	0	0	306	17	26	84	134	54	7	2	0	0	0	0	0	0	324	21	38	179	238	135	15	4	0	0	0	0	0	0	630
14:00	29	63	159	102	45	6	1	0	0	0	0	0	0	405	54	53	129	125	19	1	0	0	0	0	0	0	0	381	83	116	288	227	64	7	1	0	0	0	0	0	0	786
15:00	15	20	104	185	109	15	1	0	0	0	0	0	0	449	10	18	107	150	41	1	0	0	0	0	0	0	0	327	25	38	211	335	150	16	1	0	0	0	0	0	0	776
16:00	17	48	115	208	72	11	4	1	0	0	0	0	0	476	12	13	85	139	37	4	0	0	0	0	0	0	0	290	29	61	200	347	109	15	4	1	0	0	0	0	0	766
17:00	10	30	132	210	68	14	2	1	0	0	0	0	0	467	14	28	103	145	39	7	0	0	0	0	0	0	0	336	24	58	235	355	107	21	2	1	0	0	0	0	0	803
18:00	8	17	89	176	114	16	1	0	0	0	0	0	0	421	2	9	92	160	44	5	0	0	0	0	0	0	0	312	10	26	181	336	158	21	1	0	0	0	0	0	0	733
19:00	6	19	57	120	52	9	1	0	0	0	0	0	0	264	8	24	75	116	39	2	0	0	0	0	0	0	0	264	14	43	132	236	91	11	1	0	0	0	0	0	0	528
20:00	3	17	59	76	43	15	1	2	0	0	0	0	0	216	3	5	51	106	30	4	0	0	0	0	0	0	0	199	6	22	110	182	73	19	1	2	0	0	0	0	0	415
21:00	0	5	29	70	53	11	0	0	0	0	0	0	0	168	3	8	43	98	52	6	0	0	0	0	0	0	0	210	3	13	72	168	105	17	0	0	0	0	0	0	0	378
22:00	0	0	18	59	45	11	5	1	0	0	0	0	0	139	0	0	16	52	33	5	0	0	0	0	0	0	0	106	0	0	34	111	78	16	5	1	0	0	0	0	0	245
23:00	0	4	7	30	49	11	0	0	0	0	0	0	0	101	1	0	6	51	24	12	2	0	0	0	0	0	0	96	1	4	13	81	73	23	2	0	0	0	0	0	0	197
Totals	**134**	**330**	**1,331**	**2,206**	**1,208**	**240**	**34**	**10**	**0**	**0**	**0**	**0**	**0**	**5,493**	**191**	**304**	**1,454**	**2,795**	**1,162**	**163**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**6,084**	**325**	**634**	**2,785**	**5,001**	**2,370**	**403**	**47**	**12**	**0**	**0**	**0**	**0**	**0**	**11,577**
% of Totals	2%	6%	24%	40%	22%	4%	1%	0%						100%	3%	5%	24%	46%	19%	3%	0%	0%						100%	3%	5%	24%	43%	20%	3%	0%	0%						100%

STATISTICS

	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	39	83	393	749	400	102	14	3	0	0	0	0	0	1783	59	92	578	1343	700	106	9	2	0	0	0	0	0	2889	98	175	971	2092	1100	208	23	5	0	0	0	0	0	4672
%	1%	2%	7%	14%	7%	2%	0%	0%	0%	0%	0%	0%	0%	32%	1%	2%	11%	24%	13%	2%	0%	0%	0%	0%	0%	0%	0%	53%	2%	3%	18%	38%	20%	4%	0%	0%	0%	0%	0%	0%	0%	85%
Peak Hour	7:45	7:45	7:45	8:45	10:30	10:00	2:30	11:45	0:00	0:00	0:00	0:00	0:00	8:30	8:00	8:00	8:00	7:00	5:15	4:15	3:45	2:00	0:00	0:00	0:00	0:00	0:00	7:00	8:00	8:00	8:00	7:00	5:15	4:15	3:30	9:00	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	22	45	110	163	80	23	3	2	0	0	0	0	0	339	45	49	153	297	156	37	4	1	0	0	0	0	0	506	67	93	262	435	175	38	5	2	0	0	0	0	0	767
12:00 - 24:00	95	247	938	1457	808	138	20	7	0	0	0	0	0	3710	132	212	876	1452	462	57	4	0	0	0	0	0	0	3195	227	459	1814	2909	1270	195	24	7	0	0	0	0	0	6905
%	2%	4%	17%	27%	15%	3%	0%	0%	0%	0%	0%	0%	0%	68%	2%	4%	16%	26%	8%	1%	0%	0%	0%	0%	0%	0%	0%	58%	4%	8%	33%	53%	23%	4%	0%	0%	0%	0%	0%	0%	0%	126%
Peak Hour	14:30	14:00	14:00	16:30	18:00	15:30	21:45	12:00	12:00	12:00	12:00	12:00	12:00	16:30	14:15	14:00	14:15	12:00	13:00	22:45	12:45	12:00	12:00	12:00	12:00	12:00	12:00	14:00	14:30	14:00	14:00	16:30	18:00	22:30	12:45	12:00	12:00	12:00	12:00	12:00	12:00	16:30
Peak Volume	39	63	159	225	114	17	5	2	0	0	0	0	0	501	55	53	132	176	54	13	2	0	0	0	0	0	0	381	92	116	288	383	158	25	5	2	0	0	0	0	0	849
07:00 - 09:00	22	48	158	242	84	16	2	0	0	0	0	0	0	572	45	62	273	451	111	5	0	0	0	0	0	0	0	947	67	110	431	693	195	21	2	0	0	0	0	0	0	1519
%	0%	1%	3%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	10%	1%	1%	5%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	17%	1%	2%	8%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	28%
Peak Hour	7:45	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	22	45	110	138	58	11	1	0	0	0	0	0	0	311	45	49	153	297	73	5	0	0	0	0	0	0	0	506	67	93	262	435	131	16	1	0	0	0	0	0	0	767
16:00 - 18:00	27	78	247	418	140	25	6	2	0	0	0	0	0	943	26	41	188	284	76	11	0	0	0	0	0	0	0	626	53	119	435	702	216	36	6	2	0	0	0	0	0	1569
%	0%	1%	4%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	1%	3%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	11%	1%	2%	8%	13%	4%	1%	0%	0%	0%	0%	0%	0%	0%	29%
Peak Hour	16:00	16:30	17:00	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	17:00	17:00	16:30	16:45	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:30	16:30	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	17	51	132	225	72	15	4	1	0	0	0	0	0	501	14	28	118	159	39	7	0	0	0	0	0	0	0	348	29	73	246	383	109	22	4	1	0	0	0	0	0	849

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	22	28	27	32	36	5493
SOUTHBOUND	23	27	27	32	34	6084
TOTALS	23	28	27	32	35	11577

Direction	Pace 10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
NORTHBOUND	23 - 32 mph	3843	70%	0	0%
SOUTHBOUND	23 - 32 mph	4565	75%	0	0%
TOTALS	23 - 32 mph	8408	73%	0	0%

Prepared by National Data & Surveying Services

SPEED

Fletcher St Bet Varney St & Butterfield St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	1	4	5	3	0	0	0	0	0	0	0	13	0	0	3	1	1	0	0	0	0	0	0	0	0	5	0	0	4	5	6	3	0	0	0	0	0	0	0	18
0:15	0	0	4	10	3	2	0	0	0	0	0	0	0	19	1	0	2	3	5	1	1	0	0	0	0	0	0	13	1	0	6	13	8	3	1	0	0	0	0	0	0	32
0:30	0	0	2	7	4	1	0	0	0	0	0	0	0	14	0	0	0	5	2	0	0	0	0	0	0	0	0	7	0	0	2	12	6	1	0	0	0	0	0	0	0	21
0:45	0	0	1	4	6	1	0	0	0	0	0	0	0	12	0	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	3	5	7	1	0	0	0	0	0	0	0	16
1:00	1	0	1	3	3	0	0	0	0	0	0	0	0	8	1	0	2	2	1	0	0	0	0	0	0	0	0	6	2	0	3	5	4	0	0	0	0	0	0	0	0	14
1:15	0	0	1	5	0	0	1	0	0	0	0	0	0	7	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	1	7	1	0	1	0	0	0	0	0	0	10
1:30	0	0	2	0	2	1	0	0	0	0	0	0	0	5	0	0	1	2	3	0	0	0	0	0	0	0	0	6	0	0	3	2	5	1	0	0	0	0	0	0	0	11
1:45	1	0	0	2	2	1	0	0	0	0	0	0	0	6	0	0	0	3	2	2	0	0	0	0	0	0	0	7	1	0	0	5	4	3	0	0	0	0	0	0	0	13
2:00	0	1	4	2	1	3	0	0	0	0	0	0	0	11	0	0	2	3	0	0	0	0	0	0	0	0	0	5	0	1	6	5	1	3	0	0	0	0	0	0	0	16
2:15	0	0	2	1	2	2	0	0	0	0	0	0	0	7	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	2	1	5	2	0	0	0	0	0	0	0	10
2:30	0	1	1	1	2	0	1	0	0	0	0	0	0	6	0	0	2	2	2	0	0	0	0	0	0	0	0	6	0	1	3	3	4	0	1	0	0	0	0	0	0	12
2:45	0	0	1	1	2	2	1	0	0	0	0	0	0	7	0	0	0	3	2	1	1	1	0	0	0	0	0	8	0	0	1	4	4	3	2	1	0	0	0	0	0	15
3:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	1	0	1	2	2	0	0	0	0	0	0	0	6	0	1	0	3	3	2	0	0	0	0	0	0	0	9
3:15	0	0	1	2	3	0	1	0	0	0	0	0	0	7	0	0	1	1	2	3	0	0	0	0	0	0	0	7	0	0	2	3	5	3	1	0	0	0	0	0	0	14
3:30	0	0	0	0	3	1	1	0	0	0	0	0	0	5	0	0	1	6	5	1	0	0	0	0	0	0	0	13	0	0	1	6	8	2	1	0	0	0	0	0	0	18
3:45	0	0	1	2	1	2	0	0	0	0	0	0	0	6	0	0	0	1	6	4	1	0	0	0	0	0	0	12	0	0	1	3	7	6	1	0	0	0	0	0	0	18
4:00	0	0	0	2	2	1	0	0	0	0	0	0	0	5	0	0	0	9	8	2	1	0	0	0	0	0	0	20	0	0	0	11	10	3	1	0	0	0	0	0	0	25
4:15	0	1	0	1	0	0	1	1	0	0	0	0	0	4	0	0	2	7	8	10	1	0	0	0	0	0	0	28	0	1	2	8	8	10	2	1	0	0	0	0	0	32
4:30	0	0	1	3	1	0	0	0	0	0	0	0	0	5	0	0	1	14	16	8	1	0	0	0	0	0	0	40	0	0	2	17	17	8	1	0	0	0	0	0	0	45
4:45	0	0	1	6	2	1	0	0	0	0	0	0	0	10	0	0	6	18	20	9	1	0	0	0	0	0	0	54	0	0	7	24	22	10	1	0	0	0	0	0	0	64
5:00	0	0	0	4	4	0	0	0	0	0	0	0	0	8	0	0	1	22	27	10	1	0	0	0	0	0	0	61	0	0	1	26	31	10	1	0	0	0	0	0	0	69
5:15	0	2	8	3	1	0	0	0	0	0	0	0	0	14	0	0	8	40	29	3	0	0	0	0	0	0	0	80	0	2	16	43	30	3	0	0	0	0	0	0	0	94
5:30	0	0	1	4	4	2	1	0	0	0	0	0	0	12	0	0	4	36	52	8	0	0	0	0	0	0	0	100	0	0	5	40	56	10	1	0	0	0	0	0	0	112
5:45	1	1	2	4	7	1	0	0	0	0	0	0	0	16	0	0	7	53	29	7	0	0	0	0	0	0	0	96	1	1	9	57	36	8	0	0	0	0	0	0	0	112
6:00	0	0	4	7	7	5	0	0	0	0	0	0	0	23	1	0	2	51	46	2	1	0	0	0	0	0	0	103	1	0	6	58	53	7	1	0	0	0	0	0	0	126
6:15	1	3	11	13	7	0	1	0	0	0	0	0	0	36	1	1	21	66	19	3	0	0	0	0	0	0	0	111	2	4	32	79	26	3	1	0	0	0	0	0	0	147
6:30	0	0	6	9	10	6	0	0	0	0	0	0	0	31	1	7	24	40	45	4	0	0	0	0	0	0	0	121	1	7	30	49	55	10	0	0	0	0	0	0	0	152
6:45	2	3	13	16	14	3	1	1	0	0	0	0	0	53	5	10	30	43	21	3	0	0	0	0	0	0	0	112	7	13	43	59	35	6	1	1	0	0	0	0	0	165
7:00	0	0	2	30	17	2	0	0	0	0	0	0	0	51	0	4	18	90	20	0	0	0	0	0	0	0	0	132	0	4	20	120	37	2	0	0	0	0	0	0	0	183
7:15	0	1	20	27	10	4	0	0	0	0	0	0	0	62	0	6	36	76	11	0	0	0	0	0	0	0	0	129	0	7	56	103	21	4	0	0	0	0	0	0	0	191
7:30	0	0	8	48	13	0	1	0	0	0	0	0	0	70	0	0	39	57	25	3	0	0	0	0	0	0	0	124	0	0	47	105	38	3	1	0	0	0	0	0	0	194
7:45	0	3	19	33	18	5	0	0	0	0	0	0	0	78	0	3	27	74	17	0	0	0	0	0	0	0	0	121	0	6	46	107	35	5	0	0	0	0	0	0	0	199
8:00	3	5	19	20	6	2	0	0	0	0	0	0	0	55	2	1	37	59	13	2	0	0	0	0	0	0	0	114	5	6	56	79	19	4	0	0	0	0	0	0	0	169
8:15	16	17	18	16	2	0	0	0	0	0	0	0	0	69	24	27	37	36	4	0	0	0	0	0	0	0	0	128	40	44	55	52	6	0	0	0	0	0	0	0	0	197
8:30	3	20	54	22	0	0	0	0	0	0	0	0	0	99	12	12	46	16	8	0	0	0	0	0	0	0	0	94	15	32	100	38	8	0	0	0	0	0	0	0	0	193
8:45	0	2	18	46	18	3	1	0	0	0	0	0	0	88	7	9	33	43	13	0	0	0	0	0	0	0	0	105	7	11	51	89	31	3	1	0	0	0	0	0	0	193
9:00	0	0	7	41	17	2	0	0	0	0	0	0	0	67	1	0	28	37	14	0	0	0	0	0	0	0	0	80	1	0	35	78	31	2	0	0	0	0	0	0	0	147
9:15	5	4	18	37	20	1	0	0	0	0	0	0	0	85	0	2	10	44	21	2	0	1	0	0	0	0	0	80	5	6	28	81	41	3	0	1	0	0	0	0	0	165
9:30	0	1	9	39	22	3	0	0	0	0	0	0	0	74	0	0	11	40	25	2	0	0	0	0	0	0	0	78	0	1	20	79	47	5	0	0	0	0	0	0	0	152
9:45	0	5	19	39	13	1	0	1	0	0	0	0	0	78	0	3	19	38	12	1	0	0	0	0	0	0	0	73	0	8	38	77	25	2	0	1	0	0	0	0	0	151
10:00	1	3	12	23	21	11	2	0	0	0	0	0	0	73	1	0	7	31	31	2	0	0	0	0	0	0	0	72	2	3	19	54	52	13	2	0	0	0	0	0	0	145
10:15	1	4	26	31	8	3	0	0	0	0	0	0	0	73	0	0	27	40	15	2	0	0	0	0	0	0	0	84	1	4	53	71	23	5	0	0	0	0	0	0	0	157
10:30	0	0	7	39	22	6	1	0	0	0	0	0	0	75	0	0	7	39	22	2	0	0	0	0	0	0	0	70	0	0	14	78	44	8	1	0	0	0	0	0	0	145
10:45	2	2	7	25	22	3	0	0	0	0	0	0	0	61	0	2	20	43	11	2	0	0	0	0	0	0	0	78	2	4	27	68	33	5	0	0	0	0	0	0	0	139
11:00	0	0	14	38	20	4	0	0	0	0	0	0	0	76	0	2	23	43	27	0	0	0	0	0	0	0	0	95	0	2	37	81	47	4	0	0	0	0	0	0	0	171
11:15	2	0	22	36	16	1	0	0	0	0	0	0	0	77	1	0	17	40	15	2	0	0	0	0	0	0	0	75	3	0	39	76	31	3	0	0	0	0	0	0	0	152
11:30	0	4	20	13	17	6	0	0	0	0	0	0	0	60	0	2	7	30	25	3	0	0	0	0	0	0	0	67	0	6	27	43	42	9	0	0	0	0	0	0	0	127
11:45	0	0	5	28	19	7	0	0	0	0	0	0	0	59	1	0	7	32	13	0	0	0	0	0	0	0	0	53	1	0	12	60	32	7	0	0	0	0	0	0	0	112

Prepared by National Data & Surveying Services

SPEED

Fletcher St Bet Varney St & Butterfield St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	1	3	16	24	18	3	0	1	0	0	0	0	0	66	2	8	37	47	14	1	0	0	0	0	0	0	0	109	3	11	53	71	32	4	0	1	0	0	0	0	0	175
12:15	2	5	35	26	16	2	0	0	0	0	0	0	0	86	2	10	26	36	10	0	0	0	0	0	0	0	0	84	4	15	61	62	26	2	0	0	0	0	0	0	0	170
12:30	0	1	10	31	24	2	0	1	0	0	0	0	0	69	1	2	7	51	18	2	0	0	0	0	0	0	0	81	1	3	17	82	42	4	0	1	0	0	0	0	0	150
12:45	0	3	13	36	19	4	2	0	0	0	0	0	0	77	3	8	15	42	8	0	0	0	0	0	0	0	0	76	3	11	28	78	27	4	2	0	0	0	0	0	0	153
13:00	0	3	27	24	14	0	1	0	0	0	0	0	0	69	5	1	28	42	11	1	0	0	0	0	0	0	0	88	5	4	55	66	25	1	1	0	0	0	0	0	0	157
13:15	4	4	19	19	27	3	0	0	0	0	0	0	0	76	3	7	25	28	16	1	0	0	0	0	0	0	0	80	7	11	44	47	43	4	0	0	0	0	0	0	0	156
13:30	0	4	31	33	17	2	0	0	0	0	0	0	0	87	7	17	24	27	10	3	2	0	0	0	0	0	0	90	7	21	55	60	27	5	2	0	0	0	0	0	0	177
13:45	0	1	18	28	23	3	1	0	0	0	0	0	0	74	2	1	7	37	17	2	0	0	0	0	0	0	0	66	2	2	25	65	40	5	1	0	0	0	0	0	0	140
14:00	2	3	36	33	9	1	0	0	0	0	0	0	0	84	2	5	38	47	6	0	0	0	0	0	0	0	0	98	4	8	74	80	15	1	0	0	0	0	0	0	0	182
14:15	0	11	28	34	22	4	1	0	0	0	0	0	0	100	6	10	34	55	10	1	0	0	0	0	0	0	0	116	6	21	62	89	32	5	1	0	0	0	0	0	0	216
14:30	4	23	52	22	8	0	0	0	0	0	0	0	0	109	7	17	40	20	3	0	0	0	0	0	0	0	0	87	11	40	92	42	11	0	0	0	0	0	0	0	0	196
14:45	23	26	43	13	6	1	0	0	0	0	0	0	0	112	39	21	17	3	0	0	0	0	0	0	0	0	0	80	62	47	60	16	6	1	0	0	0	0	0	0	0	192
15:00	1	0	22	56	24	1	0	0	0	0	0	0	0	104	3	4	41	28	4	1	0	0	0	0	0	0	0	81	4	4	63	84	28	2	0	0	0	0	0	0	0	185
15:15	11	4	24	45	25	2	0	0	0	0	0	0	0	111	4	8	19	25	12	0	0	0	0	0	0	0	0	68	15	12	43	70	37	2	0	0	0	0	0	0	0	179
15:30	2	11	41	39	24	6	0	0	0	0	0	0	0	123	0	1	30	56	14	0	0	0	0	0	0	0	0	101	2	12	71	95	38	6	0	0	0	0	0	0	0	224
15:45	1	5	17	45	36	6	1	0	0	0	0	0	0	111	3	5	17	41	11	0	0	0	0	0	0	0	0	77	4	10	34	86	47	6	1	0	0	0	0	0	0	188
16:00	4	9	20	61	21	2	1	0	0	0	0	0	0	118	3	5	18	37	7	0	0	0	0	0	0	0	0	70	7	14	38	98	28	2	1	0	0	0	0	0	0	188
16:15	5	6	30	48	13	3	0	1	0	0	0	0	0	106	1	0	14	29	11	3	0	0	0	0	0	0	0	58	6	6	44	77	24	6	0	1	0	0	0	0	0	164
16:30	4	15	34	60	18	4	1	0	0	0	0	0	0	136	2	0	35	39	10	0	0	0	0	0	0	0	0	86	6	15	69	99	28	4	1	0	0	0	0	0	0	222
16:45	4	18	31	39	20	2	2	0	0	0	0	0	0	116	6	8	18	34	9	1	0	0	0	0	0	0	0	76	10	26	49	73	29	3	2	0	0	0	0	0	0	192
17:00	2	6	21	64	19	3	1	0	0	0	0	0	0	116	1	7	30	45	6	3	0	0	0	0	0	0	0	92	3	13	51	109	25	6	1	0	0	0	0	0	0	208
17:15	3	12	42	62	11	3	0	0	0	0	0	0	0	133	0	7	35	40	10	2	0	0	0	0	0	0	0	94	3	19	77	102	21	5	0	0	0	0	0	0	0	227
17:30	5	8	36	31	20	7	1	0	0	0	0	0	0	108	0	4	20	40	13	1	0	0	0	0	0	0	0	78	5	12	56	71	33	8	1	0	0	0	0	0	0	186
17:45	0	4	33	53	18	1	0	1	0	0	0	0	0	110	13	10	18	20	10	1	0	0	0	0	0	0	0	72	13	14	51	73	28	2	0	1	0	0	0	0	0	182
18:00	7	6	18	51	37	6	1	0	0	0	0	0	0	126	2	2	21	40	10	1	0	0	0	0	0	0	0	76	9	8	39	91	47	7	1	0	0	0	0	0	0	202
18:15	0	7	20	39	31	3	0	0	0	0	0	0	0	100	0	4	13	34	13	1	0	0	0	0	0	0	0	65	0	11	33	73	44	4	0	0	0	0	0	0	0	165
18:30	1	3	24	50	17	4	0	0	0	0	0	0	0	99	0	1	33	45	11	3	0	0	0	0	0	0	0	93	1	4	57	95	28	7	0	0	0	0	0	0	0	192
18:45	0	1	27	36	29	3	0	0	0	0	0	0	0	96	0	2	25	41	10	0	0	0	0	0	0	0	0	78	0	3	52	77	39	3	0	0	0	0	0	0	0	174
19:00	2	4	13	33	14	2	0	0	0	0	0	0	0	68	0	9	22	35	5	0	0	0	0	0	0	0	0	71	2	13	35	68	19	2	0	0	0	0	0	0	0	139
19:15	4	8	19	29	12	3	0	0	0	0	0	0	0	75	1	4	18	25	17	1	0	0	0	0	0	0	0	66	5	12	37	54	29	4	0	0	0	0	0	0	0	141
19:30	0	5	17	33	11	1	0	0	0	0	0	0	0	67	6	9	20	27	8	0	0	0	0	0	0	0	0	70	6	14	37	60	19	1	0	0	0	0	0	0	0	137
19:45	0	2	8	25	15	3	1	0	0	0	0	0	0	54	1	2	15	29	9	1	0	0	0	0	0	0	0	57	1	4	23	54	24	4	1	0	0	0	0	0	0	111
20:00	1	5	27	18	8	4	0	0	0	0	0	0	0	63	1	3	19	31	5	1	0	0	0	0	0	0	0	60	2	8	46	49	13	5	0	0	0	0	0	0	0	123
20:15	1	0	3	20	12	2	1	1	0	0	0	0	0	40	1	1	11	27	12	0	0	0	0	0	0	0	0	52	2	1	14	47	24	2	1	1	0	0	0	0	0	92
20:30	0	11	15	22	9	4	0	0	0	0	0	0	0	61	0	0	16	25	5	1	0	0	0	0	0	0	0	47	0	11	31	47	14	5	0	0	0	0	0	0	0	108
20:45	1	1	14	16	14	5	0	1	0	0	0	0	0	52	1	1	5	23	8	2	0	0	0	0	0	0	0	40	2	2	19	39	22	7	0	1	0	0	0	0	0	92
21:00	0	1	10	18	15	5	0	0	0	0	0	0	0	49	2	3	21	25	14	0	0	0	0	0	0	0	0	65	2	4	31	43	29	5	0	0	0	0	0	0	0	114
21:15	0	1	5	18	12	1	0	0	0	0	0	0	0	37	0	0	9	25	21	3	0	0	0	0	0	0	0	58	0	1	14	43	33	4	0	0	0	0	0	0	0	95
21:30	0	2	11	17	8	1	0	0	0	0	0	0	0	39	1	0	4	32	10	2	0	0	0	0	0	0	0	49	1	2	15	49	18	3	0	0	0	0	0	0	0	88
21:45	0	1	3	17	18	4	0	0	0	0	0	0	0	43	0	5	9	16	7	1	0	0	0	0	0	0	0	38	0	6	12	33	25	5	0	0	0	0	0	0	0	81
22:00	0	0	8	20	12	2	1	0	0	0	0	0	0	43	0	0	4	17	6	1	0	0	0	0	0	0	0	28	0	0	12	37	18	3	1	0	0	0	0	0	0	71
22:15	0	0	4	14	10	3	2	0	0	0	0	0	0	33	0	0	5	11	9	0	0	0	0	0	0	0	0	25	0	0	9	25	19	3	2	0	0	0	0	0	0	58
22:30	0	0	3	13	11	3	2	0	0	0	0	0	0	32	0	0	5	16	9	2	0	0	0	0	0	0	0	32	0	0	8	29	20	5	2	0	0	0	0	0	0	64
22:45	0	0	3	12	12	3	0	1	0	0	0	0	0	31	0	0	2	8	9	2	0	0	0	0	0	0	0	21	0	0	5	20	21	5	0	1	0	0	0	0	0	52
23:00	0	0	1	5	16	7	0	0	0	0	0	0	0	29	0	0	1	17	7	4	0	0	0	0	0	0	0	29	0	0	2	22	23	11	0	0	0	0	0	0	0	58
23:15	0	4	1	8	15	1	0	0	0	0	0	0	0	29	1	0	0	14	6	3	1	0	0	0	0	0	0	25	1	4	1	22	21	4	1	0	0	0	0	0	0	54
23:30	0	0	3	7	8	1	0	0	0	0	0	0	0	19	0	0	3	6	5	4	0	0	0	0	0	0	0	18	0	0	6	13	13	5	0	0	0	0	0	0	0	37
23:45	0	0	2	10	10	2	0	0	0	0	0	0	0	24	0	0	2	14	6	1	1	0	0	0	0	0	0	24	0	0	4	24	16	3	1	0	0	0	0	0	0	48
Totals	**134**	**330**	**1,331**	**2,206**	**1,208**	**240**	**34**	**10**	**0**	**0**	**0**	**0**	**0**	**5,493**	**191**	**304**	**1,454**	**2,795**	**1,162**	**163**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**6,084**	**325**	**634**	**2,785**	**5,001**	**2,370**	**403**	**47**	**12**	**0**	**0**	**0**	**0**	**0**	**11,577**
% of Totals	2%	6%	24%	40%	22%	4%	1%	0%	0%	0%	0%	0%	0%	**100%**	3%	5%	24%	46%	19%	3%	0%	0%	0%	0%	0%	0%	0%	**100%**	3%	5%	24%	43%	20%	3%	0%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

CLASSIFICATION

Fletcher St Bet Franklin St & Suffolk St/Rock St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_004

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	67	4	0	0	0	0	0	0	0	0	0	0	71	0	36	3	0	0	0	0	0	0	0	0	0	0	39	0	103	7	0	0	0	0	0	0	0	0	0	0	110
1:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31	0	20	1	0	1	0	0	0	0	0	0	0	0	22	0	47	5	0	1	0	0	0	0	0	0	0	0	53
2:00	0	32	3	0	0	0	0	0	0	1	0	0	0	36	0	23	0	0	0	0	0	0	1	0	0	0	0	24	0	55	3	0	0	0	0	0	1	1	0	0	0	60
3:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	31	9	0	1	0	0	0	0	0	0	0	0	41	0	55	11	0	1	0	0	0	0	0	0	0	0	67
4:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	137	27	0	0	0	0	0	0	1	0	0	0	165	0	155	30	0	0	0	0	0	0	1	0	0	0	186
5:00	0	54	3	0	1	1	0	0	0	0	0	0	0	59	0	333	63	0	5	2	0	0	5	1	0	0	0	409	0	387	66	0	6	3	0	0	5	1	0	0	0	468
6:00	0	127	21	3	0	1	0	0	3	1	0	0	0	156	0	391	81	4	3	1	0	0	0	0	0	0	0	480	0	518	102	7	3	2	0	0	3	1	0	0	0	636
7:00	0	238	37	4	4	5	2	0	1	0	0	0	0	291	0	406	58	3	4	3	0	0	2	0	0	0	0	476	0	644	95	7	8	8	2	0	3	0	0	0	0	767
8:00	0	267	30	5	4	3	1	0	1	0	0	0	0	311	0	324	54	7	5	8	0	0	0	0	0	0	0	398	0	591	84	12	9	11	1	0	1	0	0	0	0	709
9:00	0	273	41	7	3	4	2	0	1	0	0	0	0	331	0	278	44	3	3	4	0	1	0	0	0	0	0	333	0	551	85	10	6	8	2	1	1	0	0	0	0	664
10:00	0	239	52	1	4	1	1	0	2	0	0	0	0	300	0	263	41	6	14	5	0	0	0	0	0	0	0	329	0	502	93	7	18	6	1	0	2	0	0	0	0	629
11:00	0	231	37	2	6	1	0	0	1	0	0	0	0	278	0	267	53	2	8	0	2	1	4	0	0	0	0	337	0	498	90	4	14	1	2	1	5	0	0	0	0	615
12:00	0	247	37	3	6	4	0	0	0	0	0	0	0	297	0	300	31	1	8	1	0	2	5	1	0	0	0	349	0	547	68	4	14	5	0	2	5	1	0	0	0	646
13:00	0	280	37	3	4	1	0	0	2	0	0	0	0	327	0	318	34	5	6	0	0	0	0	0	0	0	0	363	0	598	71	8	10	1	0	0	2	0	0	0	0	690
14:00	0	299	38	2	2	0	0	0	0	0	0	0	0	341	0	346	25	3	6	1	1	0	0	0	0	0	0	382	0	645	63	5	8	1	1	0	0	0	0	0	0	723
15:00	0	384	53	5	1	0	0	0	0	0	0	0	0	443	1	302	34	3	2	1	0	0	0	0	0	0	0	343	1	686	87	8	3	1	0	0	0	0	0	0	0	786
16:00	0	418	43	4	0	2	0	0	0	0	0	0	0	467	0	267	26	4	2	1	0	0	0	0	0	0	0	300	0	685	69	8	2	3	0	0	0	0	0	0	0	767
17:00	0	387	39	1	3	0	0	0	0	0	0	0	0	430	0	323	14	1	2	0	0	3	0	0	0	0	0	343	0	710	53	2	5	0	0	3	0	0	0	0	0	773
18:00	0	358	32	0	1	0	0	0	0	0	0	0	0	391	0	329	28	0	2	0	0	0	0	0	0	0	0	359	0	687	60	0	3	0	0	0	0	0	0	0	0	750
19:00	0	232	22	1	0	0	0	0	0	0	0	0	0	255	0	263	23	1	0	0	0	0	0	0	0	0	0	287	0	495	45	2	0	0	0	0	0	0	0	0	0	542
20:00	0	172	20	2	0	0	0	0	0	0	0	0	0	194	0	218	19	0	0	0	0	0	0	0	0	0	0	237	0	390	39	2	0	0	0	0	0	0	0	0	0	431
21:00	0	155	10	0	0	0	0	0	0	0	0	0	0	165	0	212	13	1	1	0	0	0	0	0	0	0	0	227	0	367	23	1	1	0	0	0	0	0	0	0	0	392
22:00	0	122	10	0	0	0	0	0	0	0	0	0	0	132	0	110	3	0	1	0	0	0	0	0	0	0	0	114	0	232	13	0	1	0	0	0	0	0	0	0	0	246
23:00	0	96	14	0	0	0	0	0	0	0	0	0	0	110	0	101	5	0	0	0	0	0	0	0	0	0	0	106	0	197	19	0	0	0	0	0	0	0	0	0	0	216
Totals	**0**	**4,747**	**592**	**43**	**39**	**23**	**6**	**0**	**11**	**2**	**0**	**0**	**0**	**5,463**	**1**	**5,598**	**689**	**44**	**74**	**27**	**3**	**7**	**17**	**3**	**0**	**0**	**0**	**6,463**	**1**	**10,345**	**1,281**	**87**	**113**	**50**	**9**	**7**	**28**	**5**	**0**	**0**	**0**	**11,926**
% of Totals		87%	11%	1%	1%	0%	0%		0%	0%				100%	0%	87%	11%	1%	1%	0%	0%	0%	0%	0%				100%	0%	87%	11%	1%	1%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



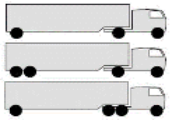
#5 2-Axle, 6-Tire Single Units



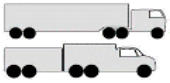
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	1597	237	22	22	16	6	0	9	2	0	0	0	1911	0	2509	434	25	44	23	2	2	12	2	0	0	0	3053	0	4106	671	47	66	39	8	2	21	4	0	0	0	4964
%	0%	29%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	39%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	47%	0%	34%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	42%
Peak Hour	0:00	8:30	10:15	8:45	10:15	7:15	7:00	0:00	5:30	1:15	0:00	0:00	0:00	8:45	0:00	7:00	5:45	8:30	10:30	8:00	11:00	11:30	4:45	4:15	0:00	0:00	0:00	6:45	0:00	7:00	5:45	8:30	10:30	7:30	7:00	11:30	5:15	4:15	0:00	0:00	0:00	7:00
Peak Volume	0	285	53	9	6	7	2	0	3	1	0	0	0	345	0	406	81	10	17	8	2	2	5	2	0	0	0	481	0	644	103	16	23	13	2	2	6	2	0	0	0	767
12:00 - 24:00	0	3150	355	21	17	7	0	0	2	0	0	0	0	3552	1	3089	255	19	30	4	1	5	5	1	0	0	0	3410	1	6239	610	40	47	11	1	5	7	1	0	0	0	6962
%	0%	58%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	48%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	53%	0%	52%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	58%
Peak Hour	12:00	16:30	15:00	15:30	12:15	12:00	12:00	12:00	12:30	12:00	12:00	12:00	12:00	16:30	14:45	13:30	13:30	13:00	12:00	12:00	13:30	16:45	12:00	12:00	12:00	12:00	12:00	13:30	14:45	16:30	15:00	15:30	12:00	12:00	13:30	16:45	12:00	12:00	12:00	12:00	12:00	16:30
Peak Volume	0	421	53	7	7	4	0	0	2	0	0	0	0	468	1	346	35	5	8	1	1	3	5	1	0	0	0	395	1	746	87	11	14	5	1	3	5	1	0	0	0	818
07:00 - 09:00	0	505	67	9	8	8	3	0	2	0	0	0	0	602	0	730	112	10	9	11	0	0	2	0	0	0	0	874	0	1235	179	19	17	19	3	0	4	0	0	0	0	1476
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	7:00	8:00	7:30	8:00	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	8:00	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:30	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	267	40	5	5	7	2	0	1	0	0	0	0	311	0	406	58	7	8	8	0	0	2	0	0	0	0	476	0	644	95	12	13	13	2	0	3	0	0	0	0	767
16:00 - 18:00	0	805	82	5	3	2	0	0	0	0	0	0	0	897	0	590	40	5	4	1	0	3	0	0	0	0	0	643	0	1395	122	10	7	3	0	3	0	0	0	0	0	1540
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	16:00	16:30	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:30	16:00	16:00	17:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	0	421	49	4	3	2	0	0	0	0	0	0	0	468	0	325	26	4	2	1	0	3	0	0	0	0	0	350	0	746	69	8	5	3	0	3	0	0	0	0	0	818

Prepared by National Data & Surveying Services

CLASSIFICATION

Fletcher St Bet Franklin St & Suffolk St/Rock St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	34	2	0	0	0	0	0	0	0	0	0	0	36
0:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	32	2	0	0	0	0	0	0	0	0	0	0	34
0:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	19	2	0	0	0	0	0	0	0	0	0	0	21
0:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	18	1	0	0	0	0	0	0	0	0	0	0	19
1:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	16	1	0	1	0	0	0	0	0	0	0	0	18
1:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	13	3	0	0	0	0	0	0	0	0	0	0	16
2:00	0	9	1	0	0	0	0	0	0	1	0	0	0	11	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	13	1	0	0	0	0	0	1	0	0	0	0	15
2:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	16	0	0	0	0	0	0	0	0	0	0	0	16
2:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	9	0	0	0	0	0	1	0	0	0	0	0	10	0	17	0	0	0	0	0	0	1	0	0	0	0	18
3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	10	2	0	0	0	0	0	0	0	0	0	0	12
3:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	12	3	0	0	0	0	0	0	0	0	0	0	15
3:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	11	3	0	1	0	0	0	0	0	0	0	0	15	0	17	4	0	1	0	0	0	0	0	0	0	0	22
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	16	2	0	0	0	0	0	0	0	0	0	0	18
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	21	5	0	0	0	0	0	0	0	0	0	0	26
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	32	2	0	0	0	0	0	0	0	0	0	0	34	0	35	2	0	0	0	0	0	0	0	0	0	0	37
4:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	40	8	0	0	0	0	0	0	1	0	0	0	49	0	46	9	0	0	0	0	0	0	1	0	0	0	56
4:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	47	12	0	0	0	0	0	0	0	0	0	0	59	0	53	14	0	0	0	0	0	0	0	0	0	0	67
5:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	60	16	0	2	0	0	0	1	1	0	0	0	80	0	72	16	0	2	0	0	0	1	1	0	0	0	92
5:15	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	78	14	0	1	1	0	0	1	0	0	0	0	95	0	89	14	0	2	1	0	0	1	0	0	0	0	107
5:30	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	111	16	0	0	0	0	0	3	0	0	0	0	130	0	131	16	0	0	0	0	0	3	0	0	0	0	150
5:45	0	11	3	0	0	1	0	0	0	0	0	0	0	15	0	84	17	0	2	1	0	0	0	0	0	0	0	104	0	95	20	0	2	2	0	0	0	0	0	0	0	119
6:00	0	20	7	0	0	0	0	0	2	1	0	0	0	30	0	92	27	1	0	0	0	0	0	0	0	0	0	120	0	112	34	1	0	0	0	0	2	1	0	0	0	150
6:15	0	33	6	1	0	0	0	0	1	0	0	0	0	41	0	105	18	1	1	0	0	0	0	0	0	0	0	125	0	138	24	2	1	0	0	0	1	0	0	0	0	166
6:30	0	33	6	0	0	0	0	0	0	0	0	0	0	39	0	99	19	0	1	1	0	0	0	0	0	0	0	120	0	132	25	0	1	1	0	0	0	0	0	0	0	159
6:45	0	41	2	2	0	1	0	0	0	0	0	0	0	46	0	95	17	2	1	0	0	0	0	0	0	0	0	115	0	136	19	4	1	1	0	0	0	0	0	0	0	161
7:00	0	55	8	2	1	0	0	0	1	0	0	0	0	67	0	94	21	1	0	0	0	0	0	0	0	0	0	116	0	149	29	3	1	0	0	0	1	0	0	0	0	183
7:15	0	55	6	1	0	1	1	0	0	0	0	0	0	64	0	106	16	0	0	1	0	0	1	0	0	0	0	124	0	161	22	1	0	2	1	0	1	0	0	0	0	188
7:30	0	68	9	1	2	1	0	0	0	0	0	0	0	81	0	110	11	1	3	1	0	0	0	0	0	0	0	126	0	178	20	2	5	2	0	0	0	0	0	0	0	207
7:45	0	60	14	0	1	3	1	0	0	0	0	0	0	79	0	96	10	1	1	1	0	0	1	0	0	0	0	110	0	156	24	1	2	4	1	0	1	0	0	0	0	189
8:00	0	52	9	2	1	2	0	0	0	0	0	0	0	66	0	79	11	0	1	0	0	0	0	0	0	0	0	91	0	131	20	2	2	2	0	0	0	0	0	0	0	157
8:15	0	66	8	1	1	0	1	0	0	0	0	0	0	77	0	96	9	0	3	5	0	0	0	0	0	0	0	113	0	162	17	1	4	5	1	0	0	0	0	0	0	190
8:30	0	69	6	0	0	0	0	0	0	0	0	0	0	75	0	71	13	3	1	1	0	0	0	0	0	0	0	89	0	140	19	3	1	1	0	0	0	0	0	0	0	164
8:45	0	80	7	2	2	1	0	0	1	0	0	0	0	93	0	78	21	4	0	2	0	0	0	0	0	0	0	105	0	158	28	6	2	3	0	0	1	0	0	0	0	198
9:00	0	59	17	2	0	0	1	0	1	0	0	0	0	80	0	67	12	2	0	0	0	0	0	0	0	0	0	81	0	126	29	4	0	0	1	0	1	0	0	0	0	161
9:15	0	77	9	2	1	1	1	0	0	0	0	0	0	91	0	72	12	1	1	1	0	0	0	0	0	0	0	87	0	149	21	3	2	2	1	0	0	0	0	0	0	178
9:30	0	67	8	3	1	2	0	0	0	0	0	0	0	81	0	77	12	0	1	1	0	1	0	0	0	0	0	92	0	144	20	3	2	3	0	1	0	0	0	0	0	173
9:45	0	70	7	0	1	1	0	0	0	0	0	0	0	79	0	62	8	0	1	2	0	0	0	0	0	0	0	73	0	132	15	0	2	3	0	0	0	0	0	0	0	152
10:00	0	52	12	1	1	1	1	0	0	0	0	0	0	68	0	75	8	1	2	2	0	0	0	0	0	0	0	88	0	127	20	2	3	3	1	0	0	0	0	0	0	156
10:15	0	68	17	0	1	0	0	0	1	0	0	0	0	87	0	81	12	4	2	0	0	0	0	0	0	0	0	99	0	149	29	4	3	0	0	0	1	0	0	0	0	186
10:30	0	56	15	0	1	0	0	0	1	0	0	0	0	73	0	61	8	0	3	1	0	0	0	0	0	0	0	73	0	117	23	0	4	1	0	0	1	0	0	0	0	146
10:45	0	63	8	0	1	0	0	0	0	0	0	0	0	72	0	46	13	1	7	2	0	0	0	0	0	0	0	69	0	109	21	1	8	2	0	0	0	0	0	0	0	141
11:00	0	66	13	2	3	0	0	0	1	0	0	0	0	85	0	66	16	1	4	0	0	1	2	0	0	0	0	90	0	132	29	3	7	0	0	1	3	0	0	0	0	175
11:15	0	53	13	0	1	0	0	0	0	0	0	0	0	67	0	79	15	1	3	0	1	0	1	0	0	0	0	100	0	132	28	1	4	0	1	0	1	0	0	0	0	167
11:30	0	50	5	0	1	1	0	0	0	0	0	0	0	57	0	70	12	0	0	0	0	0	1	0	0	0	0	83	0	120	17	0	1	1	0	0	1	0	0	0	0	140
11:45	0	62	6	0	1	0	0	0	0	0	0	0	0	69	0	52	10	0	1	0	1	0	0	0	0	0	0	64	0	114	16	0	2	0	1	0	0	0	0	0	0	133

Prepared by National Data & Surveying Services

CLASSIFICATION

Fletcher St Bet Franklin St & Suffolk St/Rock St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	43	7	0	1	1	0	0	0	0	0	0	0	52	0	87	9	0	3	1	0	1	1	0	0	0	0	102	0	130	16	0	4	2	0	1	1	0	0	0	0	154
12:15	0	73	8	1	1	0	0	0	0	0	0	0	0	83	0	70	6	0	2	0	0	1	1	1	0	0	0	81	0	143	14	1	3	0	0	1	1	1	0	0	0	164
12:30	0	61	9	1	3	1	0	0	0	0	0	0	0	75	0	67	7	0	1	0	0	0	3	0	0	0	0	78	0	128	16	1	4	1	0	0	3	0	0	0	0	153
12:45	0	70	13	1	1	2	0	0	0	0	0	0	0	87	0	76	9	1	2	0	0	0	0	0	0	0	0	88	0	146	22	2	3	2	0	0	0	0	0	0	0	175
13:00	0	74	11	0	2	0	0	0	1	0	0	0	0	88	0	81	8	2	1	0	0	0	0	0	0	0	0	92	0	155	19	2	3	0	0	0	1	0	0	0	0	180
13:15	0	67	5	2	0	0	0	0	1	0	0	0	0	75	0	82	8	0	2	0	0	0	0	0	0	0	0	92	0	149	13	2	2	0	0	0	1	0	0	0	0	167
13:30	0	70	9	0	1	0	0	0	0	0	0	0	0	80	0	84	8	1	2	0	0	0	0	0	0	0	0	95	0	154	17	1	3	0	0	0	0	0	0	0	0	175
13:45	0	69	12	1	1	1	0	0	0	0	0	0	0	84	0	71	10	2	1	0	0	0	0	0	0	0	0	84	0	140	22	3	2	1	0	0	0	0	0	0	0	168
14:00	0	86	6	0	1	0	0	0	0	0	0	0	0	93	0	93	8	1	2	1	0	0	0	0	0	0	0	105	0	179	14	1	3	1	0	0	0	0	0	0	0	198
14:15	0	70	9	1	0	0	0	0	0	0	0	0	0	80	0	98	9	1	2	0	1	0	0	0	0	0	0	111	0	168	18	2	2	0	1	0	0	0	0	0	0	191
14:30	0	68	15	1	1	0	0	0	0	0	0	0	0	85	0	69	2	0	2	0	0	0	0	0	0	0	0	73	0	137	17	1	3	0	0	0	0	0	0	0	0	158
14:45	0	75	8	0	0	0	0	0	0	0	0	0	0	83	0	86	6	1	0	0	0	0	0	0	0	0	0	93	0	161	14	1	0	0	0	0	0	0	0	0	0	176
15:00	0	94	11	1	0	0	0	0	0	0	0	0	0	106	0	65	12	1	0	0	0	0	0	0	0	0	0	78	0	159	23	2	0	0	0	0	0	0	0	0	0	184
15:15	0	98	18	1	1	0	0	0	0	0	0	0	0	118	0	67	7	1	0	0	0	0	0	0	0	0	0	75	0	165	25	2	1	0	0	0	0	0	0	0	0	193
15:30	0	84	13	2	0	0	0	0	0	0	0	0	0	99	1	92	5	1	1	0	0	0	0	0	0	0	0	100	1	176	18	3	1	0	0	0	0	0	0	0	0	199
15:45	0	108	11	1	0	0	0	0	0	0	0	0	0	120	0	78	10	0	1	1	0	0	0	0	0	0	0	90	0	186	21	1	1	1	0	0	0	0	0	0	0	210
16:00	0	99	10	1	0	1	0	0	0	0	0	0	0	111	0	58	12	1	2	0	0	0	0	0	0	0	0	73	0	157	22	2	2	1	0	0	0	0	0	0	0	184
16:15	0	91	13	3	0	0	0	0	0	0	0	0	0	107	0	65	2	2	0	0	0	0	0	0	0	0	0	69	0	156	15	5	0	0	0	0	0	0	0	0	0	176
16:30	0	110	7	0	0	1	0	0	0	0	0	0	0	118	0	69	6	1	0	0	0	0	0	0	0	0	0	76	0	179	13	1	0	1	0	0	0	0	0	0	0	194
16:45	0	118	13	0	0	0	0	0	0	0	0	0	0	131	0	75	6	0	0	1	0	0	0	0	0	0	0	82	0	193	19	0	0	1	0	0	0	0	0	0	0	213
17:00	0	86	16	0	0	0	0	0	0	0	0	0	0	102	0	97	4	0	1	0	0	2	0	0	0	0	0	104	0	183	20	0	1	0	0	2	0	0	0	0	0	206
17:15	0	107	10	0	0	0	0	0	0	0	0	0	0	117	0	84	4	0	0	0	0	0	0	0	0	0	0	88	0	191	14	0	0	0	0	0	0	0	0	0	0	205
17:30	0	106	5	0	3	0	0	0	0	0	0	0	0	114	0	65	5	1	0	0	0	1	0	0	0	0	0	72	0	171	10	1	3	0	0	1	0	0	0	0	0	186
17:45	0	88	8	1	0	0	0	0	0	0	0	0	0	97	0	77	1	0	1	0	0	0	0	0	0	0	0	79	0	165	9	1	1	0	0	0	0	0	0	0	0	176
18:00	0	105	12	0	0	0	0	0	0	0	0	0	0	117	0	82	6	0	1	0	0	0	0	0	0	0	0	89	0	187	18	0	1	0	0	0	0	0	0	0	0	206
18:15	0	95	8	0	1	0	0	0	0	0	0	0	0	104	0	81	4	0	1	0	0	0	0	0	0	0	0	86	0	176	12	0	2	0	0	0	0	0	0	0	0	190
18:30	0	92	5	0	0	0	0	0	0	0	0	0	0	97	0	87	10	0	0	0	0	0	0	0	0	0	0	97	0	179	15	0	0	0	0	0	0	0	0	0	0	194
18:45	0	66	7	0	0	0	0	0	0	0	0	0	0	73	0	79	8	0	0	0	0	0	0	0	0	0	0	87	0	145	15	0	0	0	0	0	0	0	0	0	0	160
19:00	0	64	12	0	0	0	0	0	0	0	0	0	0	76	0	70	8	0	0	0	0	0	0	0	0	0	0	78	0	134	20	0	0	0	0	0	0	0	0	0	0	154
19:15	0	62	3	0	0	0	0	0	0	0	0	0	0	65	0	62	5	1	0	0	0	0	0	0	0	0	0	68	0	124	8	1	0	0	0	0	0	0	0	0	0	133
19:30	0	53	6	0	0	0	0	0	0	0	0	0	0	59	0	76	3	0	0	0	0	0	0	0	0	0	0	79	0	129	9	0	0	0	0	0	0	0	0	0	0	138
19:45	0	53	1	1	0	0	0	0	0	0	0	0	0	55	0	55	7	0	0	0	0	0	0	0	0	0	0	62	0	108	8	1	0	0	0	0	0	0	0	0	0	117
20:00	0	47	6	1	0	0	0	0	0	0	0	0	0	54	0	68	5	0	0	0	0	0	0	0	0	0	0	73	0	115	11	1	0	0	0	0	0	0	0	0	0	127
20:15	0	39	5	0	0	0	0	0	0	0	0	0	0	44	0	57	5	0	0	0	0	0	0	0	0	0	0	62	0	96	10	0	0	0	0	0	0	0	0	0	0	106
20:30	0	48	5	1	0	0	0	0	0	0	0	0	0	54	0	50	2	0	0	0	0	0	0	0	0	0	0	52	0	98	7	1	0	0	0	0	0	0	0	0	0	106
20:45	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0	43	7	0	0	0	0	0	0	0	0	0	0	50	0	81	11	0	0	0	0	0	0	0	0	0	0	92
21:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39	0	71	3	1	0	0	0	0	0	0	0	0	0	75	0	107	6	1	0	0	0	0	0	0	0	0	0	114
21:15	0	45	0	0	0	0	0	0	0	0	0	0	0	45	0	55	2	0	0	0	0	0	0	0	0	0	0	57	0	100	2	0	0	0	0	0	0	0	0	0	0	102
21:30	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	49	6	0	1	0	0	0	0	0	0	0	0	56	0	76	9	0	1	0	0	0	0	0	0	0	0	86
21:45	0	47	4	0	0	0	0	0	0	0	0	0	0	51	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	84	6	0	0	0	0	0	0	0	0	0	0	90
22:00	0	38	6	0	0	0	0	0	0	0	0	0	0	44	0	35	2	0	1	0	0	0	0	0	0	0	0	38	0	73	8	0	1	0	0	0	0	0	0	0	0	82
22:15	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	42	2	0	0	0	0	0	0	0	0	0	0	44
22:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	36	1	0	0	0	0	0	0	0	0	0	0	37	0	63	3	0	0	0	0	0	0	0	0	0	0	66
22:45	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	54	0	0	0	0	0	0	0	0	0	0	0	54
23:00	0	27	6	0	0	0	0	0	0	0	0	0	0	33	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	57	8	0	0	0	0	0	0	0	0	0	0	65
23:15	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	57	5	0	0	0	0	0	0	0	0	0	0	62
23:30	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	44	4	0	0	0	0	0	0	0	0	0	0	48
23:45	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	39	2	0	0	0	0	0	0	0	0	0	0	41
Totals	**0**	**4,747**	**592**	**43**	**39**	**23**	**6**	**0**	**11**	**2**	**0**	**0**	**0**	**5,463**	**1**	**5,598**	**689**	**44**	**74**	**27**	**3**	**7**	**17**	**3**	**0**	**0**	**0**	**6,463**	**1**	**10,345**	**1,281**	**87**	**113**	**50**	**9**	**7**	**28**	**5**	**0**	**0**	**0**	**11,926**
% of Totals		87%	11%	1%	1%	0%	0%		0%	0%				100%	0%	87%	11%	1%	1%	0%	0%	0%	0%	0%				100%	0%	87%	11%	1%	1%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

SPEED

Fletcher St Bet Franklin St & Suffolk St/Rock St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_004

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	2	18	31	7	7	6	0	0	0	0	0	0	0	71	8	5	7	13	3	3	0	0	0	0	0	0	0	39	10	23	38	20	10	9	0	0	0	0	0	0	0	110
1:00	2	8	9	8	4	0	0	0	0	0	0	0	0	31	5	11	3	2	1	0	0	0	0	0	0	0	0	22	7	19	12	10	5	0	0	0	0	0	0	0	0	53
2:00	1	7	13	11	3	1	0	0	0	0	0	0	0	36	9	3	4	4	4	0	0	0	0	0	0	0	0	24	10	10	17	15	7	1	0	0	0	0	0	0	0	60
3:00	0	3	14	8	1	0	0	0	0	0	0	0	0	26	9	3	10	11	6	2	0	0	0	0	0	0	0	41	9	6	24	19	7	2	0	0	0	0	0	0	0	67
4:00	0	6	11	4	0	0	0	0	0	0	0	0	0	21	67	19	31	42	5	1	0	0	0	0	0	0	0	165	67	25	42	46	5	1	0	0	0	0	0	0	0	186
5:00	6	18	24	10	1	0	0	0	0	0	0	0	0	59	157	79	101	66	6	0	0	0	0	0	0	0	0	409	163	97	125	76	7	0	0	0	0	0	0	0	0	468
6:00	21	62	57	10	5	1	0	0	0	0	0	0	0	156	175	151	126	23	4	1	0	0	0	0	0	0	0	480	196	213	183	33	9	2	0	0	0	0	0	0	0	636
7:00	25	149	86	27	4	0	0	0	0	0	0	0	0	291	210	133	88	43	2	0	0	0	0	0	0	0	0	476	235	282	174	70	6	0	0	0	0	0	0	0	0	767
8:00	48	134	103	24	2	0	0	0	0	0	0	0	0	311	185	99	79	35	0	0	0	0	0	0	0	0	0	398	233	233	182	59	2	0	0	0	0	0	0	0	0	709
9:00	33	119	155	22	2	0	0	0	0	0	0	0	0	331	160	68	70	31	4	0	0	0	0	0	0	0	0	333	193	187	225	53	6	0	0	0	0	0	0	0	0	664
10:00	21	117	119	40	3	0	0	0	0	0	0	0	0	300	114	86	73	53	3	0	0	0	0	0	0	0	0	329	135	203	192	93	6	0	0	0	0	0	0	0	0	629
11:00	21	91	125	34	7	0	0	0	0	0	0	0	0	278	137	59	86	49	6	0	0	0	0	0	0	0	0	337	158	150	211	83	13	0	0	0	0	0	0	0	0	615
12:00	11	111	125	43	7	0	0	0	0	0	0	0	0	297	151	86	73	37	2	0	0	0	0	0	0	0	0	349	162	197	198	80	9	0	0	0	0	0	0	0	0	646
13:00	17	142	134	31	2	1	0	0	0	0	0	0	0	327	140	90	89	41	3	0	0	0	0	0	0	0	0	363	157	232	223	72	5	1	0	0	0	0	0	0	0	690
14:00	14	150	142	30	5	0	0	0	0	0	0	0	0	341	204	107	58	13	0	0	0	0	0	0	0	0	0	382	218	257	200	43	5	0	0	0	0	0	0	0	0	723
15:00	62	181	166	33	0	1	0	0	0	0	0	0	0	443	163	94	60	21	4	1	0	0	0	0	0	0	0	343	225	275	226	54	4	2	0	0	0	0	0	0	0	786
16:00	73	187	174	26	6	1	0	0	0	0	0	0	0	467	140	59	76	24	1	0	0	0	0	0	0	0	0	300	213	246	250	50	7	1	0	0	0	0	0	0	0	767
17:00	44	200	149	35	2	0	0	0	0	0	0	0	0	430	187	81	40	32	3	0	0	0	0	0	0	0	0	343	231	281	189	67	5	0	0	0	0	0	0	0	0	773
18:00	46	180	135	28	2	0	0	0	0	0	0	0	0	391	157	97	71	29	5	0	0	0	0	0	0	0	0	359	203	277	206	57	7	0	0	0	0	0	0	0	0	750
19:00	22	95	99	32	7	0	0	0	0	0	0	0	0	255	124	69	68	25	0	1	0	0	0	0	0	0	0	287	146	164	167	57	7	1	0	0	0	0	0	0	0	542
20:00	16	55	96	21	6	0	0	0	0	0	0	0	0	194	103	51	48	30	5	0	0	0	0	0	0	0	0	237	119	106	144	51	11	0	0	0	0	0	0	0	0	431
21:00	6	55	65	33	5	1	0	0	0	0	0	0	0	165	78	47	75	24	3	0	0	0	0	0	0	0	0	227	84	102	140	57	8	1	0	0	0	0	0	0	0	392
22:00	1	29	60	34	7	1	0	0	0	0	0	0	0	132	49	20	28	13	4	0	0	0	0	0	0	0	0	114	50	49	88	47	11	1	0	0	0	0	0	0	0	246
23:00	0	17	59	25	9	0	0	0	0	0	0	0	0	110	44	15	20	22	4	1	0	0	0	0	0	0	0	106	44	32	79	47	13	1	0	0	0	0	0	0	0	216
Totals	492	2,134	2,151	576	97	13	0	0	0	0	0	0	0	5,463	2,776	1,532	1,384	683	78	10	0	0	0	0	0	0	0	6,463	3,268	3,666	3,535	1,259	175	23	0	0	0	0	0	0	0	11,926
% of Totals	9%	39%	39%	11%	2%	0%								100%	43%	24%	21%	11%	1%	0%								100%	27%	31%	30%	11%	1%	0%								100%

STATISTICS

00:00 - 12:00	180	732	747	205	39	8	0	0	0	0	0	0	0	1911	1236	716	678	372	44	7	0	0	0	0	0	0	0	3053	1416	1448	1425	577	83	15	0	0	0	0	0	0	0	4964
%	3%	13%	14%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	23%	13%	12%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	56%	26%	27%	26%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	91%
Peak Hour	8:15	8:30	9:00	10:45	11:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	8:45	7:00	6:00	5:30	5:00	2:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	6:45	8:15	7:00	9:00	10:45	10:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	53	156	155	42	9	6	0	0	0	0	0	0	0	345	210	151	139	66	8	3	0	0	0	0	0	0	0	481	246	282	225	94	13	9	0	0	0	0	0	0	0	767
12:00 - 24:00	312	1402	1404	371	58	5	0	0	0	0	0	0	0	3552	1540	816	706	311	34	3	0	0	0	0	0	0	0	3410	1852	2218	2110	682	92	8	0	0	0	0	0	0	0	6962
%	6%	26%	26%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%	28%	15%	13%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%	34%	41%	39%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	127%
Peak Hour	15:15	17:15	16:00	12:15	22:15	12:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:30	14:00	13:30	13:00	12:45	17:30	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:30	16:30	17:45	16:00	12:15	22:30	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:30
Peak Volume	87	212	174	44	11	1	0	0	0	0	0	0	0	468	204	116	89	48	8	1	0	0	0	0	0	0	0	395	269	301	250	89	16	2	0	0	0	0	0	0	0	818
07:00 - 09:00	73	283	189	51	6	0	0	0	0	0	0	0	0	602	395	232	167	78	2	0	0	0	0	0	0	0	0	874	468	515	356	129	8	0	0	0	0	0	0	0	0	1476
%	1%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	7%	4%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	9%	9%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	27%
Peak Hour	8:00	7:00	7:30	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	48	149	110	30	5	0	0	0	0	0	0	0	0	311	210	133	95	54	2	0	0	0	0	0	0	0	0	476	235	282	202	84	7	0	0	0	0	0	0	0	0	767
16:00 - 18:00	117	387	323	61	8	1	0	0	0	0	0	0	0	897	327	140	116	56	4	0	0	0	0	0	0	0	0	643	444	527	439	117	12	1	0	0	0	0	0	0	0	1540
%	2%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	6%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	8%	10%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%
Peak Hour	16:00	16:45	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:30	17:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:30	16:30	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	73	205	174	35	6	1	0	0	0	0	0	0	0	468	201	81	76	32	3	0	0	0	0	0	0	0	0	350	269	281	250	67	7	1	0	0	0	0	0	0	0	818

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
NORTHBOUND	17	21	21	25	28	5463
SOUTHBOUND	7	17	16	25	28	6463
TOTALS	12	19	18	25	28	11926

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
NORTHBOUND	16 - 25 mph	4285	78%	0	0%
SOUTHBOUND	14 - 23 mph	3034	47%	0	0%
TOTALS	16 - 25 mph	7201	60%	0	0%

Prepared by National Data & Surveying Services

SPEED

Fletcher St Bet Franklin St & Suffolk St/Rock St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	1	11	4	5	5	0	0	0	0	0	0	0	**26**	0	0	1	4	2	3	0	0	0	0	0	0	0	**10**	0	1	12	8	7	8	0	0	0	0	0	0	0	**36**
0:15	2	8	8	1	0	0	0	0	0	0	0	0	0	**19**	5	3	0	6	1	0	0	0	0	0	0	0	0	**15**	7	11	8	7	1	0	0	0	0	0	0	0	0	**34**
0:30	0	5	6	0	2	0	0	0	0	0	0	0	0	**13**	1	1	4	2	0	0	0	0	0	0	0	0	0	**8**	1	6	10	2	2	0	0	0	0	0	0	0	0	**21**
0:45	0	4	6	2	0	1	0	0	0	0	0	0	0	**13**	2	1	2	1	0	0	0	0	0	0	0	0	0	**6**	2	5	8	3	0	1	0	0	0	0	0	0	0	**19**
1:00	1	4	1	2	2	0	0	0	0	0	0	0	0	**10**	3	4	0	0	1	0	0	0	0	0	0	0	0	**8**	4	8	1	2	3	0	0	0	0	0	0	0	0	**18**
1:15	0	1	2	1	2	0	0	0	0	0	0	0	0	**6**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	3	1	2	0	0	0	0	0	0	0	0	**8**
1:30	0	0	4	2	0	0	0	0	0	0	0	0	0	**6**	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	0	3	5	3	0	0	0	0	0	0	0	0	0	**11**
1:45	1	3	2	3	0	0	0	0	0	0	0	0	0	**9**	2	3	1	1	0	0	0	0	0	0	0	0	0	**7**	3	6	3	4	0	0	0	0	0	0	0	0	0	**16**
2:00	1	1	3	2	3	1	0	0	0	0	0	0	0	**11**	2	1	1	0	0	0	0	0	0	0	0	0	0	**4**	3	2	4	2	3	1	0	0	0	0	0	0	0	**15**
2:15	0	3	4	5	0	0	0	0	0	0	0	0	0	**12**	1	1	2	0	0	0	0	0	0	0	0	0	0	**4**	1	4	6	5	0	0	0	0	0	0	0	0	0	**16**
2:30	0	1	3	1	0	0	0	0	0	0	0	0	0	**5**	2	1	0	2	1	0	0	0	0	0	0	0	0	**6**	2	2	3	3	1	0	0	0	0	0	0	0	0	**11**
2:45	0	2	3	3	0	0	0	0	0	0	0	0	0	**8**	4	0	1	2	3	0	0	0	0	0	0	0	0	**10**	4	2	4	5	3	0	0	0	0	0	0	0	0	**18**
3:00	0	1	2	3	0	0	0	0	0	0	0	0	0	**6**	1	1	1	2	1	0	0	0	0	0	0	0	0	**6**	1	2	3	5	1	0	0	0	0	0	0	0	0	**12**
3:15	0	1	5	1	1	0	0	0	0	0	0	0	0	**8**	0	0	4	1	2	0	0	0	0	0	0	0	0	**7**	0	1	9	2	3	0	0	0	0	0	0	0	0	**15**
3:30	0	0	3	4	0	0	0	0	0	0	0	0	0	**7**	6	0	2	5	2	0	0	0	0	0	0	0	0	**15**	6	0	5	9	2	0	0	0	0	0	0	0	0	**22**
3:45	0	1	4	0	0	0	0	0	0	0	0	0	0	**5**	2	2	3	3	1	2	0	0	0	0	0	0	0	**13**	2	3	7	3	1	2	0	0	0	0	0	0	0	**18**
4:00	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	9	1	4	7	2	0	0	0	0	0	0	0	0	**23**	9	2	5	8	2	0	0	0	0	0	0	0	0	**26**
4:15	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	13	3	7	10	1	0	0	0	0	0	0	0	0	**34**	13	4	9	10	1	0	0	0	0	0	0	0	0	**37**
4:30	0	3	3	1	0	0	0	0	0	0	0	0	0	**7**	23	6	7	11	1	1	0	0	0	0	0	0	0	**49**	23	9	10	12	1	1	0	0	0	0	0	0	0	**56**
4:45	0	1	5	2	0	0	0	0	0	0	0	0	0	**8**	22	9	13	14	1	0	0	0	0	0	0	0	0	**59**	22	10	18	16	1	0	0	0	0	0	0	0	0	**67**
5:00	0	7	2	2	1	0	0	0	0	0	0	0	0	**12**	39	12	11	15	3	0	0	0	0	0	0	0	0	**80**	39	19	13	17	4	0	0	0	0	0	0	0	0	**92**
5:15	0	3	6	3	0	0	0	0	0	0	0	0	0	**12**	45	19	19	11	1	0	0	0	0	0	0	0	0	**95**	45	22	25	14	1	0	0	0	0	0	0	0	0	**107**
5:30	4	5	7	4	0	0	0	0	0	0	0	0	0	**20**	39	34	33	22	2	0	0	0	0	0	0	0	0	**130**	43	39	40	26	2	0	0	0	0	0	0	0	0	**150**
5:45	2	3	9	1	0	0	0	0	0	0	0	0	0	**15**	34	14	38	18	0	0	0	0	0	0	0	0	0	**104**	36	17	47	19	0	0	0	0	0	0	0	0	0	**119**
6:00	3	14	12	0	1	0	0	0	0	0	0	0	0	**30**	51	36	25	7	1	0	0	0	0	0	0	0	0	**120**	54	50	37	7	2	0	0	0	0	0	0	0	0	**150**
6:15	5	21	12	3	0	0	0	0	0	0	0	0	0	**41**	40	32	43	6	3	1	0	0	0	0	0	0	0	**125**	45	53	55	9	3	1	0	0	0	0	0	0	0	**166**
6:30	10	10	12	5	1	1	0	0	0	0	0	0	0	**39**	43	48	24	5	0	0	0	0	0	0	0	0	0	**120**	53	58	36	10	1	1	0	0	0	0	0	0	0	**159**
6:45	3	17	21	2	3	0	0	0	0	0	0	0	0	**46**	41	35	34	5	0	0	0	0	0	0	0	0	0	**115**	44	52	55	7	3	0	0	0	0	0	0	0	0	**161**
7:00	9	36	17	5	0	0	0	0	0	0	0	0	0	**67**	56	34	18	8	0	0	0	0	0	0	0	0	0	**116**	65	70	35	13	0	0	0	0	0	0	0	0	0	**183**
7:15	2	35	21	6	0	0	0	0	0	0	0	0	0	**64**	54	30	26	14	0	0	0	0	0	0	0	0	0	**124**	56	65	47	20	0	0	0	0	0	0	0	0	0	**188**
7:30	11	41	23	5	1	0	0	0	0	0	0	0	0	**81**	51	43	27	3	2	0	0	0	0	0	0	0	0	**126**	62	84	50	8	3	0	0	0	0	0	0	0	0	**207**
7:45	3	37	25	11	3	0	0	0	0	0	0	0	0	**79**	49	26	17	18	0	0	0	0	0	0	0	0	0	**110**	52	63	42	29	3	0	0	0	0	0	0	0	0	**189**
8:00	13	14	31	8	0	0	0	0	0	0	0	0	0	**66**	30	17	25	19	0	0	0	0	0	0	0	0	0	**91**	43	31	56	27	0	0	0	0	0	0	0	0	0	**157**
8:15	7	33	31	5	1	0	0	0	0	0	0	0	0	**77**	55	35	23	0	0	0	0	0	0	0	0	0	0	**113**	62	68	54	5	1	0	0	0	0	0	0	0	0	**190**
8:30	8	44	19	4	0	0	0	0	0	0	0	0	0	**75**	45	25	13	6	0	0	0	0	0	0	0	0	0	**89**	53	69	32	10	0	0	0	0	0	0	0	0	0	**164**
8:45	20	43	22	7	1	0	0	0	0	0	0	0	0	**93**	55	22	18	10	0	0	0	0	0	0	0	0	0	**105**	75	65	40	17	1	0	0	0	0	0	0	0	0	**198**
9:00	18	25	29	7	1	0	0	0	0	0	0	0	0	**80**	38	15	14	14	0	0	0	0	0	0	0	0	0	**81**	56	40	43	21	1	0	0	0	0	0	0	0	0	**161**
9:15	5	44	40	2	0	0	0	0	0	0	0	0	0	**91**	39	11	27	9	1	0	0	0	0	0	0	0	0	**87**	44	55	67	11	1	0	0	0	0	0	0	0	0	**178**
9:30	9	28	39	4	1	0	0	0	0	0	0	0	0	**81**	50	23	15	3	1	0	0	0	0	0	0	0	0	**92**	59	51	54	7	2	0	0	0	0	0	0	0	0	**173**
9:45	1	22	47	9	0	0	0	0	0	0	0	0	0	**79**	33	19	14	5	2	0	0	0	0	0	0	0	0	**73**	34	41	61	14	2	0	0	0	0	0	0	0	0	**152**
10:00	7	23	22	14	2	0	0	0	0	0	0	0	0	**68**	30	21	20	17	0	0	0	0	0	0	0	0	0	**88**	37	44	42	31	2	0	0	0	0	0	0	0	0	**156**
10:15	8	46	26	6	1	0	0	0	0	0	0	0	0	**87**	32	37	22	8	0	0	0	0	0	0	0	0	0	**99**	40	83	48	14	1	0	0	0	0	0	0	0	0	**186**
10:30	4	33	31	5	0	0	0	0	0	0	0	0	0	**73**	26	20	17	10	0	0	0	0	0	0	0	0	0	**73**	30	53	48	15	0	0	0	0	0	0	0	0	0	**146**
10:45	2	15	40	15	0	0	0	0	0	0	0	0	0	**72**	26	8	14	18	3	0	0	0	0	0	0	0	0	**69**	28	23	54	33	3	0	0	0	0	0	0	0	0	**141**
11:00	7	28	37	12	1	0	0	0	0	0	0	0	0	**85**	31	19	18	18	4	0	0	0	0	0	0	0	0	**90**	38	47	55	30	5	0	0	0	0	0	0	0	0	**175**
11:15	12	28	19	6	2	0	0	0	0	0	0	0	0	**67**	50	13	28	8	1	0	0	0	0	0	0	0	0	**100**	62	41	47	14	3	0	0	0	0	0	0	0	0	**167**
11:30	2	20	24	9	2	0	0	0	0	0	0	0	0	**57**	32	16	27	8	0	0	0	0	0	0	0	0	0	**83**	34	36	51	17	2	0	0	0	0	0	0	0	0	**140**
11:45	0	15	45	7	2	0	0	0	0	0	0	0	0	**69**	24	11	13	15	1	0	0	0	0	0	0	0	0	**64**	24	26	58	22	3	0	0	0	0	0	0	0	0	**133**

Prepared by National Data & Surveying Services

SPEED

Fletcher St Bet Franklin St & Suffolk St/Rock St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	1	19	23	7	2	0	0	0	0	0	0	0	0	**52**	46	27	23	6	0	0	0	0	0	0	0	0	0	**102**	47	46	46	13	2	0	0	0	0	0	0	0	0	**154**
12:15	2	39	27	12	3	0	0	0	0	0	0	0	0	**83**	36	20	17	7	1	0	0	0	0	0	0	0	0	**81**	38	59	44	19	4	0	0	0	0	0	0	0	0	**164**
12:30	6	26	29	12	2	0	0	0	0	0	0	0	0	**75**	40	15	15	7	1	0	0	0	0	0	0	0	0	**78**	46	41	44	19	3	0	0	0	0	0	0	0	0	**153**
12:45	2	27	46	12	0	0	0	0	0	0	0	0	0	**87**	29	24	18	17	0	0	0	0	0	0	0	0	0	**88**	31	51	64	29	0	0	0	0	0	0	0	0	0	**175**
13:00	6	42	32	8	0	0	0	0	0	0	0	0	0	**88**	31	22	24	14	1	0	0	0	0	0	0	0	0	**92**	37	64	56	22	1	0	0	0	0	0	0	0	0	**180**
13:15	1	27	34	10	2	1	0	0	0	0	0	0	0	**75**	34	26	23	8	1	0	0	0	0	0	0	0	0	**92**	35	53	57	18	3	1	0	0	0	0	0	0	0	**167**
13:30	3	38	35	4	0	0	0	0	0	0	0	0	0	**80**	40	27	18	9	1	0	0	0	0	0	0	0	0	**95**	43	65	53	13	1	0	0	0	0	0	0	0	0	**175**
13:45	7	35	33	9	0	0	0	0	0	0	0	0	0	**84**	35	15	24	10	0	0	0	0	0	0	0	0	0	**84**	42	50	57	19	0	0	0	0	0	0	0	0	0	**168**
14:00	3	40	36	11	3	0	0	0	0	0	0	0	0	**93**	49	34	14	8	0	0	0	0	0	0	0	0	0	**105**	52	74	50	19	3	0	0	0	0	0	0	0	0	**198**
14:15	3	34	33	9	1	0	0	0	0	0	0	0	0	**80**	49	40	22	0	0	0	0	0	0	0	0	0	0	**111**	52	74	55	9	1	0	0	0	0	0	0	0	0	**191**
14:30	3	36	41	5	0	0	0	0	0	0	0	0	0	**85**	38	17	16	2	0	0	0	0	0	0	0	0	0	**73**	41	53	57	7	0	0	0	0	0	0	0	0	0	**158**
14:45	5	40	32	5	1	0	0	0	0	0	0	0	0	**83**	68	16	6	3	0	0	0	0	0	0	0	0	0	**93**	73	56	38	8	1	0	0	0	0	0	0	0	0	**176**
15:00	3	52	41	9	0	1	0	0	0	0	0	0	0	**106**	32	28	11	6	0	1	0	0	0	0	0	0	0	**78**	35	80	52	15	0	2	0	0	0	0	0	0	0	**184**
15:15	38	44	32	4	0	0	0	0	0	0	0	0	0	**118**	34	17	17	4	3	0	0	0	0	0	0	0	0	**75**	72	61	49	8	3	0	0	0	0	0	0	0	0	**193**
15:30	11	38	38	12	0	0	0	0	0	0	0	0	0	**99**	52	26	15	6	1	0	0	0	0	0	0	0	0	**100**	63	64	53	18	1	0	0	0	0	0	0	0	0	**199**
15:45	10	47	55	8	0	0	0	0	0	0	0	0	0	**120**	45	23	17	5	0	0	0	0	0	0	0	0	0	**90**	55	70	72	13	0	0	0	0	0	0	0	0	0	**210**
16:00	28	42	38	3	0	0	0	0	0	0	0	0	0	**111**	34	15	15	8	1	0	0	0	0	0	0	0	0	**73**	62	57	53	11	1	0	0	0	0	0	0	0	0	**184**
16:15	19	40	38	6	4	0	0	0	0	0	0	0	0	**107**	28	16	20	5	0	0	0	0	0	0	0	0	0	**69**	47	56	58	11	4	0	0	0	0	0	0	0	0	**176**
16:30	21	47	40	8	2	0	0	0	0	0	0	0	0	**118**	34	18	19	5	0	0	0	0	0	0	0	0	0	**76**	55	65	59	13	2	0	0	0	0	0	0	0	0	**194**
16:45	5	58	58	9	0	1	0	0	0	0	0	0	0	**131**	44	10	22	6	0	0	0	0	0	0	0	0	0	**82**	49	68	80	15	0	1	0	0	0	0	0	0	0	**213**
17:00	26	42	29	5	0	0	0	0	0	0	0	0	0	**102**	71	21	4	8	0	0	0	0	0	0	0	0	0	**104**	97	63	33	13	0	0	0	0	0	0	0	0	0	**206**
17:15	16	55	39	7	0	0	0	0	0	0	0	0	0	**117**	52	30	3	3	0	0	0	0	0	0	0	0	0	**88**	68	85	42	10	0	0	0	0	0	0	0	0	0	**205**
17:30	2	50	47	14	1	0	0	0	0	0	0	0	0	**114**	30	14	19	7	2	0	0	0	0	0	0	0	0	**72**	32	64	66	21	3	0	0	0	0	0	0	0	0	**186**
17:45	0	53	34	9	1	0	0	0	0	0	0	0	0	**97**	34	16	14	14	1	0	0	0	0	0	0	0	0	**79**	34	69	48	23	2	0	0	0	0	0	0	0	0	**176**
18:00	5	54	52	6	0	0	0	0	0	0	0	0	0	**117**	34	21	19	11	4	0	0	0	0	0	0	0	0	**89**	39	75	71	17	4	0	0	0	0	0	0	0	0	**206**
18:15	9	51	35	7	2	0	0	0	0	0	0	0	0	**104**	47	19	9	10	1	0	0	0	0	0	0	0	0	**86**	56	70	44	17	3	0	0	0	0	0	0	0	0	**190**
18:30	32	49	9	7	0	0	0	0	0	0	0	0	0	**97**	31	38	24	4	0	0	0	0	0	0	0	0	0	**97**	63	87	33	11	0	0	0	0	0	0	0	0	0	**194**
18:45	0	26	39	8	0	0	0	0	0	0	0	0	0	**73**	45	19	19	4	0	0	0	0	0	0	0	0	0	**87**	45	45	58	12	0	0	0	0	0	0	0	0	0	**160**
19:00	3	43	25	4	1	0	0	0	0	0	0	0	0	**76**	38	14	14	12	0	0	0	0	0	0	0	0	0	**78**	41	57	39	16	1	0	0	0	0	0	0	0	0	**154**
19:15	8	18	30	7	2	0	0	0	0	0	0	0	0	**65**	32	14	17	4	0	1	0	0	0	0	0	0	0	**68**	40	32	47	11	2	1	0	0	0	0	0	0	0	**133**
19:30	2	17	22	15	3	0	0	0	0	0	0	0	0	**59**	32	24	19	4	0	0	0	0	0	0	0	0	0	**79**	34	41	41	19	3	0	0	0	0	0	0	0	0	**138**
19:45	9	17	22	6	1	0	0	0	0	0	0	0	0	**55**	22	17	18	5	0	0	0	0	0	0	0	0	0	**62**	31	34	40	11	1	0	0	0	0	0	0	0	0	**117**
20:00	1	20	29	4	0	0	0	0	0	0	0	0	0	**54**	32	21	15	4	1	0	0	0	0	0	0	0	0	**73**	33	41	44	8	1	0	0	0	0	0	0	0	0	**127**
20:15	4	7	23	8	2	0	0	0	0	0	0	0	0	**44**	25	11	15	9	2	0	0	0	0	0	0	0	0	**62**	29	18	38	17	4	0	0	0	0	0	0	0	0	**106**
20:30	2	16	24	8	4	0	0	0	0	0	0	0	0	**54**	26	9	8	8	1	0	0	0	0	0	0	0	0	**52**	28	25	32	16	5	0	0	0	0	0	0	0	0	**106**
20:45	9	12	20	1	0	0	0	0	0	0	0	0	0	**42**	20	10	10	9	1	0	0	0	0	0	0	0	0	**50**	29	22	30	10	1	0	0	0	0	0	0	0	0	**92**
21:00	0	10	17	9	2	1	0	0	0	0	0	0	0	**39**	28	14	26	7	0	0	0	0	0	0	0	0	0	**75**	28	24	43	16	2	1	0	0	0	0	0	0	0	**114**
21:15	2	18	16	7	2	0	0	0	0	0	0	0	0	**45**	16	10	20	10	1	0	0	0	0	0	0	0	0	**57**	18	28	36	17	3	0	0	0	0	0	0	0	0	**102**
21:30	3	9	11	7	0	0	0	0	0	0	0	0	0	**30**	22	13	15	4	2	0	0	0	0	0	0	0	0	**56**	25	22	26	11	2	0	0	0	0	0	0	0	0	**86**
21:45	1	18	21	10	1	0	0	0	0	0	0	0	0	**51**	12	10	14	3	0	0	0	0	0	0	0	0	0	**39**	13	28	35	13	1	0	0	0	0	0	0	0	0	**90**
22:00	0	17	21	6	0	0	0	0	0	0	0	0	0	**44**	18	8	10	2	0	0	0	0	0	0	0	0	0	**38**	18	25	31	8	0	0	0	0	0	0	0	0	0	**82**
22:15	1	6	9	7	4	1	0	0	0	0	0	0	0	**28**	5	2	6	3	0	0	0	0	0	0	0	0	0	**16**	6	8	15	10	4	1	0	0	0	0	0	0	0	**44**
22:30	0	4	14	9	2	0	0	0	0	0	0	0	0	**29**	18	6	9	4	0	0	0	0	0	0	0	0	0	**37**	18	10	23	13	2	0	0	0	0	0	0	0	0	**66**
22:45	0	2	16	12	1	0	0	0	0	0	0	0	0	**31**	8	4	3	4	4	0	0	0	0	0	0	0	0	**23**	8	6	19	16	5	0	0	0	0	0	0	0	0	**54**
23:00	0	1	20	8	4	0	0	0	0	0	0	0	0	**33**	15	5	10	2	0	0	0	0	0	0	0	0	0	**32**	15	6	30	10	4	0	0	0	0	0	0	0	0	**65**
23:15	0	5	19	4	2	0	0	0	0	0	0	0	0	**30**	15	5	3	6	3	0	0	0	0	0	0	0	0	**32**	15	10	22	10	5	0	0	0	0	0	0	0	0	**62**
23:30	0	4	12	8	1	0	0	0	0	0	0	0	0	**25**	7	3	5	6	1	1	0	0	0	0	0	0	0	**23**	7	7	17	14	2	1	0	0	0	0	0	0	0	**48**
23:45	0	7	8	5	2	0	0	0	0	0	0	0	0	**22**	7	2	2	8	0	0	0	0	0	0	0	0	0	**19**	7	9	10	13	2	0	0	0	0	0	0	0	0	**41**
Totals	**492**	**2,134**	**2,151**	**576**	**97**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,463**	**2,776**	**1,532**	**1,384**	**683**	**78**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,463**	**3,268**	**3,666**	**3,535**	**1,259**	**175**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11,926**
% of Totals	9%	39%	39%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**	43%	24%	21%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**	27%	31%	30%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

CLASSIFICATION

Central St Bet Whipple St/Walnut St & Floyd St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_005

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	22	2	0	1	0	0	0	0	0	0	0	0	25	0	18	2	0	1	0	0	0	0	0	0	0	0	21	0	40	4	0	2	0	0	0	0	0	0	0	0	46
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	19	0	0	1	0	0	0	0	0	0	0	0	20
2:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0	11
3:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	20	1	0	0	0	0	0	0	0	0	0	0	21
4:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	8	5	0	0	0	0	0	0	0	0	0	0	13	0	20	7	0	0	0	0	0	0	0	0	0	0	27
5:00	0	45	5	0	0	0	0	0	0	0	0	0	0	50	1	60	12	0	0	0	0	0	0	0	0	0	0	73	1	105	17	0	0	0	0	0	0	0	0	0	0	123
6:00	0	71	9	3	3	0	0	0	0	0	0	0	0	86	0	72	26	7	0	0	0	0	0	0	0	0	0	105	0	143	35	10	3	0	0	0	0	0	0	0	0	191
7:00	1	133	22	3	6	1	0	0	0	0	0	0	0	166	0	106	14	9	1	0	0	0	0	0	0	0	0	130	1	239	36	12	7	1	0	0	0	0	0	0	0	296
8:00	0	159	30	6	4	0	0	0	0	0	0	0	0	199	0	112	21	7	3	0	0	1	0	1	0	0	0	145	0	271	51	13	7	0	0	1	0	1	0	0	0	344
9:00	0	173	34	1	5	1	0	0	0	0	0	0	0	214	0	87	12	2	2	1	0	0	0	0	0	0	0	104	0	260	46	3	7	2	0	0	0	0	0	0	0	318
10:00	1	112	33	0	4	1	0	0	0	0	0	0	0	151	0	80	13	1	3	3	0	0	0	0	0	0	0	100	1	192	46	1	7	4	0	0	0	0	0	0	0	251
11:00	0	145	29	3	2	2	0	0	0	0	0	0	0	181	0	74	19	0	3	1	0	0	0	0	0	0	0	97	0	219	48	3	5	3	0	0	0	0	0	0	0	278
12:00	0	124	20	0	2	1	0	0	0	0	0	0	0	147	0	90	17	0	1	2	0	1	0	0	0	0	0	111	0	214	37	0	3	3	0	1	0	0	0	0	0	258
13:00	1	161	20	2	1	2	0	1	0	0	0	0	0	188	0	83	15	1	2	0	0	1	0	0	0	0	0	102	1	244	35	3	3	2	0	2	0	0	0	0	0	290
14:00	0	209	46	5	4	1	0	2	0	0	0	0	0	267	0	96	15	12	2	3	0	0	0	0	0	0	0	128	0	305	61	17	6	4	0	2	0	0	0	0	0	395
15:00	0	332	43	7	9	0	0	1	0	1	0	0	0	393	0	136	23	9	3	0	0	0	0	0	0	0	0	171	0	468	66	16	12	0	0	1	0	1	0	0	0	564
16:00	1	352	57	5	2	0	0	0	0	0	0	0	0	417	0	141	15	3	1	0	0	0	0	0	0	0	0	160	1	493	72	8	3	0	0	0	0	0	0	0	0	577
17:00	0	318	49	1	2	0	0	0	0	0	0	0	0	370	0	143	16	0	0	0	0	0	0	0	0	0	0	159	0	461	65	1	2	0	0	0	0	0	0	0	0	529
18:00	0	244	34	0	2	0	0	0	0	0	0	0	0	280	0	97	10	0	0	0	0	0	0	0	0	0	0	107	0	341	44	0	2	0	0	0	0	0	0	0	0	387
19:00	0	152	21	0	1	1	0	0	0	0	0	0	0	175	0	70	10	0	0	0	0	0	0	1	0	0	0	81	0	222	31	0	1	1	0	0	0	1	0	0	0	256
20:00	0	95	9	0	0	0	1	0	0	0	0	0	0	105	0	62	4	1	0	0	0	0	0	0	0	0	0	67	0	157	13	1	0	0	1	0	0	0	0	0	0	172
21:00	0	88	5	0	0	0	0	0	0	0	0	0	0	93	0	50	2	0	0	0	0	0	0	0	0	0	0	52	0	138	7	0	0	0	0	0	0	0	0	0	0	145
22:00	0	46	3	0	0	0	0	0	0	0	0	0	0	49	0	40	1	0	0	0	0	0	0	0	0	0	0	41	0	86	4	0	0	0	0	0	0	0	0	0	0	90
23:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	40	2	0	0	0	0	0	0	0	0	0	0	42
Totals	**4**	**3,047**	**475**	**36**	**48**	**10**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**3,626**	**1**	**1,661**	**253**	**52**	**23**	**10**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**2,005**	**5**	**4,708**	**728**	**88**	**71**	**20**	**1**	**7**	**0**	**3**	**0**	**0**	**0**	**5,631**
% of Totals	0%	84%	13%	1%	1%	0%	0%	0%		0%				100%	0%	83%	13%	3%	1%	0%		0%		0%				100%	0%	84%	13%	2%	1%	0%	0%	0%		0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



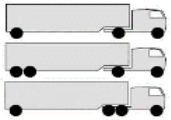
#5 2-Axle, 6-Tire Single Units



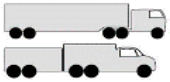
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	904	167	16	25	5	0	0	0	0	0	0	0	1119	1	635	124	26	14	5	0	1	0	1	0	0	0	807	3	1539	291	42	39	10	0	1	0	1	0	0	0	1926
%	0%	25%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	31%	0%	32%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	7:00	8:30	9:45	8:00	7:15	10:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	8:30	4:30	7:30	6:00	6:15	7:30	9:45	0:00	7:15	0:00	7:30	0:00	0:00	0:00	7:30	4:30	8:30	8:00	6:15	7:15	10:00	0:00	7:15	0:00	7:30	0:00	0:00	0:00	8:30
Peak Volume	1	211	38	6	7	3	0	0	0	0	0	0	0	253	1	123	26	12	4	3	0	1	0	1	0	0	0	158	1	318	51	17	10	4	0	1	0	1	0	0	0	379
12:00 - 24:00	2	2143	308	20	23	5	1	4	0	1	0	0	0	2507	0	1026	129	26	9	5	0	2	0	1	0	0	0	1198	2	3169	437	46	32	10	1	6	0	2	0	0	0	3705
%	0%	59%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	69%	0%	51%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	56%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	12:30	15:45	15:30	14:15	15:00	12:45	19:30	13:15	12:00	14:15	12:00	12:00	12:00	15:45	12:00	16:30	15:00	14:15	14:15	13:45	12:00	12:00	12:00	18:30	12:00	12:00	12:00	15:00	12:30	15:45	15:30	14:15	15:00	13:45	19:30	13:15	12:00	14:15	12:00	12:00	12:00	15:45
Peak Volume	1	359	60	9	9	2	1	2	0	1	0	0	0	425	0	150	23	13	3	3	0	1	0	1	0	0	0	171	1	501	78	22	12	5	1	3	0	1	0	0	0	593
07:00 - 09:00	1	292	52	9	10	1	0	0	0	0	0	0	0	365	0	218	35	16	4	0	0	1	0	1	0	0	0	275	1	510	87	25	14	1	0	1	0	1	0	0	0	640
%	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%
Peak Hour	7:00	8:00	8:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:30	7:45	7:00	7:30	7:00	7:00	7:15	7:00	7:30	7:00	7:00	7:00	7:30	7:00	7:30	8:00	8:00	7:15	7:00	7:00	7:15	7:00	7:30	7:00	7:00	7:00	8:00
Peak Volume	1	159	30	6	7	1	0	0	0	0	0	0	0	199	0	123	22	9	4	0	0	1	0	1	0	0	0	158	1	273	51	13	10	1	0	1	0	1	0	0	0	344
16:00 - 18:00	1	670	106	6	4	0	0	0	0	0	0	0	0	787	0	284	31	3	1	0	0	0	0	0	0	0	0	319	1	954	137	9	5	0	0	0	0	0	0	0	0	1106
%	0%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
Peak Hour	16:00	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	1	355	57	5	4	0	0	0	0	0	0	0	0	417	0	150	16	3	1	0	0	0	0	0	0	0	0	166	1	500	72	8	5	0	0	0	0	0	0	0	0	577

Prepared by National Data & Surveying Services

CLASSIFICATION

Central St Bet Whipple St/Walnut St & Floyd St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	13	0	0	0	0	0	0	0	0	0	0	**13**
0:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	8	1	0	0	0	0	0	0	0	0	0	**9**
0:30	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	0	11	3	0	2	0	0	0	0	0	0	0	**16**
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	0	0	0	0	0	0	0	0	0	0	**8**
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	**7**
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	3	0	0	1	0	0	0	0	0	0	0	**4**
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	7	0	0	0	0	0	0	0	0	0	0	**7**
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	7	0	0	0	0	0	0	0	0	0	0	**7**
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
4:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	5	2	0	0	0	0	0	0	0	0	0	**7**
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	6	2	0	0	0	0	0	0	0	0	0	**8**
4:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	6	3	0	0	0	0	0	0	0	0	0	**9**
5:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	0	18	2	0	0	0	0	0	0	0	0	0	**20**
5:15	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	1	10	4	0	0	0	0	0	0	0	0	0	0	**15**	1	20	4	0	0	0	0	0	0	0	0	0	**25**
5:30	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**	0	29	8	0	0	0	0	0	0	0	0	0	**37**
5:45	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	0	38	3	0	0	0	0	0	0	0	0	0	**41**
6:00	0	11	1	0	2	0	0	0	0	0	0	0	0	**14**	0	9	6	0	0	0	0	0	0	0	0	0	0	**15**	0	20	7	0	2	0	0	0	0	0	0	0	**29**
6:15	0	19	3	1	0	0	0	0	0	0	0	0	0	**23**	0	14	10	0	0	0	0	0	0	0	0	0	0	**24**	0	33	13	1	0	0	0	0	0	0	0	0	**47**
6:30	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	0	26	6	3	0	0	0	0	0	0	0	0	0	**35**	0	42	10	3	0	0	0	0	0	0	0	0	**55**
6:45	0	25	1	2	1	0	0	0	0	0	0	0	0	**29**	0	23	4	4	0	0	0	0	0	0	0	0	0	**31**	0	48	5	6	1	0	0	0	0	0	0	0	**60**
7:00	0	19	6	2	1	0	0	0	0	0	0	0	0	**28**	0	20	4	5	0	0	0	0	0	0	0	0	0	**29**	0	39	10	7	1	0	0	0	0	0	0	0	**57**
7:15	0	24	6	1	4	0	0	0	0	0	0	0	0	**35**	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**	0	50	9	1	4	0	0	0	0	0	0	0	**64**
7:30	0	44	5	0	0	0	0	0	0	0	0	0	0	**49**	0	35	5	2	1	0	0	0	0	0	0	0	0	**43**	0	79	10	2	1	0	0	0	0	0	0	0	**92**
7:45	1	46	5	0	1	1	0	0	0	0	0	0	0	**54**	0	25	2	2	0	0	0	0	0	0	0	0	0	**29**	1	71	7	2	1	1	0	0	0	0	0	0	**83**
8:00	0	29	6	1	2	0	0	0	0	0	0	0	0	**38**	0	36	5	3	2	0	0	1	0	0	0	0	0	**47**	0	65	11	4	4	0	0	1	0	0	0	0	**85**
8:15	0	31	6	1	0	0	0	0	0	0	0	0	0	**38**	0	27	8	2	1	0	0	0	1	0	0	0	0	**39**	0	58	14	3	1	0	0	0	1	0	0	0	**77**
8:30	0	50	9	2	2	0	0	0	0	0	0	0	0	**63**	0	23	7	0	0	0	0	0	0	0	0	0	0	**30**	0	73	16	2	2	0	0	0	0	0	0	0	**93**
8:45	0	49	9	2	0	0	0	0	0	0	0	0	0	**60**	0	26	1	2	0	0	0	0	0	0	0	0	0	**29**	0	75	10	4	0	0	0	0	0	0	0	0	**89**
9:00	0	49	4	0	1	0	0	0	0	0	0	0	0	**54**	0	30	1	2	0	0	0	0	0	0	0	0	0	**33**	0	79	5	2	1	0	0	0	0	0	0	0	**87**
9:15	0	63	12	0	1	0	0	0	0	0	0	0	0	**76**	0	28	5	0	0	1	0	0	0	0	0	0	0	**34**	0	91	17	0	1	1	0	0	0	0	0	0	**110**
9:30	0	32	8	1	1	1	0	0	0	0	0	0	0	**43**	0	14	5	0	2	0	0	0	0	0	0	0	0	**21**	0	46	13	1	3	1	0	0	0	0	0	0	**64**
9:45	0	29	10	0	2	0	0	0	0	0	0	0	0	**41**	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	44	11	0	2	0	0	0	0	0	0	0	**57**
10:00	0	27	7	0	1	0	0	0	0	0	0	0	0	**35**	0	19	3	0	1	1	0	0	0	0	0	0	0	**24**	0	46	10	0	2	1	0	0	0	0	0	0	**59**
10:15	0	26	12	0	1	0	0	0	0	0	0	0	0	**39**	0	17	2	0	0	1	0	0	0	0	0	0	0	**20**	0	43	14	0	1	1	0	0	0	0	0	0	**59**
10:30	1	33	9	0	1	0	0	0	0	0	0	0	0	**44**	0	22	4	0	0	1	0	0	0	0	0	0	0	**27**	1	55	13	0	1	1	0	0	0	0	0	0	**71**
10:45	0	26	5	0	1	1	0	0	0	0	0	0	0	**33**	0	22	4	1	2	0	0	0	0	0	0	0	0	**29**	0	48	9	1	3	1	0	0	0	0	0	0	**62**
11:00	0	31	4	0	1	0	0	0	0	0	0	0	0	**36**	0	12	4	0	0	1	0	0	0	0	0	0	0	**17**	0	43	8	0	1	1	0	0	0	0	0	0	**53**
11:15	0	38	10	2	1	0	0	0	0	0	0	0	0	**51**	0	22	6	0	1	0	0	0	0	0	0	0	0	**29**	0	60	16	2	2	0	0	0	0	0	0	0	**80**
11:30	0	45	7	1	0	2	0	0	0	0	0	0	0	**55**	0	12	6	0	1	0	0	0	0	0	0	0	0	**19**	0	57	13	1	1	2	0	0	0	0	0	0	**74**
11:45	0	31	8	0	0	0	0	0	0	0	0	0	0	**39**	0	28	3	0	1	0	0	0	0	0	0	0	0	**32**	0	59	11	0	1	0	0	0	0	0	0	0	**71**

Prepared by National Data & Surveying Services

CLASSIFICATION

Central St Bet Whipple St/Walnut St & Floyd St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	33	6	0	2	0	0	0	0	0	0	0	0	41	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	52	7	0	2	0	0	0	0	0	0	0	61
12:15	0	29	6	0	0	0	0	0	0	0	0	0	0	35	0	22	6	0	0	1	0	1	0	0	0	0	0	30	0	51	12	0	0	1	0	1	0	0	0	0	65
12:30	0	32	4	0	0	0	0	0	0	0	0	0	0	36	0	32	5	0	1	1	0	0	0	0	0	0	0	39	0	64	9	0	1	1	0	0	0	0	0	0	75
12:45	0	30	4	0	0	1	0	0	0	0	0	0	0	35	0	17	5	0	0	0	0	0	0	0	0	0	0	22	0	47	9	0	0	1	0	0	0	0	0	0	57
13:00	0	31	2	0	1	0	0	1	0	0	0	0	0	35	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	50	6	0	1	0	0	1	0	0	0	0	58
13:15	1	34	4	0	0	0	0	0	0	0	0	0	0	39	0	22	4	1	0	0	0	1	0	0	0	0	0	28	1	56	8	1	0	0	0	1	0	0	0	0	67
13:30	0	45	5	2	0	1	0	0	0	0	0	0	0	53	0	23	3	0	2	0	0	0	0	0	0	0	0	28	0	68	8	2	2	1	0	0	0	0	0	0	81
13:45	0	51	9	0	0	1	0	0	0	0	0	0	0	61	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	70	13	0	0	1	0	0	0	0	0	0	84
14:00	0	43	11	0	2	0	0	2	0	0	0	0	0	58	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	66	13	0	2	0	0	2	0	0	0	0	83
14:15	0	55	9	1	0	0	0	0	0	0	0	0	0	65	0	21	5	7	0	2	0	0	0	0	0	0	0	35	0	76	14	8	0	2	0	0	0	0	0	0	100
14:30	0	53	12	1	1	1	0	0	0	0	0	0	0	68	0	25	5	3	2	1	0	0	0	0	0	0	0	36	0	78	17	4	3	2	0	0	0	0	0	0	104
14:45	0	58	14	3	1	0	0	0	0	0	0	0	0	76	0	27	3	2	0	0	0	0	0	0	0	0	0	32	0	85	17	5	1	0	0	0	0	0	0	0	108
15:00	0	83	6	4	1	0	0	0	0	1	0	0	0	95	0	26	9	1	1	0	0	0	0	0	0	0	0	37	0	109	15	5	2	0	0	0	0	1	0	0	132
15:15	0	84	12	0	4	0	0	1	0	0	0	0	0	101	0	29	4	1	0	0	0	0	0	0	0	0	0	34	0	113	16	1	4	0	0	1	0	0	0	0	135
15:30	0	72	13	2	1	0	0	0	0	0	0	0	0	88	0	41	4	4	1	0	0	0	0	0	0	0	0	50	0	113	17	6	2	0	0	0	0	0	0	0	138
15:45	0	93	12	1	3	0	0	0	0	0	0	0	0	109	0	40	6	3	1	0	0	0	0	0	0	0	0	50	0	133	18	4	4	0	0	0	0	0	0	0	159
16:00	0	80	18	1	0	0	0	0	0	0	0	0	0	99	0	26	6	2	0	0	0	0	0	0	0	0	0	34	0	106	24	3	0	0	0	0	0	0	0	0	133
16:15	0	103	17	2	0	0	0	0	0	0	0	0	0	122	0	34	2	1	0	0	0	0	0	0	0	0	0	37	0	137	19	3	0	0	0	0	0	0	0	0	159
16:30	0	83	12	0	0	0	0	0	0	0	0	0	0	95	0	42	4	0	1	0	0	0	0	0	0	0	0	47	0	125	16	0	1	0	0	0	0	0	0	0	142
16:45	1	86	10	2	2	0	0	0	0	0	0	0	0	101	0	39	3	0	0	0	0	0	0	0	0	0	0	42	1	125	13	2	2	0	0	0	0	0	0	0	143
17:00	0	83	12	0	1	0	0	0	0	0	0	0	0	96	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	113	14	0	1	0	0	0	0	0	0	0	128
17:15	0	77	15	0	1	0	0	0	0	0	0	0	0	93	0	39	6	0	0	0	0	0	0	0	0	0	0	45	0	116	21	0	1	0	0	0	0	0	0	0	138
17:30	0	79	14	0	0	0	0	0	0	0	0	0	0	93	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	119	18	0	0	0	0	0	0	0	0	0	137
17:45	0	79	8	1	0	0	0	0	0	0	0	0	0	88	0	34	4	0	0	0	0	0	0	0	0	0	0	38	0	113	12	1	0	0	0	0	0	0	0	0	126
18:00	0	78	12	0	1	0	0	0	0	0	0	0	0	91	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	105	13	0	1	0	0	0	0	0	0	0	119
18:15	0	57	8	0	1	0	0	0	0	0	0	0	0	66	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	82	10	0	1	0	0	0	0	0	0	0	93
18:30	0	59	4	0	0	0	0	0	0	0	0	0	0	63	0	20	4	0	0	0	0	0	0	0	0	0	0	24	0	79	8	0	0	0	0	0	0	0	0	0	87
18:45	0	50	10	0	0	0	0	0	0	0	0	0	0	60	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	75	13	0	0	0	0	0	0	0	0	0	88
19:00	0	47	10	0	0	1	0	0	0	0	0	0	0	58	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0	62	15	0	0	1	0	0	0	0	0	0	78
19:15	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	28	2	0	0	0	0	0	0	1	0	0	0	31	0	75	7	0	0	0	0	0	0	1	0	0	83
19:30	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	47	4	0	0	0	0	0	0	0	0	0	51
19:45	0	26	3	0	1	0	0	0	0	0	0	0	0	30	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	38	5	0	1	0	0	0	0	0	0	0	44
20:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	47	5	0	0	0	0	0	0	0	0	0	52
20:15	0	29	3	0	0	0	1	0	0	0	0	0	0	33	0	22	1	1	0	0	0	0	0	0	0	0	0	24	0	51	4	1	0	0	0	1	0	0	0	0	57
20:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	34	1	0	0	0	0	0	0	0	0	0	35
20:45	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	25	3	0	0	0	0	0	0	0	0	0	28
21:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	43	4	0	0	0	0	0	0	0	0	0	47
21:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	41	2	0	0	0	0	0	0	0	0	0	43
21:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	32	0	0	0	0	0	0	0	0	0	0	32
21:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	22	1	0	0	0	0	0	0	0	0	0	23
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	21	2	0	0	0	0	0	0	0	0	0	23
22:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	30	0	0	0	0	0	0	0	0	0	0	30
22:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	22	2	0	0	0	0	0	0	0	0	0	24
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	0	0	0	0	0	0	0	0	0	0	13
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	1	0	0	0	0	0	0	0	0	0	13
23:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	0	0	0	0	0	0	9
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	11	1	0	0	0	0	0	0	0	0	0	12
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	8
Totals	4	3,047	475	36	48	10	1	4	0	1	0	0	0	3,626	1	1,661	253	52	23	10	0	3	0	2	0	0	0	2,005	5	4,708	728	88	71	20	1	7	0	3	0	0	0	5,631
% of Totals	0%	84%	13%	1%	1%	0%	0%	0%		0%				100%	0%	83%	13%	3%	1%	0%		0%		0%				100%	0%	84%	13%	2%	1%	0%	0%	0%		0%				100%

Prepared by National Data & Surveying Services

SPEED

Central St Bet Whipple St/Walnut St & Floyd St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_005

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	1	7	13	4	0	0	0	0	0	0	0	0	0	25	0	2	11	7	1	0	0	0	0	0	0	0	0	21	1	9	24	11	1	0	0	0	0	0	0	0	0	46
1:00	0	2	7	1	0	0	0	0	0	0	0	0	0	10	0	1	5	4	0	0	0	0	0	0	0	0	0	10	0	3	12	5	0	0	0	0	0	0	0	0	0	20
2:00	1	2	4	2	0	0	0	0	0	0	0	0	0	9	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	3	5	2	0	0	0	0	0	0	0	0	0	11
3:00	0	2	11	1	0	0	0	0	0	0	0	0	0	14	1	1	2	3	0	0	0	0	0	0	0	0	0	7	1	3	13	4	0	0	0	0	0	0	0	0	0	21
4:00	2	4	7	1	0	0	0	0	0	0	0	0	0	14	2	5	2	3	1	0	0	0	0	0	0	0	0	13	4	9	9	4	1	0	0	0	0	0	0	0	0	27
5:00	8	17	18	7	0	0	0	0	0	0	0	0	0	50	6	20	28	19	0	0	0	0	0	0	0	0	0	73	14	37	46	26	0	0	0	0	0	0	0	0	0	123
6:00	4	37	37	7	1	0	0	0	0	0	0	0	0	86	6	33	56	9	1	0	0	0	0	0	0	0	0	105	10	70	93	16	2	0	0	0	0	0	0	0	0	191
7:00	34	60	68	3	1	0	0	0	0	0	0	0	0	166	8	43	66	13	0	0	0	0	0	0	0	0	0	130	42	103	134	16	1	0	0	0	0	0	0	0	0	296
8:00	44	94	58	3	0	0	0	0	0	0	0	0	0	199	13	62	60	9	1	0	0	0	0	0	0	0	0	145	57	156	118	12	1	0	0	0	0	0	0	0	0	344
9:00	28	91	84	11	0	0	0	0	0	0	0	0	0	214	6	46	44	8	0	0	0	0	0	0	0	0	0	104	34	137	128	19	0	0	0	0	0	0	0	0	0	318
10:00	22	55	64	9	1	0	0	0	0	0	0	0	0	151	12	37	43	8	0	0	0	0	0	0	0	0	0	100	34	92	107	17	1	0	0	0	0	0	0	0	0	251
11:00	39	61	68	13	0	0	0	0	0	0	0	0	0	181	7	25	55	9	1	0	0	0	0	0	0	0	0	97	46	86	123	22	1	0	0	0	0	0	0	0	0	278
12:00	8	56	71	11	1	0	0	0	0	0	0	0	0	147	5	47	50	8	1	0	0	0	0	0	0	0	0	111	13	103	121	19	2	0	0	0	0	0	0	0	0	258
13:00	15	66	90	16	1	0	0	0	0	0	0	0	0	188	13	41	39	9	0	0	0	0	0	0	0	0	0	102	28	107	129	25	1	0	0	0	0	0	0	0	0	290
14:00	54	109	96	8	0	0	0	0	0	0	0	0	0	267	21	58	44	5	0	0	0	0	0	0	0	0	0	128	75	167	140	13	0	0	0	0	0	0	0	0	0	395
15:00	114	179	90	10	0	0	0	0	0	0	0	0	0	393	38	70	59	4	0	0	0	0	0	0	0	0	0	171	152	249	149	14	0	0	0	0	0	0	0	0	0	564
16:00	50	204	147	16	0	0	0	0	0	0	0	0	0	417	16	78	59	7	0	0	0	0	0	0	0	0	0	160	66	282	206	23	0	0	0	0	0	0	0	0	0	577
17:00	25	189	137	18	1	0	0	0	0	0	0	0	0	370	12	69	71	7	0	0	0	0	0	0	0	0	0	159	37	258	208	25	1	0	0	0	0	0	0	0	0	529
18:00	19	134	110	15	2	0	0	0	0	0	0	0	0	280	14	45	41	6	1	0	0	0	0	0	0	0	0	107	33	179	151	21	3	0	0	0	0	0	0	0	0	387
19:00	13	90	61	10	1	0	0	0	0	0	0	0	0	175	6	37	34	3	1	0	0	0	0	0	0	0	0	81	19	127	95	13	2	0	0	0	0	0	0	0	0	256
20:00	14	32	49	9	1	0	0	0	0	0	0	0	0	105	6	15	41	5	0	0	0	0	0	0	0	0	0	67	20	47	90	14	1	0	0	0	0	0	0	0	0	172
21:00	0	26	49	17	1	0	0	0	0	0	0	0	0	93	4	12	26	9	1	0	0	0	0	0	0	0	0	52	4	38	75	26	2	0	0	0	0	0	0	0	0	145
22:00	1	12	28	7	1	0	0	0	0	0	0	0	0	49	1	11	20	9	0	0	0	0	0	0	0	0	0	41	2	23	48	16	1	0	0	0	0	0	0	0	0	90
23:00	1	8	8	6	0	0	0	0	0	0	0	0	0	23	0	3	9	7	0	0	0	0	0	0	0	0	0	19	1	11	17	13	0	0	0	0	0	0	0	0	0	42
Totals	497	1,537	1,375	205	12	0	0	0	0	0	0	0	0	3,626	197	762	866	171	9	0	0	0	0	0	0	0	0	2,005	694	2,299	2,241	376	21	0	0	0	0	0	0	0	0	5,631
% of Totals	14%	42%	38%	6%	0%									100%	10%	38%	43%	9%	0%									100%	12%	41%	40%	7%	0%								

STATISTICS

00:00 - 12:00	183	432	439	62	3	0	0	0	0	0	0	0	0	1119	61	276	373	92	5	0	0	0	0	0	0	0	0	807	244	708	812	154	8	0	0	0	0	0	0	0	0	1926
%	5%	12%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	31%	2%	8%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	7%	20%	22%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	53%
Peak Hour	7:45	8:30	8:45	11:15	5:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	8:30	8:15	8:00	7:15	5:15	11:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:30	7:45	8:30	7:15	5:15	5:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	8:30
Peak Volume	52	121	89	15	1	0	0	0	0	0	0	0	0	253	16	62	80	21	2	0	0	0	0	0	0	0	0	158	64	183	145	30	2	0	0	0	0	0	0	0	0	379
12:00 - 24:00	314	1105	936	143	9	0	0	0	0	0	0	0	0	2507	136	486	493	79	4	0	0	0	0	0	0	0	0	1198	450	1591	1429	222	13	0	0	0	0	0	0	0	0	3705
%	9%	30%	26%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	69%	4%	13%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	12%	44%	39%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	102%
Peak Hour	14:45	15:45	16:00	20:30	18:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45	14:45	15:45	17:00	22:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	14:45	15:45	17:00	16:45	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45
Peak Volume	117	219	147	21	3	0	0	0	0	0	0	0	0	425	40	84	71	11	1	0	0	0	0	0	0	0	0	171	157	303	208	29	3	0	0	0	0	0	0	0	0	593
07:00 - 09:00	78	154	126	6	1	0	0	0	0	0	0	0	0	365	21	105	126	22	1	0	0	0	0	0	0	0	0	275	99	259	252	28	2	0	0	0	0	0	0	0	0	640
%	2%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	1%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	3%	7%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	7:45	8:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:30	8:00	7:15	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:45	8:00	7:15	7:30	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	52	94	68	5	1	0	0	0	0	0	0	0	0	199	14	62	80	13	1	0	0	0	0	0	0	0	0	158	64	156	145	18	2	0	0	0	0	0	0	0	0	344
16:00 - 18:00	75	393	284	34	1	0	0	0	0	0	0	0	0	787	28	147	130	14	0	0	0	0	0	0	0	0	0	319	103	540	414	48	1	0	0	0	0	0	0	0	0	1106
%	2%	11%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	1%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	3%	15%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	16:00	16:15	16:00	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	17:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	17:00	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	50	209	147	20	1	0	0	0	0	0	0	0	0	417	16	79	71	9	0	0	0	0	0	0	0	0	0	166	66	284	208	29	1	0	0	0	0	0	0	0	0	577

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
NORTHBOUND	16	20	20	24	26	3626
SOUTHBOUND	17	21	20	24	27	2005
TOTALS	16	20	20	24	26	5631

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
NORTHBOUND	16 - 25 mph	2912	80%	0	0%
SOUTHBOUND	16 - 25 mph	1628	81%	0	0%
TOTALS	16 - 25 mph	4540	81%	0	0%

Prepared by National Data & Surveying Services

SPEED

Central St Bet Whipple St/Walnut St & Floyd St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	6	3	0	0	0	0	0	0	0	0	0	**9**	0	0	4	0	0	0	0	0	0	0	0	0	0	**4**	0	0	10	3	0	0	0	0	0	0	0	0	0	**13**
0:15	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**	0	2	4	2	1	0	0	0	0	0	0	0	0	**9**
0:30	1	3	3	1	0	0	0	0	0	0	0	0	0	**8**	0	0	3	5	0	0	0	0	0	0	0	0	0	**8**	1	3	6	6	0	0	0	0	0	0	0	0	0	**16**
0:45	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	0	4	4	0	0	0	0	0	0	0	0	0	0	**8**
1:00	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**	0	0	1	3	0	0	0	0	0	0	0	0	0	**4**	0	0	4	3	0	0	0	0	0	0	0	0	0	**7**
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
1:30	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
1:45	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	1	2	2	0	0	0	0	0	0	0	0	0	**5**
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
2:15	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
2:30	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	1	2	1	1	0	0	0	0	0	0	0	0	0	**5**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
3:15	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	1	0	0	1	0	0	0	0	0	0	0	0	0	**2**	1	0	2	1	0	0	0	0	0	0	0	0	0	**4**
3:30	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	1	2	2	0	0	0	0	0	0	0	0	0	**5**	0	1	4	2	0	0	0	0	0	0	0	0	0	**7**
3:45	0	1	5	1	0	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	5	1	0	0	0	0	0	0	0	0	0	**7**
4:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
4:15	1	1	2	0	0	0	0	0	0	0	0	0	0	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	1	4	2	0	0	0	0	0	0	0	0	0	0	**7**
4:30	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	1	1	3	0	0	0	0	0	0	0	0	0	**5**	0	2	3	3	0	0	0	0	0	0	0	0	0	**8**
4:45	1	2	2	0	0	0	0	0	0	0	0	0	0	**5**	2	0	1	0	1	0	0	0	0	0	0	0	0	**4**	3	2	3	0	1	0	0	0	0	0	0	0	0	**9**
5:00	0	1	3	1	0	0	0	0	0	0	0	0	0	**5**	0	3	10	2	0	0	0	0	0	0	0	0	0	**15**	0	4	13	3	0	0	0	0	0	0	0	0	0	**20**
5:15	2	1	5	2	0	0	0	0	0	0	0	0	0	**10**	0	2	8	5	0	0	0	0	0	0	0	0	0	**15**	2	3	13	7	0	0	0	0	0	0	0	0	0	**25**
5:30	1	9	4	3	0	0	0	0	0	0	0	0	0	**17**	5	8	4	3	0	0	0	0	0	0	0	0	0	**20**	6	17	8	6	0	0	0	0	0	0	0	0	0	**37**
5:45	5	6	6	1	0	0	0	0	0	0	0	0	0	**18**	1	7	6	9	0	0	0	0	0	0	0	0	0	**23**	6	13	12	10	0	0	0	0	0	0	0	0	0	**41**
6:00	1	6	4	3	0	0	0	0	0	0	0	0	0	**14**	0	3	8	4	0	0	0	0	0	0	0	0	0	**15**	1	9	12	7	0	0	0	0	0	0	0	0	0	**29**
6:15	1	7	14	0	1	0	0	0	0	0	0	0	0	**23**	4	8	10	1	1	0	0	0	0	0	0	0	0	**24**	5	15	24	1	2	0	0	0	0	0	0	0	0	**47**
6:30	2	5	11	2	0	0	0	0	0	0	0	0	0	**20**	2	8	23	2	0	0	0	0	0	0	0	0	0	**35**	4	13	34	4	0	0	0	0	0	0	0	0	0	**55**
6:45	0	19	8	2	0	0	0	0	0	0	0	0	0	**29**	0	14	15	2	0	0	0	0	0	0	0	0	0	**31**	0	33	23	4	0	0	0	0	0	0	0	0	0	**60**
7:00	6	8	14	0	0	0	0	0	0	0	0	0	0	**28**	1	12	11	5	0	0	0	0	0	0	0	0	0	**29**	7	20	25	5	0	0	0	0	0	0	0	0	0	**57**
7:15	3	15	17	0	0	0	0	0	0	0	0	0	0	**35**	0	11	16	2	0	0	0	0	0	0	0	0	0	**29**	3	26	33	2	0	0	0	0	0	0	0	0	0	**64**
7:30	8	20	19	2	0	0	0	0	0	0	0	0	0	**49**	5	10	24	4	0	0	0	0	0	0	0	0	0	**43**	13	30	43	6	0	0	0	0	0	0	0	0	0	**92**
7:45	17	17	18	1	1	0	0	0	0	0	0	0	0	**54**	2	10	15	2	0	0	0	0	0	0	0	0	0	**29**	19	27	33	3	1	0	0	0	0	0	0	0	0	**83**
8:00	9	16	11	2	0	0	0	0	0	0	0	0	0	**38**	2	16	25	4	0	0	0	0	0	0	0	0	0	**47**	11	32	36	6	0	0	0	0	0	0	0	0	0	**85**
8:15	9	19	10	0	0	0	0	0	0	0	0	0	0	**38**	5	15	15	3	1	0	0	0	0	0	0	0	0	**39**	14	34	25	3	1	0	0	0	0	0	0	0	0	**77**
8:30	17	26	19	1	0	0	0	0	0	0	0	0	0	**63**	3	15	12	0	0	0	0	0	0	0	0	0	0	**30**	20	41	31	1	0	0	0	0	0	0	0	0	0	**93**
8:45	9	33	18	0	0	0	0	0	0	0	0	0	0	**60**	3	16	8	2	0	0	0	0	0	0	0	0	0	**29**	12	49	26	2	0	0	0	0	0	0	0	0	0	**89**
9:00	11	23	18	2	0	0	0	0	0	0	0	0	0	**54**	5	16	11	1	0	0	0	0	0	0	0	0	0	**33**	16	39	29	3	0	0	0	0	0	0	0	0	0	**87**
9:15	2	39	31	4	0	0	0	0	0	0	0	0	0	**76**	0	15	16	3	0	0	0	0	0	0	0	0	0	**34**	2	54	47	7	0	0	0	0	0	0	0	0	0	**110**
9:30	11	7	22	3	0	0	0	0	0	0	0	0	0	**43**	1	7	11	2	0	0	0	0	0	0	0	0	0	**21**	12	14	33	5	0	0	0	0	0	0	0	0	0	**64**
9:45	4	22	13	2	0	0	0	0	0	0	0	0	0	**41**	0	8	6	2	0	0	0	0	0	0	0	0	0	**16**	4	30	19	4	0	0	0	0	0	0	0	0	0	**57**
10:00	7	13	13	2	0	0	0	0	0	0	0	0	0	**35**	3	10	11	0	0	0	0	0	0	0	0	0	0	**24**	10	23	24	2	0	0	0	0	0	0	0	0	0	**59**
10:15	2	12	24	0	1	0	0	0	0	0	0	0	0	**39**	3	5	10	2	0	0	0	0	0	0	0	0	0	**20**	5	17	34	2	1	0	0	0	0	0	0	0	0	**59**
10:30	3	20	16	5	0	0	0	0	0	0	0	0	0	**44**	1	11	11	4	0	0	0	0	0	0	0	0	0	**27**	4	31	27	9	0	0	0	0	0	0	0	0	0	**71**
10:45	10	10	11	2	0	0	0	0	0	0	0	0	0	**33**	5	11	11	2	0	0	0	0	0	0	0	0	0	**29**	15	21	22	4	0	0	0	0	0	0	0	0	0	**62**
11:00	3	17	14	2	0	0	0	0	0	0	0	0	0	**36**	3	3	11	0	0	0	0	0	0	0	0	0	0	**17**	6	20	25	2	0	0	0	0	0	0	0	0	0	**53**
11:15	15	15	17	4	0	0	0	0	0	0	0	0	0	**51**	3	7	16	3	0	0	0	0	0	0	0	0	0	**29**	18	22	33	7	0	0	0	0	0	0	0	0	0	**80**
11:30	16	16	21	2	0	0	0	0	0	0	0	0	0	**55**	1	8	6	4	0	0	0	0	0	0	0	0	0	**19**	17	24	27	6	0	0	0	0	0	0	0	0	0	**74**
11:45	5	13	16	5	0	0	0	0	0	0	0	0	0	**39**	0	7	22	2	1	0	0	0	0	0	0	0	0	**32**	5	20	38	7	1	0	0	0	0	0	0	0	0	**71**

Prepared by National Data & Surveying Services

SPEED

Central St Bet Whipple St/Walnut St & Floyd St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	2	12	23	4	0	0	0	0	0	0	0	0	0	**41**	1	9	8	1	1	0	0	0	0	0	0	0	0	**20**	3	21	31	5	1	0	0	0	0	0	0	0	0	**61**
12:15	3	13	16	3	0	0	0	0	0	0	0	0	0	**35**	3	14	8	5	0	0	0	0	0	0	0	0	0	**30**	6	27	24	8	0	0	0	0	0	0	0	0	0	**65**
12:30	2	16	16	2	0	0	0	0	0	0	0	0	0	**36**	0	17	20	2	0	0	0	0	0	0	0	0	0	**39**	2	33	36	4	0	0	0	0	0	0	0	0	0	**75**
12:45	1	15	16	2	1	0	0	0	0	0	0	0	0	**35**	1	7	14	0	0	0	0	0	0	0	0	0	0	**22**	2	22	30	2	1	0	0	0	0	0	0	0	0	**57**
13:00	3	11	16	5	0	0	0	0	0	0	0	0	0	**35**	4	8	8	3	0	0	0	0	0	0	0	0	0	**23**	7	19	24	8	0	0	0	0	0	0	0	0	0	**58**
13:15	5	13	19	1	1	0	0	0	0	0	0	0	0	**39**	2	15	9	2	0	0	0	0	0	0	0	0	0	**28**	7	28	28	3	1	0	0	0	0	0	0	0	0	**67**
13:30	5	18	24	6	0	0	0	0	0	0	0	0	0	**53**	3	8	14	3	0	0	0	0	0	0	0	0	0	**28**	8	26	38	9	0	0	0	0	0	0	0	0	0	**81**
13:45	2	24	31	4	0	0	0	0	0	0	0	0	0	**61**	4	10	8	1	0	0	0	0	0	0	0	0	0	**23**	6	34	39	5	0	0	0	0	0	0	0	0	0	**84**
14:00	4	27	24	3	0	0	0	0	0	0	0	0	0	**58**	0	10	12	3	0	0	0	0	0	0	0	0	0	**25**	4	37	36	6	0	0	0	0	0	0	0	0	0	**83**
14:15	12	23	28	2	0	0	0	0	0	0	0	0	0	**65**	1	20	12	2	0	0	0	0	0	0	0	0	0	**35**	13	43	40	4	0	0	0	0	0	0	0	0	0	**100**
14:30	10	30	26	2	0	0	0	0	0	0	0	0	0	**68**	6	17	13	0	0	0	0	0	0	0	0	0	0	**36**	16	47	39	2	0	0	0	0	0	0	0	0	0	**104**
14:45	28	29	18	1	0	0	0	0	0	0	0	0	0	**76**	14	11	7	0	0	0	0	0	0	0	0	0	0	**32**	42	40	25	1	0	0	0	0	0	0	0	0	0	**108**
15:00	30	47	16	2	0	0	0	0	0	0	0	0	0	**95**	5	16	15	1	0	0	0	0	0	0	0	0	0	**37**	35	63	31	3	0	0	0	0	0	0	0	0	0	**132**
15:15	9	54	34	4	0	0	0	0	0	0	0	0	0	**101**	2	16	16	0	0	0	0	0	0	0	0	0	0	**34**	11	70	50	4	0	0	0	0	0	0	0	0	0	**135**
15:30	50	20	15	3	0	0	0	0	0	0	0	0	0	**88**	19	16	14	1	0	0	0	0	0	0	0	0	0	**50**	69	36	29	4	0	0	0	0	0	0	0	0	0	**138**
15:45	25	58	25	1	0	0	0	0	0	0	0	0	0	**109**	12	22	14	2	0	0	0	0	0	0	0	0	0	**50**	37	80	39	3	0	0	0	0	0	0	0	0	0	**159**
16:00	10	50	34	5	0	0	0	0	0	0	0	0	0	**99**	3	17	12	2	0	0	0	0	0	0	0	0	0	**34**	13	67	46	7	0	0	0	0	0	0	0	0	0	**133**
16:15	16	66	37	3	0	0	0	0	0	0	0	0	0	**122**	3	20	13	1	0	0	0	0	0	0	0	0	0	**37**	19	86	50	4	0	0	0	0	0	0	0	0	0	**159**
16:30	8	45	38	4	0	0	0	0	0	0	0	0	0	**95**	3	25	18	1	0	0	0	0	0	0	0	0	0	**47**	11	70	56	5	0	0	0	0	0	0	0	0	0	**142**
16:45	16	43	38	4	0	0	0	0	0	0	0	0	0	**101**	7	16	16	3	0	0	0	0	0	0	0	0	0	**42**	23	59	54	7	0	0	0	0	0	0	0	0	0	**143**
17:00	6	55	29	6	0	0	0	0	0	0	0	0	0	**96**	2	14	15	1	0	0	0	0	0	0	0	0	0	**32**	8	69	44	7	0	0	0	0	0	0	0	0	0	**128**
17:15	6	47	37	3	0	0	0	0	0	0	0	0	0	**93**	4	24	14	3	0	0	0	0	0	0	0	0	0	**45**	10	71	51	6	0	0	0	0	0	0	0	0	0	**138**
17:30	5	43	38	7	0	0	0	0	0	0	0	0	0	**93**	1	21	20	2	0	0	0	0	0	0	0	0	0	**44**	6	64	58	9	0	0	0	0	0	0	0	0	0	**137**
17:45	8	44	33	2	1	0	0	0	0	0	0	0	0	**88**	5	10	22	1	0	0	0	0	0	0	0	0	0	**38**	13	54	55	3	1	0	0	0	0	0	0	0	0	**126**
18:00	4	45	37	5	0	0	0	0	0	0	0	0	0	**91**	7	16	5	0	0	0	0	0	0	0	0	0	0	**28**	11	61	42	5	0	0	0	0	0	0	0	0	0	**119**
18:15	1	34	27	4	0	0	0	0	0	0	0	0	0	**66**	4	10	11	2	0	0	0	0	0	0	0	0	0	**27**	5	44	38	6	0	0	0	0	0	0	0	0	0	**93**
18:30	5	21	31	6	0	0	0	0	0	0	0	0	0	**63**	1	8	11	3	1	0	0	0	0	0	0	0	0	**24**	6	29	42	9	1	0	0	0	0	0	0	0	0	**87**
18:45	9	34	15	0	2	0	0	0	0	0	0	0	0	**60**	2	11	14	1	0	0	0	0	0	0	0	0	0	**28**	11	45	29	1	2	0	0	0	0	0	0	0	0	**88**
19:00	9	33	15	1	0	0	0	0	0	0	0	0	0	**58**	3	8	9	0	0	0	0	0	0	0	0	0	0	**20**	12	41	24	1	0	0	0	0	0	0	0	0	0	**78**
19:15	3	29	16	4	0	0	0	0	0	0	0	0	0	**52**	2	18	9	2	0	0	0	0	0	0	0	0	0	**31**	5	47	25	6	0	0	0	0	0	0	0	0	0	**83**
19:30	0	19	14	1	1	0	0	0	0	0	0	0	0	**35**	1	6	8	1	0	0	0	0	0	0	0	0	0	**16**	1	25	22	2	1	0	0	0	0	0	0	0	0	**51**
19:45	1	9	16	4	0	0	0	0	0	0	0	0	0	**30**	0	5	8	0	1	0	0	0	0	0	0	0	0	**14**	1	14	24	4	1	0	0	0	0	0	0	0	0	**44**
20:00	3	11	15	2	0	0	0	0	0	0	0	0	0	**31**	2	9	10	0	0	0	0	0	0	0	0	0	0	**21**	5	20	25	2	0	0	0	0	0	0	0	0	0	**52**
20:15	7	8	16	2	0	0	0	0	0	0	0	0	0	**33**	4	2	16	2	0	0	0	0	0	0	0	0	0	**24**	11	10	32	4	0	0	0	0	0	0	0	0	0	**57**
20:30	2	10	6	4	0	0	0	0	0	0	0	0	0	**22**	0	2	9	2	0	0	0	0	0	0	0	0	0	**13**	2	12	15	6	0	0	0	0	0	0	0	0	0	**35**
20:45	2	3	12	1	1	0	0	0	0	0	0	0	0	**19**	0	2	6	1	0	0	0	0	0	0	0	0	0	**9**	2	5	18	2	1	0	0	0	0	0	0	0	0	**28**
21:00	0	7	19	6	0	0	0	0	0	0	0	0	0	**32**	2	4	4	4	1	0	0	0	0	0	0	0	0	**15**	2	11	23	10	1	0	0	0	0	0	0	0	0	**47**
21:15	0	6	14	10	0	0	0	0	0	0	0	0	0	**30**	2	3	7	1	0	0	0	0	0	0	0	0	0	**13**	2	9	21	11	0	0	0	0	0	0	0	0	0	**43**
21:30	0	9	8	0	0	0	0	0	0	0	0	0	0	**17**	0	1	10	4	0	0	0	0	0	0	0	0	0	**15**	0	10	18	4	0	0	0	0	0	0	0	0	0	**32**
21:45	0	4	8	1	1	0	0	0	0	0	0	0	0	**14**	0	4	5	0	0	0	0	0	0	0	0	0	0	**9**	0	8	13	1	1	0	0	0	0	0	0	0	0	**23**
22:00	1	4	10	0	0	0	0	0	0	0	0	0	0	**15**	1	3	2	2	0	0	0	0	0	0	0	0	0	**8**	2	7	12	2	0	0	0	0	0	0	0	0	0	**23**
22:15	0	5	7	1	0	0	0	0	0	0	0	0	0	**13**	0	5	8	4	0	0	0	0	0	0	0	0	0	**17**	0	10	15	5	0	0	0	0	0	0	0	0	0	**30**
22:30	0	3	10	1	1	0	0	0	0	0	0	0	0	**15**	0	2	5	2	0	0	0	0	0	0	0	0	0	**9**	0	5	15	3	1	0	0	0	0	0	0	0	0	**24**
22:45	0	0	1	5	0	0	0	0	0	0	0	0	0	**6**	0	1	5	1	0	0	0	0	0	0	0	0	0	**7**	0	1	6	6	0	0	0	0	0	0	0	0	0	**13**
23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	0	1	3	4	0	0	0	0	0	0	0	0	0	**8**	0	3	6	4	0	0	0	0	0	0	0	0	0	**13**
23:15	0	2	1	4	0	0	0	0	0	0	0	0	0	**7**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	2	4	0	0	0	0	0	0	0	0	0	**9**
23:30	1	3	2	1	0	0	0	0	0	0	0	0	0	**7**	0	1	3	1	0	0	0	0	0	0	0	0	0	**5**	1	4	5	2	0	0	0	0	0	0	0	0	0	**12**
23:45	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**	0	0	2	2	0	0	0	0	0	0	0	0	0	**4**	0	1	4	3	0	0	0	0	0	0	0	0	0	**8**
Totals	**497**	**1,537**	**1,375**	**205**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,626**	**197**	**762**	**866**	**171**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,005**	**694**	**2,299**	**2,241**	**376**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,631**
% of Totals	14%	42%	38%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**	10%	38%	43%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**	12%	41%	40%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

CLASSIFICATION

Central St Bet Union St & North St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_006

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	30	4	0	0	0	0	0	0	0	0	0	0	34
1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	3	0	0	0	0	0	0	0	0	0	0	8
4:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	26	1	0	0	0	0	0	0	0	0	0	0	27
5:00	0	30	6	0	1	0	0	0	0	0	0	0	0	37	1	36	7	0	1	0	0	0	0	0	0	0	0	45	1	66	13	0	2	0	0	0	0	0	0	0	0	82
6:00	0	58	2	1	2	0	0	0	0	0	0	0	0	63	0	58	13	3	2	0	0	0	0	0	0	0	0	76	0	116	15	4	4	0	0	0	0	0	0	0	0	139
7:00	0	111	18	5	1	3	0	0	0	0	0	0	0	138	0	91	17	1	3	1	0	0	0	0	0	0	0	113	0	202	35	6	4	4	0	0	0	0	0	0	0	251
8:00	0	120	16	3	2	1	0	0	0	0	0	0	0	142	0	80	25	4	1	2	0	1	0	0	0	0	0	113	0	200	41	7	3	3	0	1	0	0	0	0	0	255
9:00	0	122	24	0	3	0	0	0	0	0	0	0	0	149	0	71	11	3	1	0	0	0	0	0	0	0	0	86	0	193	35	3	4	0	0	0	0	0	0	0	0	235
10:00	0	95	19	1	3	0	0	0	0	0	0	0	0	118	0	61	8	0	1	2	0	0	0	0	0	0	0	72	0	156	27	1	4	2	0	0	0	0	0	0	0	190
11:00	1	104	14	2	1	0	0	0	0	0	0	0	0	122	0	63	6	0	3	0	0	0	0	0	0	0	0	72	1	167	20	2	4	0	0	0	0	0	0	0	0	194
12:00	0	98	19	0	1	0	0	0	0	0	0	0	0	118	0	62	17	0	1	0	0	0	0	0	0	0	0	80	0	160	36	0	2	0	0	0	0	0	0	0	0	198
13:00	0	105	17	2	2	1	0	0	0	0	0	0	0	127	0	71	15	2	1	2	0	0	0	0	0	0	0	91	0	176	32	4	3	3	0	0	0	0	0	0	0	218
14:00	0	145	17	1	1	0	0	0	0	0	0	0	0	164	0	73	16	3	3	1	0	0	0	0	0	0	0	96	0	218	33	4	4	1	0	0	0	0	0	0	0	260
15:00	0	181	20	2	1	0	0	1	0	0	0	0	0	205	0	107	14	5	0	0	0	0	0	0	0	0	0	126	0	288	34	7	1	0	0	1	0	0	0	0	0	331
16:00	0	177	19	3	3	0	0	0	0	0	0	0	0	202	0	120	11	1	3	0	0	0	0	0	0	0	0	135	0	297	30	4	6	0	0	0	0	0	0	0	0	337
17:00	1	178	17	1	2	0	0	0	0	0	0	0	0	199	1	111	20	0	2	0	0	0	0	0	0	0	0	134	2	289	37	1	4	0	0	0	0	0	0	0	0	333
18:00	0	154	18	0	0	0	0	0	0	0	0	0	0	172	0	67	12	0	0	0	0	0	0	0	0	0	0	79	0	221	30	0	0	0	0	0	0	0	0	0	0	251
19:00	0	101	12	0	0	0	0	0	0	0	0	0	0	113	0	60	3	0	1	0	0	0	0	0	0	0	0	64	0	161	15	0	1	0	0	0	0	0	0	0	0	177
20:00	0	75	5	0	0	0	0	0	0	0	0	0	0	80	0	44	3	0	0	0	0	0	0	0	0	0	0	47	0	119	8	0	0	0	0	0	0	0	0	0	0	127
21:00	0	61	6	0	0	0	0	0	0	0	0	0	0	67	0	43	3	0	0	0	0	0	0	0	0	0	0	46	0	104	9	0	0	0	0	0	0	0	0	0	0	113
22:00	0	44	4	0	0	0	0	0	0	0	0	0	0	48	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	72	7	0	0	0	0	0	0	0	0	0	0	79
23:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	37	2	0	0	0	0	0	0	0	0	0	0	39
Totals	**2**	**2,026**	**263**	**21**	**23**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2,341**	**2**	**1,292**	**205**	**22**	**23**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,553**	**4**	**3,318**	**468**	**43**	**46**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3,894**
% of Totals	0%	87%	11%	1%	1%	0%		0%						100%	0%	83%	13%	1%	1%	1%		0%						100%	0%	85%	12%	1%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



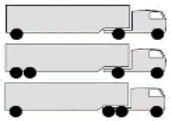
#5 2-Axle, 6-Tire Single Units



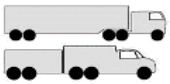
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	685	108	12	13	4	0	0	0	0	0	0	0	823	1	491	87	11	12	5	0	1	0	0	0	0	0	608	2	1176	195	23	25	9	0	1	0	0	0	0	0	1431
%	0%	29%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	32%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%	0%	30%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	10:45	8:30	9:15	6:45	8:30	6:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	8:45	5:00	7:30	7:45	8:15	7:15	8:00	0:00	7:15	0:00	0:00	0:00	0:00	0:00	7:30	5:00	8:30	7:45	6:45	8:30	6:30	0:00	7:15	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	147	29	6	5	3	0	0	0	0	0	0	0	172	1	101	27	5	4	2	0	1	0	0	0	0	0	133	1	222	48	9	6	4	0	1	0	0	0	0	0	280
12:00 - 24:00	1	1341	155	9	10	1	0	1	0	0	0	0	0	1518	1	801	118	11	11	3	0	0	0	0	0	0	0	945	2	2142	273	20	21	4	0	1	0	0	0	0	0	2463
%	0%	57%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	52%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%	0%	55%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
Peak Hour	16:30	16:30	15:15	15:30	16:15	12:30	12:00	14:30	12:00	12:00	12:00	12:00	12:00	16:15	16:15	15:45	17:15	15:00	13:30	12:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45	16:30	15:45	14:30	15:15	13:30	12:45	12:00	14:30	12:00	12:00	12:00	12:00	12:00	15:45
Peak Volume	1	186	22	4	4	1	0	1	0	0	0	0	0	207	1	124	22	5	3	2	0	0	0	0	0	0	0	139	2	302	39	8	6	3	0	1	0	0	0	0	0	344
07:00 - 09:00	0	231	34	8	3	4	0	0	0	0	0	0	0	280	0	171	42	5	4	3	0	1	0	0	0	0	0	226	0	402	76	13	7	7	0	1	0	0	0	0	0	506
%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:30	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:30	7:15	8:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:15	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	120	23	5	2	3	0	0	0	0	0	0	0	147	0	101	27	4	4	2	0	1	0	0	0	0	0	133	0	221	48	7	5	4	0	1	0	0	0	0	0	280
16:00 - 18:00	1	355	36	4	5	0	0	0	0	0	0	0	0	401	1	231	31	1	5	0	0	0	0	0	0	0	0	269	2	586	67	5	10	0	0	0	0	0	0	0	0	670
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:30	16:30	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	1	186	19	3	4	0	0	0	0	0	0	0	0	207	1	120	20	1	3	0	0	0	0	0	0	0	0	135	2	302	37	4	6	0	0	0	0	0	0	0	0	337

Prepared by National Data & Surveying Services

CLASSIFICATION

Central St Bet Union St & North St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	12	1	0	0	0	0	0	0	0	0	0	0	13
0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	11	2	0	0	0	0	0	0	0	0	0	0	13
5:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	13	3	0	0	0	0	0	0	0	0	0	0	16
5:30	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	15	3	0	1	0	0	0	0	0	0	0	0	19
5:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17	1	12	3	0	1	0	0	0	0	0	0	0	0	17	1	27	5	0	1	0	0	0	0	0	0	0	0	34
6:00	0	15	0	0	1	0	0	0	0	0	0	0	0	16	0	13	3	0	1	0	0	0	0	0	0	0	0	17	0	28	3	0	2	0	0	0	0	0	0	0	0	33
6:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	11	6	0	0	0	0	0	0	0	0	0	0	17	0	18	7	0	0	0	0	0	0	0	0	0	0	25
6:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	13	3	0	1	0	0	0	0	0	0	0	0	17	0	28	3	0	1	0	0	0	0	0	0	0	0	32
6:45	0	21	1	1	1	0	0	0	0	0	0	0	0	24	0	21	1	3	0	0	0	0	0	0	0	0	0	25	0	42	2	4	1	0	0	0	0	0	0	0	0	49
7:00	0	19	4	2	0	3	0	0	0	0	0	0	0	28	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	36	6	2	0	3	0	0	0	0	0	0	0	47
7:15	0	21	1	2	0	0	0	0	0	0	0	0	0	24	0	18	5	0	1	1	0	0	0	0	0	0	0	25	0	39	6	2	1	1	0	0	0	0	0	0	0	49
7:30	0	35	4	1	0	0	0	0	0	0	0	0	0	40	0	32	4	0	1	0	0	0	0	0	0	0	0	37	0	67	8	1	1	0	0	0	0	0	0	0	0	77
7:45	0	36	9	0	1	0	0	0	0	0	0	0	0	46	0	24	6	1	1	0	0	0	0	0	0	0	0	32	0	60	15	1	2	0	0	0	0	0	0	0	0	78
8:00	0	23	7	1	0	0	0	0	0	0	0	0	0	31	0	23	8	2	1	0	0	1	0	0	0	0	0	35	0	46	15	3	1	0	0	1	0	0	0	0	0	66
8:15	0	26	3	1	0	0	0	0	0	0	0	0	0	30	0	22	5	1	0	1	0	0	0	0	0	0	0	29	0	48	8	2	0	1	0	0	0	0	0	0	0	59
8:30	0	28	2	0	1	0	0	0	0	0	0	0	0	31	0	16	8	0	0	0	0	0	0	0	0	0	0	24	0	44	10	0	1	0	0	0	0	0	0	0	0	55
8:45	0	43	4	1	1	1	0	0	0	0	0	0	0	50	0	19	4	1	0	1	0	0	0	0	0	0	0	25	0	62	8	2	1	2	0	0	0	0	0	0	0	75
9:00	0	36	3	0	1	0	0	0	0	0	0	0	0	40	0	18	2	3	0	0	0	0	0	0	0	0	0	23	0	54	5	3	1	0	0	0	0	0	0	0	0	63
9:15	0	40	6	0	2	0	0	0	0	0	0	0	0	48	0	22	3	0	1	0	0	0	0	0	0	0	0	26	0	62	9	0	3	0	0	0	0	0	0	0	0	74
9:30	0	26	8	0	0	0	0	0	0	0	0	0	0	34	0	12	6	0	0	0	0	0	0	0	0	0	0	18	0	38	14	0	0	0	0	0	0	0	0	0	0	52
9:45	0	20	7	0	0	0	0	0	0	0	0	0	0	27	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	39	7	0	0	0	0	0	0	0	0	0	0	46
10:00	0	31	8	1	0	0	0	0	0	0	0	0	0	40	0	24	3	0	0	2	0	0	0	0	0	0	0	29	0	55	11	1	0	2	0	0	0	0	0	0	0	69
10:15	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	39	7	0	0	0	0	0	0	0	0	0	0	46
10:30	0	18	4	0	2	0	0	0	0	0	0	0	0	24	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	34	4	0	2	0	0	0	0	0	0	0	0	40
10:45	0	19	2	0	1	0	0	0	0	0	0	0	0	22	0	9	3	0	1	0	0	0	0	0	0	0	0	13	0	28	5	0	2	0	0	0	0	0	0	0	0	35
11:00	0	23	2	0	1	0	0	0	0	0	0	0	0	26	0	16	0	0	1	0	0	0	0	0	0	0	0	17	0	39	2	0	2	0	0	0	0	0	0	0	0	43
11:15	0	34	5	1	0	0	0	0	0	0	0	0	0	40	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	45	7	1	0	0	0	0	0	0	0	0	0	53
11:30	1	24	4	0	0	0	0	0	0	0	0	0	0	29	0	18	3	0	0	0	0	0	0	0	0	0	0	21	1	42	7	0	0	0	0	0	0	0	0	0	0	50
11:45	0	23	3	1	0	0	0	0	0	0	0	0	0	27	0	18	1	0	2	0	0	0	0	0	0	0	0	21	0	41	4	1	2	0	0	0	0	0	0	0	0	48

Prepared by National Data & Surveying Services

CLASSIFICATION

Central St Bet Union St & North St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	37	10	0	0	0	0	0	0	0	0	0	47
12:15	0	28	7	0	1	0	0	0	0	0	0	0	0	36	0	16	6	0	0	0	0	0	0	0	0	0	0	22	0	44	13	0	1	0	0	0	0	0	0	0	58
12:30	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	16	6	0	1	0	0	0	0	0	0	0	0	23	0	38	8	0	1	0	0	0	0	0	0	0	47
12:45	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	41	5	0	0	0	0	0	0	0	0	0	46
13:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	40	7	0	0	0	0	0	0	0	0	0	47
13:15	0	18	3	0	0	1	0	0	0	0	0	0	0	22	0	23	4	1	0	1	0	0	0	0	0	0	0	29	0	41	7	1	0	2	0	0	0	0	0	0	51
13:30	0	31	3	1	0	0	0	0	0	0	0	0	0	35	0	18	4	0	1	1	0	0	0	0	0	0	0	24	0	49	7	1	1	1	0	0	0	0	0	0	59
13:45	0	28	7	1	2	0	0	0	0	0	0	0	0	38	0	18	4	1	0	0	0	0	0	0	0	0	0	23	0	46	11	2	2	0	0	0	0	0	0	0	61
14:00	0	34	6	0	0	0	0	0	0	0	0	0	0	40	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	49	8	0	0	0	0	0	0	0	0	0	57
14:15	0	40	3	0	1	0	0	0	0	0	0	0	0	44	0	12	4	3	2	1	0	0	0	0	0	0	0	22	0	52	7	3	3	1	0	0	0	0	0	0	66
14:30	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	25	6	0	1	0	0	0	0	0	0	0	0	32	0	67	9	0	1	0	0	0	0	0	0	0	77
14:45	0	29	5	1	0	0	0	0	0	0	0	0	0	35	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	50	9	1	0	0	0	0	0	0	0	0	60
15:00	0	48	5	1	1	0	0	0	0	0	0	0	0	55	0	24	5	1	0	0	0	0	0	0	0	0	0	30	0	72	10	2	1	0	0	0	0	0	0	0	85
15:15	0	38	7	0	0	0	0	1	0	0	0	0	0	46	0	25	4	1	0	0	0	0	0	0	0	0	0	30	0	63	11	1	0	0	0	1	0	0	0	0	76
15:30	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	30	4	2	0	0	0	0	0	0	0	0	0	36	0	78	6	2	0	0	0	0	0	0	0	0	86
15:45	0	47	6	1	0	0	0	0	0	0	0	0	0	54	0	28	1	1	0	0	0	0	0	0	0	0	0	30	0	75	7	2	0	0	0	0	0	0	0	0	84
16:00	0	41	7	2	1	0	0	0	0	0	0	0	0	51	0	31	5	1	2	0	0	0	0	0	0	0	0	39	0	72	12	3	3	0	0	0	0	0	0	0	90
16:15	0	43	5	1	0	0	0	0	0	0	0	0	0	49	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	74	6	1	0	0	0	0	0	0	0	0	81
16:30	0	47	4	0	0	0	0	0	0	0	0	0	0	51	0	34	3	0	1	0	0	0	0	0	0	0	0	38	0	81	7	0	1	0	0	0	0	0	0	0	89
16:45	0	46	3	0	2	0	0	0	0	0	0	0	0	51	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	70	5	0	2	0	0	0	0	0	0	0	77
17:00	0	48	6	0	2	0	0	0	0	0	0	0	0	56	1	29	2	0	0	0	0	0	0	0	0	0	0	32	1	77	8	0	2	0	0	0	0	0	0	0	88
17:15	1	45	3	0	0	0	0	0	0	0	0	0	0	49	0	25	7	0	1	0	0	0	0	0	0	0	0	33	1	70	10	0	1	0	0	0	0	0	0	0	82
17:30	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	32	7	0	0	0	0	0	0	0	0	0	0	39	0	72	10	0	0	0	0	0	0	0	0	0	82
17:45	0	45	5	1	0	0	0	0	0	0	0	0	0	51	0	25	4	0	1	0	0	0	0	0	0	0	0	30	0	70	9	1	1	0	0	0	0	0	0	0	81
18:00	0	43	6	0	0	0	0	0	0	0	0	0	0	49	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	58	10	0	0	0	0	0	0	0	0	0	68
18:15	0	35	6	0	0	0	0	0	0	0	0	0	0	41	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	57	6	0	0	0	0	0	0	0	0	0	63
18:30	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	56	4	0	0	0	0	0	0	0	0	0	60
18:45	0	36	4	0	0	0	0	0	0	0	0	0	0	40	0	14	6	0	0	0	0	0	0	0	0	0	0	20	0	50	10	0	0	0	0	0	0	0	0	0	60
19:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	34	7	0	0	0	0	0	0	0	0	0	41
19:15	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	44	3	0	1	0	0	0	0	0	0	0	48
19:30	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	37	4	0	0	0	0	0	0	0	0	0	41
19:45	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	46	1	0	0	0	0	0	0	0	0	0	47
20:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	35	3	0	0	0	0	0	0	0	0	0	38
20:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	24	1	0	0	0	0	0	0	0	0	0	25
20:30	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	37	3	0	0	0	0	0	0	0	0	0	40
20:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	23	1	0	0	0	0	0	0	0	0	0	24
21:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	27	2	0	0	0	0	0	0	0	0	0	29
21:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	34	2	0	0	0	0	0	0	0	0	0	36
21:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	25	3	0	0	0	0	0	0	0	0	0	28
21:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	18	2	0	0	0	0	0	0	0	0	0	20
22:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	26	3	0	0	0	0	0	0	0	0	0	29
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	19	2	0	0	0	0	0	0	0	0	0	21
22:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	17	0	0	0	0	0	0	0	0	0	0	17
22:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	2	0	0	0	0	0	0	0	0	0	12
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	16	1	0	0	0	0	0	0	0	0	0	17
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	7
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	11	1	0	0	0	0	0	0	0	0	0	12
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
Totals	**2**	**2,026**	**263**	**21**	**23**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2,341**	**2**	**1,292**	**205**	**22**	**23**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,553**	**4**	**3,318**	**468**	**43**	**46**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3,894**
% of Totals	0%	87%	11%	1%	1%	0%		0%						100%	0%	83%	13%	1%	1%	1%		0%						100%	0%	85%	12%	1%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

SPEED

Central St Bet Union St & North St

Day: Wednesday
Date: 9/24/2025

City: Lowell
Project #: MA25_430152_006

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	9	15	1	0	0	0	0	0	0	0	0	0	25	0	4	4	1	0	0	0	0	0	0	0	0	0	9	0	13	19	2	0	0	0	0	0	0	0	0	0	34
1:00	1	2	2	1	0	0	0	0	0	0	0	0	0	6	0	1	0	3	0	0	0	0	0	0	0	0	0	4	1	3	2	4	0	0	0	0	0	0	0	0	0	10
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	2	4	0	0	0	0	0	0	0	0	0	0	6
3:00	0	1	2	1	1	0	0	0	0	0	0	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	1	2	3	2	0	0	0	0	0	0	0	0	8
4:00	1	2	5	2	3	2	0	0	0	0	0	0	0	15	1	1	3	5	2	0	0	0	0	0	0	0	0	12	2	3	8	7	5	2	0	0	0	0	0	0	0	27
5:00	7	6	14	8	2	0	0	0	0	0	0	0	0	37	4	5	13	18	4	1	0	0	0	0	0	0	0	45	11	11	27	26	6	1	0	0	0	0	0	0	0	82
6:00	13	18	26	5	1	0	0	0	0	0	0	0	0	63	11	15	33	13	3	1	0	0	0	0	0	0	0	76	24	33	59	18	4	1	0	0	0	0	0	0	0	139
7:00	40	34	45	16	3	0	0	0	0	0	0	0	0	138	19	30	40	21	3	0	0	0	0	0	0	0	0	113	59	64	85	37	6	0	0	0	0	0	0	0	0	251
8:00	28	48	39	24	3	0	0	0	0	0	0	0	0	142	29	23	37	21	3	0	0	0	0	0	0	0	0	113	57	71	76	45	6	0	0	0	0	0	0	0	0	255
9:00	26	38	71	11	3	0	0	0	0	0	0	0	0	149	14	28	29	12	2	1	0	0	0	0	0	0	0	86	40	66	100	23	5	1	0	0	0	0	0	0	0	235
10:00	25	36	43	14	0	0	0	0	0	0	0	0	0	118	14	25	19	11	3	0	0	0	0	0	0	0	0	72	39	61	62	25	3	0	0	0	0	0	0	0	0	190
11:00	23	29	62	6	2	0	0	0	0	0	0	0	0	122	14	33	13	10	2	0	0	0	0	0	0	0	0	72	37	62	75	16	4	0	0	0	0	0	0	0	0	194
12:00	29	40	33	16	0	0	0	0	0	0	0	0	0	118	20	30	20	8	2	0	0	0	0	0	0	0	0	80	49	70	53	24	2	0	0	0	0	0	0	0	0	198
13:00	32	37	38	18	2	0	0	0	0	0	0	0	0	127	29	25	28	8	1	0	0	0	0	0	0	0	0	91	61	62	66	26	3	0	0	0	0	0	0	0	0	218
14:00	31	68	44	19	2	0	0	0	0	0	0	0	0	164	18	26	33	14	4	1	0	0	0	0	0	0	0	96	49	94	77	33	6	1	0	0	0	0	0	0	0	260
15:00	52	69	70	12	2	0	0	0	0	0	0	0	0	205	25	38	46	15	2	0	0	0	0	0	0	0	0	126	77	107	116	27	4	0	0	0	0	0	0	0	0	331
16:00	55	71	56	18	2	0	0	0	0	0	0	0	0	202	33	42	36	22	1	1	0	0	0	0	0	0	0	135	88	113	92	40	3	1	0	0	0	0	0	0	0	337
17:00	44	74	63	16	2	0	0	0	0	0	0	0	0	199	26	48	39	18	2	1	0	0	0	0	0	0	0	134	70	122	102	34	4	1	0	0	0	0	0	0	0	333
18:00	34	66	57	13	2	0	0	0	0	0	0	0	0	172	23	24	23	9	0	0	0	0	0	0	0	0	0	79	57	90	80	22	2	0	0	0	0	0	0	0	0	251
19:00	19	36	42	13	3	0	0	0	0	0	0	0	0	113	17	19	18	8	2	0	0	0	0	0	0	0	0	64	36	55	60	21	5	0	0	0	0	0	0	0	0	177
20:00	16	23	21	15	5	0	0	0	0	0	0	0	0	80	11	15	12	8	1	0	0	0	0	0	0	0	0	47	27	38	33	23	6	0	0	0	0	0	0	0	0	127
21:00	7	10	34	10	5	1	0	0	0	0	0	0	0	67	14	8	15	7	2	0	0	0	0	0	0	0	0	46	21	18	49	17	7	1	0	0	0	0	0	0	0	113
22:00	11	15	16	6	0	0	0	0	0	0	0	0	0	48	5	10	8	7	1	0	0	0	0	0	0	0	0	31	16	25	24	13	1	0	0	0	0	0	0	0	0	79
23:00	3	6	11	3	0	0	0	0	0	0	0	0	0	23	5	2	4	5	0	0	0	0	0	0	0	0	0	16	8	8	15	8	0	0	0	0	0	0	0	0	0	39
Totals	**497**	**739**	**811**	**248**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,341**	**332**	**453**	**475**	**246**	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,553**	**829**	**1,192**	**1,286**	**494**	**84**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,894**
% of Totals	21%	32%	35%	11%	2%	0%								100%	21%	29%	31%	16%	3%	0%								100%	21%	31%	33%	13%	2%	0%								100%

STATISTICS

00:00 - 12:00	164	224	326	89	18	2	0	0	0	0	0	0	0	823	106	166	193	117	23	3	0	0	0	0	0	0	0	608	270	390	519	206	41	5	0	0	0	0	0	0	0	1431
%	7%	10%	14%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	5%	7%	8%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	26%	12%	17%	22%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	7:00	8:15	9:00	8:15	6:30	4:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	8:45	8:00	11:30	7:15	7:45	4:15	5:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:30	7:15	8:45	7:15	7:45	4:30	4:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	40	52	71	25	4	2	0	0	0	0	0	0	0	172	29	41	50	26	5	2	0	0	0	0	0	0	0	133	63	82	102	49	8	2	0	0	0	0	0	0	0	280
12:00 - 24:00	333	515	485	159	25	1	0	0	0	0	0	0	0	1518	226	287	282	129	18	3	0	0	0	0	0	0	0	945	559	802	767	288	43	4	0	0	0	0	0	0	0	2463
%	14%	22%	21%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%	10%	12%	12%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%	24%	34%	33%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	105%
Peak Hour	16:15	16:30	17:30	13:45	20:15	20:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:15	16:30	17:00	14:30	15:45	13:45	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45	16:15	16:30	15:30	13:45	20:15	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45
Peak Volume	57	83	76	27	7	1	0	0	0	0	0	0	0	207	39	48	48	23	4	1	0	0	0	0	0	0	0	139	95	122	117	41	8	1	0	0	0	0	0	0	0	344
07:00 - 09:00	68	82	84	40	6	0	0	0	0	0	0	0	0	280	48	53	77	42	6	0	0	0	0	0	0	0	0	226	116	135	161	82	12	0	0	0	0	0	0	0	0	506
%	3%	4%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	2%	2%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	5%	6%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	22%
Peak Hour	7:00	8:00	7:15	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	8:00	7:00	7:15	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:15	7:30	7:15	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	40	48	52	24	3	0	0	0	0	0	0	0	0	147	29	30	50	26	4	0	0	0	0	0	0	0	0	133	63	72	102	49	7	0	0	0	0	0	0	0	0	280
16:00 - 18:00	99	145	119	34	4	0	0	0	0	0	0	0	0	401	59	90	75	40	3	2	0	0	0	0	0	0	0	269	158	235	194	74	7	2	0	0	0	0	0	0	0	670
%	4%	6%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	3%	4%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	7%	10%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	29%
Peak Hour	16:15	16:30	17:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	17:00	17:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	17:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	57	83	63	21	3	0	0	0	0	0	0	0	0	207	39	48	39	22	2	1	0	0	0	0	0	0	0	135	95	122	102	40	5	1	0	0	0	0	0	0	0	337

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	14	20	20	25	28	2341
SOUTHBOUND	14	20	20	26	29	1553
TOTALS	14	20	20	26	29	3894

Direction	Pace 10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
NORTHBOUND	16 - 25 mph	1550	66%	0	0%
SOUTHBOUND	17 - 26 mph	950	61%	0	0%
TOTALS	17 - 26 mph	2483	64%	0	0%

Prepared by National Data & Surveying Services

SPEED

Central St Bet Union St & North St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	3	6	1	0	0	0	0	0	0	0	0	0	**10**	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	4	7	2	0	0	0	0	0	0	0	0	0	**13**
0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
0:30	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	4	5	0	0	0	0	0	0	0	0	0	0	**9**
0:45	0	2	4	0	0	0	0	0	0	0	0	0	0	**6**	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	4	6	0	0	0	0	0	0	0	0	0	0	**10**
1:00	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1	1	2	0	0	0	0	0	0	0	0	0	**4**
1:15	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	1	1	2	0	0	0	0	0	0	0	0	0	**4**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
3:45	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:15	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**	0	0	0	4	0	0	0	0	0	0	0	0	0	**4**	0	1	2	5	0	0	0	0	0	0	0	0	0	**8**
4:30	0	1	2	1	1	1	0	0	0	0	0	0	0	**6**	1	1	0	1	1	0	0	0	0	0	0	0	0	**4**	1	2	2	2	2	1	0	0	0	0	0	0	0	**10**
4:45	1	0	1	0	1	1	0	0	0	0	0	0	0	**4**	0	0	3	0	1	0	0	0	0	0	0	0	0	**4**	1	0	4	0	2	1	0	0	0	0	0	0	0	**8**
5:00	1	1	2	0	0	0	0	0	0	0	0	0	0	**4**	0	1	1	4	3	0	0	0	0	0	0	0	0	**9**	1	2	3	4	3	0	0	0	0	0	0	0	0	**13**
5:15	2	1	0	4	1	0	0	0	0	0	0	0	0	**8**	0	2	4	2	0	0	0	0	0	0	0	0	0	**8**	2	3	4	6	1	0	0	0	0	0	0	0	0	**16**
5:30	1	3	4	0	0	0	0	0	0	0	0	0	0	**8**	1	1	3	6	0	0	0	0	0	0	0	0	0	**11**	2	4	7	6	0	0	0	0	0	0	0	0	0	**19**
5:45	3	1	8	4	1	0	0	0	0	0	0	0	0	**17**	3	1	5	6	1	1	0	0	0	0	0	0	0	**17**	6	2	13	10	2	1	0	0	0	0	0	0	0	**34**
6:00	2	7	7	0	0	0	0	0	0	0	0	0	0	**16**	4	2	9	2	0	0	0	0	0	0	0	0	0	**17**	6	9	16	2	0	0	0	0	0	0	0	0	0	**33**
6:15	1	0	7	0	0	0	0	0	0	0	0	0	0	**8**	2	7	3	4	0	1	0	0	0	0	0	0	0	**17**	3	7	10	4	0	1	0	0	0	0	0	0	0	**25**
6:30	3	3	5	3	1	0	0	0	0	0	0	0	0	**15**	2	3	9	3	0	0	0	0	0	0	0	0	0	**17**	5	6	14	6	1	0	0	0	0	0	0	0	0	**32**
6:45	7	8	7	2	0	0	0	0	0	0	0	0	0	**24**	3	3	12	4	3	0	0	0	0	0	0	0	0	**25**	10	11	19	6	3	0	0	0	0	0	0	0	0	**49**
7:00	11	7	6	3	1	0	0	0	0	0	0	0	0	**28**	5	5	5	3	1	0	0	0	0	0	0	0	0	**19**	16	12	11	6	2	0	0	0	0	0	0	0	0	**47**
7:15	6	3	7	6	2	0	0	0	0	0	0	0	0	**24**	3	5	12	5	0	0	0	0	0	0	0	0	0	**25**	9	8	19	11	2	0	0	0	0	0	0	0	0	**49**
7:30	11	5	19	5	0	0	0	0	0	0	0	0	0	**40**	6	12	13	5	1	0	0	0	0	0	0	0	0	**37**	17	17	32	10	1	0	0	0	0	0	0	0	0	**77**
7:45	12	19	13	2	0	0	0	0	0	0	0	0	0	**46**	5	8	10	8	1	0	0	0	0	0	0	0	0	**32**	17	27	23	10	1	0	0	0	0	0	0	0	0	**78**
8:00	10	7	13	1	0	0	0	0	0	0	0	0	0	**31**	10	3	15	6	1	0	0	0	0	0	0	0	0	**35**	20	10	28	7	1	0	0	0	0	0	0	0	0	**66**
8:15	3	11	7	8	1	0	0	0	0	0	0	0	0	**30**	5	7	11	5	1	0	0	0	0	0	0	0	0	**29**	8	18	18	13	2	0	0	0	0	0	0	0	0	**59**
8:30	2	6	9	12	2	0	0	0	0	0	0	0	0	**31**	4	5	7	7	1	0	0	0	0	0	0	0	0	**24**	6	11	16	19	3	0	0	0	0	0	0	0	0	**55**
8:45	13	24	10	3	0	0	0	0	0	0	0	0	0	**50**	10	8	4	3	0	0	0	0	0	0	0	0	0	**25**	23	32	14	6	0	0	0	0	0	0	0	0	0	**75**
9:00	5	11	22	2	0	0	0	0	0	0	0	0	0	**40**	4	6	8	4	1	0	0	0	0	0	0	0	0	**23**	9	17	30	6	1	0	0	0	0	0	0	0	0	**63**
9:15	11	11	19	5	2	0	0	0	0	0	0	0	0	**48**	6	8	9	3	0	0	0	0	0	0	0	0	0	**26**	17	19	28	8	2	0	0	0	0	0	0	0	0	**74**
9:30	8	6	18	2	0	0	0	0	0	0	0	0	0	**34**	2	8	5	1	1	1	0	0	0	0	0	0	0	**18**	10	14	23	3	1	1	0	0	0	0	0	0	0	**52**
9:45	2	10	12	2	1	0	0	0	0	0	0	0	0	**27**	2	6	7	4	0	0	0	0	0	0	0	0	0	**19**	4	16	19	6	1	0	0	0	0	0	0	0	0	**46**
10:00	8	13	15	4	0	0	0	0	0	0	0	0	0	**40**	6	9	7	6	1	0	0	0	0	0	0	0	0	**29**	14	22	22	10	1	0	0	0	0	0	0	0	0	**69**
10:15	8	8	11	5	0	0	0	0	0	0	0	0	0	**32**	2	6	4	2	0	0	0	0	0	0	0	0	0	**14**	10	14	15	7	0	0	0	0	0	0	0	0	0	**46**
10:30	5	7	10	2	0	0	0	0	0	0	0	0	0	**24**	4	5	4	2	1	0	0	0	0	0	0	0	0	**16**	9	12	14	4	1	0	0	0	0	0	0	0	0	**40**
10:45	4	8	7	3	0	0	0	0	0	0	0	0	0	**22**	2	5	4	1	1	0	0	0	0	0	0	0	0	**13**	6	13	11	4	1	0	0	0	0	0	0	0	0	**35**
11:00	9	5	10	1	1	0	0	0	0	0	0	0	0	**26**	5	7	4	1	0	0	0	0	0	0	0	0	0	**17**	14	12	14	2	1	0	0	0	0	0	0	0	0	**43**
11:15	9	11	18	1	1	0	0	0	0	0	0	0	0	**40**	5	4	1	3	0	0	0	0	0	0	0	0	0	**13**	14	15	19	4	1	0	0	0	0	0	0	0	0	**53**
11:30	1	3	22	3	0	0	0	0	0	0	0	0	0	**29**	3	11	5	2	0	0	0	0	0	0	0	0	0	**21**	4	14	27	5	0	0	0	0	0	0	0	0	0	**50**
11:45	4	10	12	1	0	0	0	0	0	0	0	0	0	**27**	1	11	3	4	2	0	0	0	0	0	0	0	0	**21**	5	21	15	5	2	0	0	0	0	0	0	0	0	**48**

Prepared by National Data & Surveying Services

SPEED

Central St Bet Union St & North St

Day: Wednesday

Date: 9/24/2025

City: Lowell

Project #: MA25_430152_006

15-MINUTE BREAKDOWN

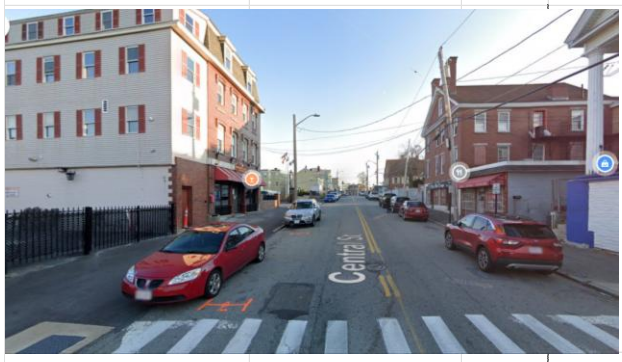
Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
12:00	7	12	10	1	0	0	0	0	0	0	0	0	0	30	6	9	2	0	0	0	0	0	0	0	0	0	0	17	13	21	12	1	0	0	0	0	0	0	0	0	0	47
12:15	14	10	7	5	0	0	0	0	0	0	0	0	0	36	7	10	4	1	0	0	0	0	0	0	0	0	0	22	21	20	11	6	0	0	0	0	0	0	0	0	0	58
12:30	3	11	7	3	0	0	0	0	0	0	0	0	0	24	6	3	6	6	2	0	0	0	0	0	0	0	0	23	9	14	13	9	2	0	0	0	0	0	0	0	0	47
12:45	5	7	9	7	0	0	0	0	0	0	0	0	0	28	1	8	8	1	0	0	0	0	0	0	0	0	0	18	6	15	17	8	0	0	0	0	0	0	0	0	0	46
13:00	9	8	11	3	1	0	0	0	0	0	0	0	0	32	8	2	4	1	0	0	0	0	0	0	0	0	0	15	17	10	15	4	1	0	0	0	0	0	0	0	0	47
13:15	6	7	4	5	0	0	0	0	0	0	0	0	0	22	6	7	13	2	1	0	0	0	0	0	0	0	0	29	12	14	17	7	1	0	0	0	0	0	0	0	0	51
13:30	9	12	11	2	1	0	0	0	0	0	0	0	0	35	8	9	5	2	0	0	0	0	0	0	0	0	0	24	17	21	16	4	1	0	0	0	0	0	0	0	0	59
13:45	8	10	12	8	0	0	0	0	0	0	0	0	0	38	7	7	6	3	0	0	0	0	0	0	0	0	0	23	15	17	18	11	0	0	0	0	0	0	0	0	0	61
14:00	10	13	10	7	0	0	0	0	0	0	0	0	0	40	6	4	5	1	1	0	0	0	0	0	0	0	0	17	16	17	15	8	1	0	0	0	0	0	0	0	0	57
14:15	8	18	12	5	1	0	0	0	0	0	0	0	0	44	2	9	6	4	1	0	0	0	0	0	0	0	0	22	10	27	18	9	2	0	0	0	0	0	0	0	0	66
14:30	9	17	12	7	0	0	0	0	0	0	0	0	0	45	3	5	16	6	2	0	0	0	0	0	0	0	0	32	12	22	28	13	2	0	0	0	0	0	0	0	0	77
14:45	4	20	10	0	1	0	0	0	0	0	0	0	0	35	7	8	6	3	0	1	0	0	0	0	0	0	0	25	11	28	16	3	1	1	0	0	0	0	0	0	0	60
15:00	12	25	17	1	0	0	0	0	0	0	0	0	0	55	5	11	12	2	0	0	0	0	0	0	0	0	0	30	17	36	29	3	0	0	0	0	0	0	0	0	0	85
15:15	17	19	7	3	0	0	0	0	0	0	0	0	0	46	5	7	14	4	0	0	0	0	0	0	0	0	0	30	22	26	21	7	0	0	0	0	0	0	0	0	0	76
15:30	17	12	13	6	2	0	0	0	0	0	0	0	0	50	7	12	12	5	0	0	0	0	0	0	0	0	0	36	24	24	25	11	2	0	0	0	0	0	0	0	0	86
15:45	6	13	33	2	0	0	0	0	0	0	0	0	0	54	8	8	8	4	2	0	0	0	0	0	0	0	0	30	14	21	41	6	2	0	0	0	0	0	0	0	0	84
16:00	12	19	16	4	0	0	0	0	0	0	0	0	0	51	7	14	10	7	0	1	0	0	0	0	0	0	0	39	19	33	26	11	0	1	0	0	0	0	0	0	0	90
16:15	18	15	12	3	1	0	0	0	0	0	0	0	0	49	2	11	13	6	0	0	0	0	0	0	0	0	0	32	20	26	25	9	1	0	0	0	0	0	0	0	0	81
16:30	8	21	14	7	1	0	0	0	0	0	0	0	0	51	13	10	8	6	1	0	0	0	0	0	0	0	0	38	21	31	22	13	2	0	0	0	0	0	0	0	0	89
16:45	17	16	14	4	0	0	0	0	0	0	0	0	0	51	11	7	5	3	0	0	0	0	0	0	0	0	0	26	28	23	19	7	0	0	0	0	0	0	0	0	0	77
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Totals	**497**	**739**	**811**	**248**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,341**	**332**	**453**	**475**	**246**	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,553**	**829**	**1,192**	**1,286**	**494**	**84**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,894**
% of Totals	21%	32%	35%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	100%	21%	29%	31%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	100%	21%	31%	33%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Appendix C

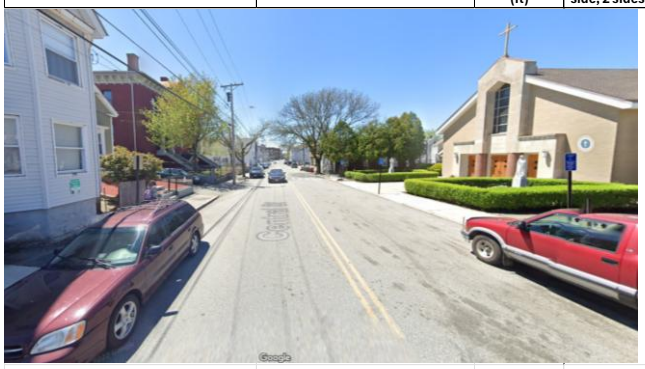
Back Central Street Inventory

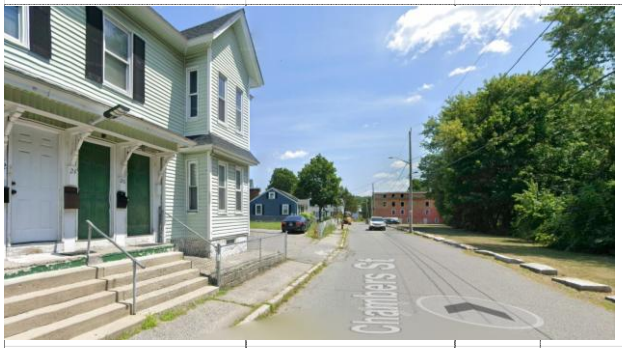
Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
ABBOTT STREET		15'	1 side	One-Way	2 sides	No	Yes	
								**Sidewalk Parking on both sides**
AMES STREET		20'	2 sides	One-Way	2 sides	Yes	Yes	
								**No sidewalks**
AUBURN STREET (1 of 2)	Linden to Chapel	16'	No	Two-Way	No	No	No	
								
AUBURN STREET (2 of 2)	Gorham to Linden	20'	2 sides	Two-Way	2 sides	Yes	Yes	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
BASSETT STREET		16'	1 side	One-Way	2 sides	Yes	Yes	
								
BUTLER AVE (1 of 2)	Gorham to Prospect	15'	1 side	One-Way	2 sides	Yes	No	
								
BUTLER AVE (2 of 2)	Prospect to Crosby	15'	1 side	One-Way	2 sides	Yes	No	
								
CADY STREET		15'	1 side	One-Way	2 sides	Yes	No	One of the most problematic, parking only allowed on one side of the street but there is Sidewalk Parking on both sides

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CEDAR STREET		28'	2 sides	One-Way	2 sides	Yes	Yes	Moderate sidewalk parking
								
CENTRAL STREET (1 of 11)	Charles St to Union St	35'	2 sides	Two-Way	2 sides	Yes	No	Parking on sidewalk is not extreme. 30 minute parking only in front of Barber. Only a couple cars parking on sidewalk
								
CENTRAL STREET (2 of 11)	Union St to Centre St	33'	2 sides	Two-Way	2 sides	Yes	No	Parking on sidewalk is not extreme
								
CENTRAL STREET (3 of 11)	Centre St to Cottage St	32'	2 sides	Two-Way	2 sides	No	No	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CENTRAL STREET (4 of 11)	Cottage St to Ames St	35'	2 sides	Two-Way	2 sides	No	No	
								
CENTRAL STREET (5 of 11)	Abbott St to Hudson	32'	2 sides	Two-Way	2 sides	No	No	
								
CENTRAL STREET (6 of 11)	Hudson to Chapel St	35'	2 sides	Two-Way	2 sides	No	No	
								
CENTRAL STREET (7 of 11)	Chapel to Floyd	37'	2 sides	Two-Way	2 sides	No	No	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CENTRAL STREET (8 of 11)	Floyd to Lyon	35'	2 sides	Two-Way	2 sides	No	No	
								
CENTRAL STREET (9 of 11)	Lyon to Crosby	35'	2 sides	Two-Way	2 sides	No	No	
								
CENTRAL STREET (10 of 11)	Crosby to Prospect St	35'	2 sides	Two-Way	2 sides	No	No	
								
CENTRAL STREET (11 of 11)	Prospect to Gorham	35'	2 sides	Two-Way	2 sides	No	No	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CENTRE STREET		20'	1 side	Two-Way	2 sides	Yes	Yes	
								
CHAMBERS STREET (1 of 4)	Gorham to Pine Hill St	19'	1 side	Two-Way	1 side	No	Yes	no parking restriction signage, sidewalk only on north side of the street, off street parking on south
								
CHAMBERS STREET (2 of 4)	Pine Hill to Irving	21'	No	Two-Way	1 side	No	Yes	no visible parking restriction signage, sidewalk only on north side of the street.
								
CHAMBERS STREET (3 of 4)	Irving to Kinsman	21'	2 sides	Two-Way	1 side	Yes	Yes	no visible parking restriction signage, sidewalk only on north side of the street, angle parking on south side.

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CHAMBERS STREET (4 of 4)	Kinsman to Newhall	29'	2 sides	Two-Way	2 sides	No	Yes	no sidewalk on southside abutting basketball courts
								
CHAPEL STREET (1 of 8)	Charles to Union St	28'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CHAPEL STREET (2 of 8)	Union St to Centre St	27'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CHAPEL STREET (3 of 8)	Centre St to Elm St	25'	2 sides	Two-Way	2 sides	Yes	Yes	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CHAPEL STREET (4 of 8)	Elm St to Auburn	25'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CHAPEL STREET (5 of 8)	Auburn to Pollard	27'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CHAPEL STREET (6 of 8)	Pollard to Walnut	27'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CHAPEL STREET (7 of 8)	Walnut to Keene	28'	2 sides	Two-Way	2 sides	Yes	Yes	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CHAPEL STREET (8 of 8)	Keene to Central St	28'	2 sides	Two-Way	2 sides	No	Yes	
								
CHASE STREET		17'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CHERRY STREET		10'	No	Two-Way	No	No	No	
								
COTTAGE STREET		14'	No	Two-way	No	Yes	No	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
COURT AVENUE		10'	No	Two-Way	No	No	No	No sidewalks. No one-way signage
								
CROSBY STREET (1 of 4)	Central to Butler	22'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CROSBY STREET (2 of 4)	Butler to New	22'	2 sides	Two-Way	2 sides	Yes	Yes	
								
CROSBY STREET (3 of 4)	New to Kinsman	30'	2 sides	Two-Way	2 sides	Yes	Yes	sidewalk parking visible from aerial, not from street view

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
CROSBY STREET (4 of 4)	Kinsman to Newhall	27'	2 sides	Two-Way	2 sides	Yes	Yes	
								
ELM STREET (1 of 3)	Gorham to Linden	25'	1 side	Two-Way	1 side	No	conditional	Street is wider at intersection with Gorham with a left turn lane, center island, and two receiving lanes. 25' is at Linden end
								
ELM STREET (2 of 3)	Linden to Chapel	22'	No	Two-Way	1 side	No	conditional	
								
ELM STREET (3 of 3)	Chapel to Central	25'	No	Two-Way	1 side	No	conditional	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
FLOYD STREET		16'	1 Side	One-Way	2 sides	Yes	Yes	
								
GROVES AVENUE		17'	1 side	Two-Way	No	Yes	No	Dead End
								
HOBSON STREET		24'	2 sides	One-Way	2 sides	Yes	Yes	Sidewalk Parking on ONE side- Parking on sidewalk appears to be west side only
								
HUDSON STREET (1 of 2)	Central St to Richmond Ave	13'	No	One-Way	2 sides	Yes	No	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
HUDSON STREET (2 of 2)	Richmond Ave to Lawrence	13'	No	One-Way	2 sides	Yes	No	
								
IRVING STREET		18'	1 side	One-Way	No	No	No	
								
KEENE STREET	Gorham to Chapel	20'	2 Sides	Two-Way	2 sides	Yes	Yes	
								
KINSMAN STREET (1 of 3)	Whipple to Floyd	24'	2 sides	Two-Way	2 sides	Yes	Yes	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
KINSMAN STREET (1 of 3)	Whipple to Floyd	24'	2 sides	Two-Way	2 sides	Yes	Yes	
								
KINSMAN STREET (2 of 3)	Floyd St to Crosby St	23'	2 sides	Two-Way	2 sides	Yes	Yes	
								
KINSMAN STREET (3 of 3)	Crosby St to Chambers St	20'	2 sides	Two-Way	2 sides	Yes	Yes	
								
LINDEN STREET (1 of 4)	Union St to Cherry	28'	2 sides	One Way	2 sides	No	Yes	Recent one-way conversion

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
LINDEN STREET (1 of 4)	Union St to Cherry	28'	2 sides	One Way	2 sides	No	Yes	Recent one-way conversion
								
LINDEN STREET (2 of 4)	North of Elm St	28'	2 sides	One-Way	2 sides	No	Yes	Recent one-way conversion
								
LINDEN STREET (3 of 4)	Elm St to Auburn St	20'	1 side	One- Way	2 sides	Yes	Yes	
								
LINDEN STREET (4 of 4)	Auburn to Pollard	20'	1 side	One- Way	2 sides	Yes	Yes	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
LYON STREET		19'	1 side	One-Way	2 sides	Yes	Yes	moderate sidewalk parking
								
MEAD STREET		19'	1 Side	One-Way	2 sides	No	Yes	sidewalks don't appear to be ADA compliant
								
MILL STREET		28'	2 sides	One-Way	2 sides	No	No	
								
NEW STREET		17'	1 side	One-Way	2 sides	No	No	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
NEWHALL STREET (1 of 2)	Whipple St to Crosby St	27'	2 sides	Two-Way	2 sides	No	Yes	
								
NEWHALL STREET (2 of 2)	Crosby to Chambers	27'	2 sides	Two-Way	2 sides	No	Yes	
								
NORTH STREET	Central to Lawrence	18'	1 side	One-Way	2 sides	No	Yes	
								
PINE HILL STREET (1 of 2)	Prospect to Irving	26'	1 side	One-Way	No	Yes	No	No sidewalks.widens at crest of bend. parking in grass/dirt shoulder. There isn't any parking signage

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
PINE HILL STREET (2 of 2)	Chambers to Irving	19'	2 sides	One-Way	No	Yes	No	
								
POLLARD STREET	Linden to Chapel	20'	2 sides	One-Way	2 sides	Yes	No	Recent one-way conversion
								Sidewalk Parking on both sides
PROSPECT STREET (1 of 2)	Butler to Pine Hill	14'	no	One-Way	2 sides	Yes	No	
								Eastbound One-Way Reverses to Westbound at Butler Ave
PROSPECT STREET (2 of 2)	Central St to Butler	28'	2 sides	One-Way	2 sides	Yes	No	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
RICHMOND AVENUE (1 of 2)	Abbott to Hudson	20'	1 side	One-Way	No	No	No	
								
RICHMOND AVENUE (2 of 2)	Hudson to Chase St	18'	No	One-Way	No	No	No	Angle Parking in front of park
								
RICHMOND STREET		15'	No	One-Way	2 sides	Yes	No	
								
SWIFT STREET		21'	1 side	One-Way	2 sides	No	Yes	

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
UNION STREET (1 of 3)	Gorham to Linden	34'	2 sides	Two-way	2 sides	No	Yes	
								
UNION STREET (2 of 3)	Linden to Chapel	23	2 sides	Two-way		Yes	Yes	
								
UNION STREET (3 of 3)	Chapel to Central	22'	2 sides	Two-way	2 sides	Yes	Yes	
								
WALNUT STREET (1 of 2)	Gorham to Chapel	26'	2 sides	One-Way	2 sides	No	Yes	

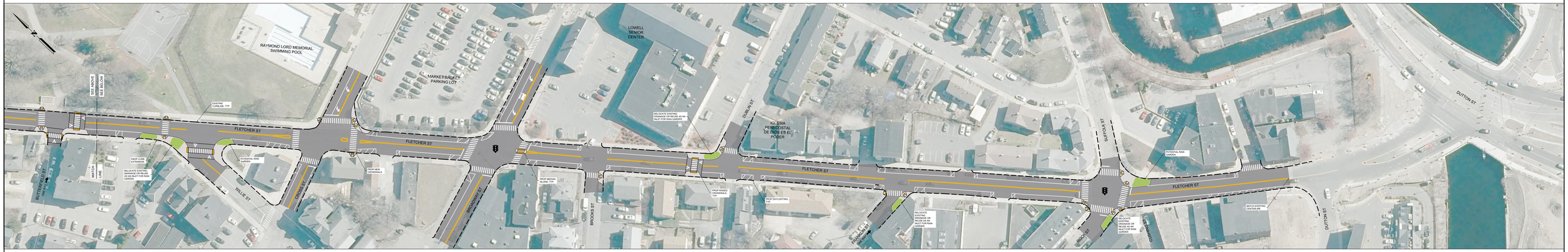
Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
WALNUT STREET (2 of 2)	Chapel to Central	24'	2 sides	Two-Way	2 sides	Yes	Yes	15 minute Parking only by convenience store at Central St
								
WAMESIT STREET		28'	1 side	Two-Way	2 sides	No	No	
								
WATSON STREET		26'	2 sides	Two-Way	2 sides	No	Yes	
								
WHIPPLE STREET (1 of 4)	Central St to Mead St	28'	2 sides	Two-Way	2 sides	Yes	Yes	Moderate sidewalk parking observed

Street	Limits	C to C Width (ft)	Parking (no, 1 side, 2 sides)	One-Way / Two-Way	Sidewalks?	Parking on Sidewalks?	Eligible for Speed Humps?	Notes:
								
WHIPPLE STREET (2 of 4)	Mead St to Kinsman St	28'	2 sides	Two-Way	2 sides	Yes	Yes	
								
WHIPPLE STREET (3 of 4)	Kinsman St to Watson St	29'	2 sides	Two-Way	2 sides	Yes	Yes	
								
WHIPPLE STREET (4 of 4)	Watson St to dead end	33'	2 sides	Two-Way	No	No	No	

APPENDIX B

SPEED MANAGEMENT CORRIDOR CONCEPT PLANS





DRAFT ROLL PLAN

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.					
		DSGN					
		DR					
		CHK					
		APVD	NO	DATE	REVISION	BY	APVD

TOOLE DESIGN
141 TREMONT STREET, FLOOR 9
BOSTON, MA 02111
PHONE: 617.619.9910
www.tooledesign.com

FLETCHER STREET - NEAR TERM OPTION
CITY OF LOWELL
COMMONWEALTH OF MASSACHUSETTS

0 30' 60' 90'
SCALE 1"=30'

PROJECT NO.	00BOS.00425
DATE	2025-10-15
DRAWING NO.	
SHEET NO.	

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Preliminary Opinion of Probable Construction Cost

City of Lowell
Fletcher Street short term plan - Lowell SS4A
Speed management concept plan

Prepared By: SA
Date: 1/12/2026

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Excavation	270	CY	$97.50	$26,325
Cement Concrete Sidewalk	619	SY	$130.44	$80,716
Curb Ramps	24	EA	$6,266.47	$150,395
Curbing	1272	FT	$77.81	$98,979
Raised Crossings	903	SY	$122.86	$110,971
Pavement Markings Symbols	219	SF	$9.88	$2,164
Pavement Markings for Stop Lines and Crosswalks	10624	FT	$6.71	$71,284
Pavement Markings Lane Lines	12963	FT	$1.97	$25,537
Traffic Signs & Posts	1	LS	$24,820.00	$24,820
RRFB	8	EA	$19,000.00	$152,000
Rain garden	1149	SF	$220.00	$252,670
Traffic Signal Modifications	1	LS	$10,400.00	$10,400
Drainage Modifications/Adjustments	1	LS	$115,820.93	$115,821
Street Light Modifications/Adjustments	1	LS	$56,650.00	$56,650
Utility Modifications/Adjustments	1	LS	$2,214.50	$2,215
Mobilization (5%)	1	LS	$59,047.33	$59,047
Maintenance of Traffic (5%)	1	LS	$59,047.33	$59,047
Erosion and Sediment Control (2%)	1	LS	$24,799.88	$24,800
			SUBTOTAL =	$1,323,841

CONTINGENCIES	
20% DESIGN & CONSTRUCTION ENGINEERING =	$264,768
30% CONTINGENCY =	$397,152
TOTAL =	$1,985,762

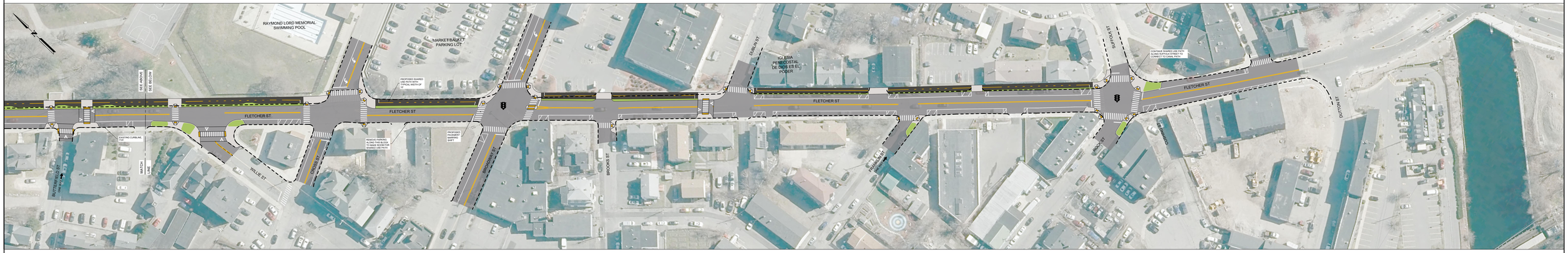
ESCALATION	
YEARS UNTIL CONSTRUCTION =	2
ESCALATION 4.5%/YEAR =	$178,719
GRAND TOTAL COST =	**$2,164,480**

General Assumptions and Exclusions:

1. Unit prices are based on 2025 dollars, using the most recent available data from this time period.
2. The opinion does not include environmental permitting, easement, or property acquisition.
3. The opinion does not include construction administration and inspection services.
4. The opinion does not include public outreach, funding planning, or client management services.

This opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current concept roll plans. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Preliminary cost opinions include a 30% contingency to cover items that are undefined or are typically unknown prior to final design. Unit costs are based on 2025 dollars and were assigned based on historical cost data from MassDOT bid prices. This cost opinion does not include easement and right-of-way acquisition; permitting, inspection, or construction management; or the cost for ongoing maintenance. This cost opinion is provided for the Client's information, and is based on the design professional's recent experience, adjusted for factors known at the time of preparation. Toole Design Group, LLC has no control over the cost of labor and material, competitive bidding, or market conditions; and makes no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the Client.





DRAFT ROLL PLAN

PROFESSIONAL CERTIFICATION

REUSE OF DOCUMENTS
ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.

	NO.	DATE	REVISION	BY	APVD
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DR					
CHK					
APVD					

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PHONE: 617.619.9910
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FLETCHER STREET - LONG TERM OPTION SHARED-USE PATH
CITY OF LOWELL
COMMONWEALTH OF MASSACHUSETTS

0 30' 60' 90'
SCALE 1"=30'

PROJECT NO.	
DATE	
DRAWING NO.	
SHEET NO.	

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Preliminary Opinion of Probable Construction Cost

City of Lowell
Fletcher Street - Lowell SS4A
Long-term Shared Use Path concept

Prepared By: MI
Date: 1/12/2026

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Excavation	1510	CY	$97.50	$147,225
New Pavement	2517	SY	$111.88	$281,595
Cement Concrete Sidewalk	241	SY	$130.44	$31,495
Curb Ramps	23	EA	$6,266.47	$144,129
Curbing	2789	FT	$80.81	$225,350
Pavement Markings for Stop Lines and Crosswalks	25	FT	$6.71	$168
Pavement Markings Lane Lines	1800	FT	$1.97	$3,546
Landscape	2198	SY	$29.30	$64,406
Traffic Signs & Posts	1	LS	$7,200.00	$7,200
Traffic Signal Modifications	1	LS	$16,000.00	$16,000
Drainage Modifications/Adjustments	1	LS	$54,638.93	$54,639
Street Light Modifications/Adjustments	1	LS	$24,102.00	$24,102
Utility Modifications/Adjustments	1	LS	$19,441.25	$19,441
Mobilization (5%)	1	LS	$50,964.80	$50,965
Maintenance of Traffic (5%)	1	LS	$50,964.80	$50,965
Erosion and Sediment Control (2%)	1	LS	$21,405.21	$21,405
			SUBTOTAL =	$1,142,631

CONTINGENCIES	
20% DESIGN & CONSTRUCTION ENGINEERING =	$228,526
30% CONTINGENCY =	$342,789
TOTAL =	$1,713,946

ESCALATION	
YEARS UNTIL CONSTRUCTION =	4
ESCALATION 4.5%/YEAR =	$308,510
GRAND TOTAL COST =	**$2,022,456**

General Assumptions and Exclusions:

1. Unit prices are based on 2025 dollars, using the most recent available data from this time period.
2. The opinion does not include environmental permitting, easement, or property acquisition.
3. The opinion does not include construction administration and inspection services.
4. The opinion does not include public outreach, funding planning, or client management services.

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WESTFORD STREET
CITY OF LOWELL
COMMONWEALTH OF MASSACHUSETTS

0 30' 60' 90'
SCALE 1"=30'

PROJECT NO.	00BOS.00425
DATE	2025-10-15
DRAWING NO.	
SHEET NO.	

Preliminary Opinion of Probable Construction Cost

City of Lowell
Westford Street - Lowell SS4A
Speed management concept plan

Prepared By: SA
Date: 1/12/2026

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Excavation	320	CY	$97.50	$31,200
Cement Concrete Sidewalk	917	SY	$130.44	$119,670
Curb Ramps	24	EA	$6,266.47	$150,395
Curbing	1396	FT	$80.81	$112,816
Raised Crossings	2467	SY	$122.86	$303,139
Pavement Markings Symbols	456	SF	$9.88	$4,505
Pavement Markings for Stop Lines and Crosswalks	4831	FT	$6.71	$32,416
Pavement Markings Lane Lines	14016	FT	$1.97	$27,612
Traffic Signs & Posts	1	LS	$17,526.67	$17,527
RRFB	12	EA	$19,660.00	$235,920
Rain garden	1688	SF	$220.00	$371,360
Traffic Signal Modifications	1	LS	$8,800.00	$8,800
Drainage Modifications/Adjustments	1	LS	$259,479.66	$259,480
Street Light Modifications/Adjustments	1	LS	$45,320.00	$45,320
Utility Modifications/Adjustments	1	LS	$2,961.25	$2,961
Mobilization (5%)	1	LS	$86,156.04	$86,156
Maintenance of Traffic (5%)	1	LS	$86,156.04	$86,156
Erosion and Sediment Control (2%)	1	LS	$36,185.54	$36,186
			SUBTOTAL =	$1,931,618

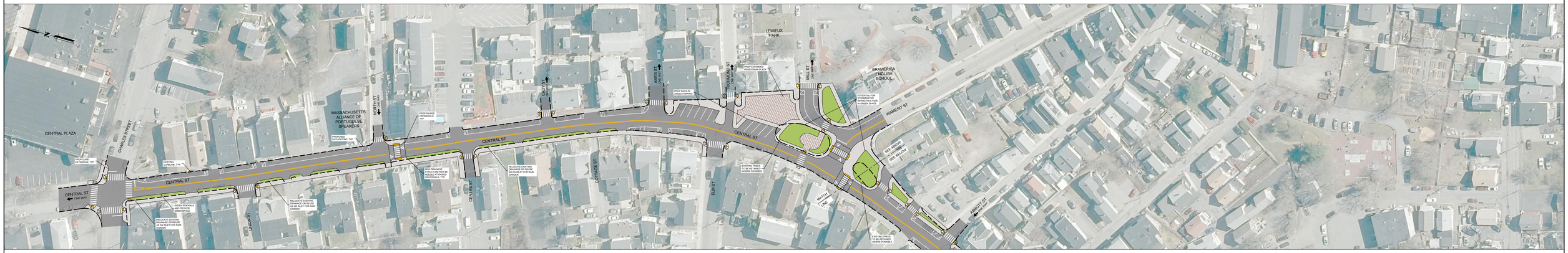
CONTINGENCIES	
20% DESIGN & CONSTRUCTION ENGINEERING =	$386,324
30% CONTINGENCY =	$579,486
TOTAL =	$2,897,428

ESCALATION	
YEARS UNTIL CONSTRUCTION =	2
ESCALATION 4.5%/YEAR =	$260,768
GRAND TOTAL COST =	**$3,158,196**

General Assumptions and Exclusions:

1. Unit prices are based on 2025, using the most recent available data from this time period.
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3. The opinion does not include construction administration and inspection services.
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DRAFT ROLL PLAN

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DR					
CHK					
APVD					

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CENTRAL STREET

CITY OF LOWELL

COMMONWEALTH OF MASSACHUSETTS

0 30' 60' 90'

SCALE 1"=30'

PROJECT NO.	
DATE	
DRAWING NO.	
SHEET NO.	

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12/1/2025

Preliminary Opinion of Probable Construction Cost

City of Lowell
Central Street - Lowell SS4A
Speed management concept plan

Prepared By: SA
Date: 1/12/2026

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Excavation	1210	CY	$97.50	$117,975
Cement Concrete Sidewalk	2661	SY	$130.44	$347,118
Brick Walk	450	SY	$566.94	$255,125
Curb Ramps	42	EA	$6,266.47	$263,192
Curbing	920	FT	$80.81	$74,349
Raised Crossings	495	SY	$122.86	$60,816
Pavement Markings Symbols	264	SF	$9.88	$2,608
Pavement Markings for Stop Lines and Crosswalks	4768	FT	$6.71	$31,995
Pavement Markings Lane Lines	12271	FT	$1.97	$24,174
Traffic Signs & Posts	1	LS	$28,740.00	$28,740
RRFB	7	EA	$19,000.00	$133,000
Rain garden	2599	SF	$220.00	$571,868
Drainage Modifications/Adjustments	1	LS	$210,552.60	$210,553
Street Light Modifications/Adjustments	1	LS	$101,970.00	$101,970
Utility Modifications/Adjustments	1	LS	$24,076.25	$24,076
Landscaping	1	LS	$14,498.48	$14,498
Mobilization (5%)	1	LS	$113,102.87	$113,103
Maintenance of Traffic (5%)	1	LS	$113,102.87	$113,103
Erosion and Sediment Control (2%)	1	LS	$45,241.15	$45,241
			SUBTOTAL =	$2,533,504

CONTINGENCIES	
20% DESIGN & CONSTRUCTION ENGINEERING =	$506,701
30% CONTINGENCY =	$760,051
TOTAL =	$3,800,256

ESCALATION	
YEARS UNTIL CONSTRUCTION =	2
ESCALATION 4.5%/YEAR =	$342,023
GRAND TOTAL COST =	**$4,142,280**

General Assumptions and Exclusions:

1. Unit prices are based on _____, using the most recent available data from this time period.
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3. The opinion does not include construction administration and inspection services.
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APPENDIX C

PEDESTRIAN SAFETY AND MOBILITY PROJECT LIST

Table 11: List of all projects included in the Pedestrian Safety and Mobility sub-plan in order of priority, with project description and cost opinion (blue highlight represents higher priority projects, green represents medium priority projects, and yellow represents lower priority projects).

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
1	Higher	Market St and Dutton St	Acre	Provide high-visibility crosswalk across southern leg of the intersection behind the trolley tracks. Upgrade curb ramps to be ADA-compliant on the NE, SE, and SW corners. Narrow travel lanes on the eastbound approach of Dutton St and on the southern leg of Market St provide more space for sidewalk and bus boarding platform. Implement a curb extension on the NW corner of Market St to reduce crossing distance and increase pedestrian visibility.	$100-200k
2	Higher	Appleton St and South St	Back Central	Provide refreshed crosswalks with high-visibility crosswalk markings for all four crossings. Implement curb extensions at all four approaches of the intersection to shorten pedestrian crossings and increase visibility. Upgrade sidewalks at all intersection legs adjacent to the intersection to be ADA-compliant with a curb reveal of at least 6" to prevent sidewalk parking. Upgrade curb ramps at all four corners to be directional and ADA-compliant.	>$200k
3	Higher	Broadway St and Adams St	Acre	Provide a high-visibility crosswalk across Broadway St on the western leg of the intersection. Implement curb extensions on the NE corner of Broadway and the SE corner of Adams St to reduce crossing distance and increase visibility.	$50-100k
4	Higher	Broadway St and Suffolk St	Acre	Refresh crosswalks across both streets with high-visibility crosswalk markings. Install a pedestrian median island on the west leg of Broadway paired with the crosswalk.	<$50k
5	Higher	Merrimack St and Dutton St/ Arcand Dr	Acre	Upgrade six curb ramps at SW, NW, and NE corners to be ADA-compliant. Refresh all crosswalks with high-visibility crosswalk markings. Realign intersection/decrease large corner radius so that all intersection legs meet at 90-degree angles.	$100-200k
6	Higher	School St and Cross St	Acre	Upgrade both ramps on Cross St to be ADA-compliant. Implement curb extension on NE corner of Cross St and SE corner of School St. Refresh crosswalk markings to be high-visibility with new stop bar and stop sign.	$50-100k
7	Higher	Gorham St and Union St	Back Central	Provide a high visibility crosswalk on the southern leg and the western leg of the intersection. Upgrade all existing and proposed crosswalks to have ADA-compliant ramps (8 ramps) and Accessible Pedestrian Signals (APS) with countdown timers. Implement curb extensions at the NE, NW, and SE corners to increase visibility and reduce the crossing distance for pedestrians.	>$200k
8	Higher	Gorham St and Veterans Way	Back Central	Refresh existing crosswalk and provide a new crosswalk across Veterans Way using high-visibility crosswalk markings. Narrow the travel lanes by extending the curb on approach to the existing crosswalk to slow motorists' speed. Provide RRFB for existing and proposed crosswalks to increase pedestrian visibility. Upgrade existing and proposed curb ramps to be ADA-compliant.	$100-200k
9	Higher	Gorham St and Father Ronan Terrace/ Hobson St	Back Central	Implement curb extension on the SW corner of Father Ronan Terr and the NW corner of Gorham St to reduce pedestrian crossing distance and increase visibility. Reduce the curb radii at both NW and SW corners to slow turning speeds and increase yielding. Raise the intersection to slow motorists and provide additional visibility to pedestrians near the church and Housing Authority. Move the church parking sign to be located behind the crosswalk on Hobson St. All-way stop control may be needed and should be studied. Install an RRFB for both crosswalks across Gorham St.	>$200k

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
10	Higher	Chelmsford St and Hutchinson/ Shaw St	Lower Highlands	Implement high-visibility crosswalks across Hutchison St and Shaw St. Upgrade all four curb ramps to be ADA-compliant and upgrade sidewalk at all corners to be ADA-compliant with a curb reveal that is at least 6". A high-visibility crosswalk with enhancements like RRFB may be appropriate across Chelmsford St due to the proximity of this intersection to a bus stop, middle school, and park. Realign the intersection and extend the curb between Shaw St and Hutchinson St to help with motorists' sightlines.	$100-200k
11	Higher	Market St and Salem St (at Cabot St)	Acre	Upgrade all four crosswalks with high-visibility crosswalk markings. Implement curb extensions on the NW corner, NE corner, and along the south side of Market St between two crosswalks. This will narrow the pavement area, increase visibility, and reduce crossing distance. Install a pedestrian median for the crosswalk on the western leg to provide space for pedestrians to wait as they cross, and to reduce speed. Raise crosswalk across Cabot St to increase pedestrian visibility and lower motorist speed. Upgrade four curb ramps to be ADA-compliant.	$100-200k
12	Higher	Aiken St and Merrimack St	Acre	Refresh crosswalk across Merrimack St with high-visibility crosswalk markings. Provide curb extension on the SE and NE corners of Merrimack St, and NW corner of Aiken St to reduce crossing distance and increase visibility. Upgrade sidewalk to be ADA-compliant with a 6” curb reveal to prevent sidewalk parking.	$100-200k
13	Higher	Market St and Dummer St	Acre	Implement curb extensions on both approaches to Market St, along the south side of Market Street east leg crosswalk, and the southbound approach to Cardinal Oconnell Parkway. Extend the median island on Cardinal Oconnell to provide a pedestrian median island to provide a safer crossing.	$100-200k
14	Higher	Broadway St and Worthen St	Acre	Provide daylighting on the east side of Worthen St to prevent motorists from parking too close to the crosswalk and increase visibility.	<$50k
15	Higher	Broadway St and Cork St	Acre	Refresh both crosswalks across Cork St with high-visibility crosswalk markings. Implement daylighting on the NW corner of Cork St to prevent motorists from parking too close to the crosswalk and to increase visibility.	<$50k
16	Higher	Chelmsford St and Plain St	Lower Highlands	Implement curb extension on the SE corner and NW corner of Plain St to shorten crossing distance for pedestrians and increase visibility between motorists and pedestrians. Reduce curb radius at the NE corner to slow motorists turning speed and encourage yielding to pedestrians. Upgrade all pedestrian signals to APS with countdown timers.	$100-200k
17	Higher	Thorndike St and Gallagher Sq	Back Central	Provide pedestrian median island for the crosswalk on the north leg of Thorndike St. Use barriers to harden left turns to slow turning speeds at the northern approach of Thorndike St and western approach of Gallagher Sq.	<$50k
18	Higher	Thorndike St and YMCA Dr	Back Central	Provide a high-visibility crosswalk on the southern leg of the intersection. Refresh existing crossings with high-visibility crosswalk markings. Upgrade existing pedestrian signals and one proposed pedestrian signal for the proposed crosswalk to APS with countdown timers. Extend pedestrian refuge island on northern Thorndike St approach up to the crosswalk. Reduce curb radii of both corners on YMCA Dr to shorten crossing distance and slow turning speeds. Harden left turns on the northern approach of Thorndike Street and western approach of YMCA Dr.	$100-200k

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
19	Higher	Chelmsford St and Parker St	Lower Highlands	Provide a defined bus boarding area on the east leg of the intersection and reduce driveway access area. Provide a crosswalk across Parker St with ADA-compliant ramps. Include 20-feet of ADA compliant pedestrian paths across all three sides of the intersection with a 6" curb reveal. Realign the intersection and extend the curb so that Parker Street meets Chelmsford St at a 90-degree angle. Conduct a crosswalk feasibility study to determine if a new crosswalk is appropriate across Chelmsford St at this intersection.	$50-100k
20	Higher	Spalding St and Merrimack St	Acre	Implement curb extension at the south side of Merrimack Street along the crosswalk, as well as on the NW corner of Spalding Street to reduce crossing distance and increase pedestrian visibility.	$50-100k
21	Higher	School St and Butterfield St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement a curb extension on the NW corner of School St to reduce crossing distance and increase pedestrian visibility. Upgrade both curb ramps on Butterfield St and the curb ramp on the NE corner of School St to be ADA-compliant. Provide RRFB for crosswalk across School St.	$100-200k
22	Higher	Thorndike St and Summer St	Back Central	Narrow lane approach of Summer St to reduce pedestrian crossing distance and slow turning speeds.	$50-100k
23	Higher	Salem St and Common Ave	Acre	Refresh crosswalk markings across Common Ave and Salem St with high-visibility crosswalk markings. Implement curb extensions along both sides of the crosswalk at Salem St to improve visibility and reduce crossing distance. Reduce curb radius at the SW corner of Common Ave to slow motorists and increase yielding to pedestrians.	$50-100k
24	Higher	Salem St and Decatur St	Acre	Upgrade curb ramp at the NE corner of Decatur St to be ADA-compliant. Implement daylighting on the northbound approach of Salem St next to the crosswalk to prevent motorists from parking too close to the crosswalk and to increase visibility.	<$50k
25	Higher	Pawtucket St and Salem St	Acre	Realign intersection geometry by reducing curb radius on the SW corner of Salem St. This will calm turning speeds and shorten pedestrian crossing distance.	<$50k
26	Higher	Lawrence St and Wamesit St/ Abbott St/ Rogers St	Back Central	Upgrade curb ramps on the south side of Wamesit St and SE corner of Lawrence St to be ADA-compliant. Upgrade curb ramps on the NW corner and SE corner to ADA-compliant directional ramps. Upgrade all pedestrian signals to be APS with countdown timers. Reduce curb radius at NE and NW corners of Rogers St and Lawrence St to slow motorists turning speeds and encourage yielding to pedestrians. Realign Wamesit St to meet Lawrence St at 90-degree angle.	$100-200k
27	Higher	Chelmsford Street and Sheldon/Ware St	Lower Highlands	Provide defined stop bar and stop sign on Sheldon St. Provide a high-visibility crosswalk with RRFB, and ADA-complaint ramps across Chelmsford Street at this intersection. The proposed crosswalk should be paired with a curb extension on the east side of Chelmsford Street to shorten crossing distance and increase crossing visibility. Bicycle crossing markings are also recommended along Chelmsford Street. Upgrade curb ramps at all three corners of Sheldon Street and Ware Street with ADA-complaint ramps. Realign the intersection between Sheldon St and Ware St and extend the curb to help with motorists' sightlines.	$100-200k

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
28	Higher	Branch St and Smith Ave	Lower Highlands	Provide high-visibility crosswalk markings across Smith Ave and Butman Pl. Upgrade curb ramps for both proposed crosswalks to be ADA-compliant. Upgrade sidewalk on the NW corner or Branch St and Smith Ave to be ADA-compliant with at least 6" to prevent sidewalk parking. Provide defined stop bar and stop sign, and daylighting on the west approach of Smith Ave.	$50-100k
29	Higher	Broadway St and Mt Vernon St	Acre	Upgrade all four crosswalks with high visibility markings. Implement curb extensions at all four corners and upgrade sidewalk at all corners to be ADA-compliant with a curb reveal that is at least 6" high to prevent sidewalk parking. Implement raised crosswalks on both crosswalks at Mt Vernon St due to proximity to Stoklosa Middle School.	>$200k
30	Higher	Salem St and Gage St	Acre	Upgrade tactile warning panels at all four curb ramps. Provide daylighting for crosswalk crossing UMass building to increase visibility and prevent motorists from parking close to the crosswalk.	<$50k
31	Higher	School St and Oliver St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement curb extension on the SE corner of School Str to reduce crossing distance and increase pedestrian visibility. Upgrade three curb ramps (both ramps on Oliver St and SW corner of School St) to be ADA-compliant. Provide RRFB for crosswalk across School St. Refresh stop bar marking and provide a stop sign on approach of Oliver St.	$100-200k
32	Medium	School St and Varney St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement curb extensions on both sides of the crosswalk across School St to reduce crossing distance and increase pedestrian visibility. Upgrade both curb ramps on Varney St to be ADA-compliant. Provide RRFB for crosswalk across School St. Refresh stop bar marking and provide a stop sign on approach of Varney St.	$100-200k
33	Medium	Pawtucket St and Mount Vernon St	Acre	Implement curb extension on the SW corner of Mt Vernon St to shorten pedestrian crossing, increase visibility, and remove obstructions in existing sidewalk. Upgrade curb ramp on the SE corner of Mt Vernon St to be ADA-compliant. Consider moving the bus stop sign closer to the intersection and away from the driveway.	<$50k
34	Medium	Pawtucket St and Arlington St	Acre	Implement curb extensions on the NW corner of Fanning St and SE corner of Arlington St. Provide a pedestrian median island with RRFB for the crosswalk across Pawtucket St to provide space for pedestrians to wait as they cross the street. Upgrade curb ramps at four corners where curb extensions are not being implemented.	$100-200k
35	Medium	School St and W Bowers St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement curb extensions on the NW corner of School St and SW corner of W Bowers St to reduce crossing distance and increase pedestrian visibility. Upgrade two curb ramps (NW corner of W Bowers S and NE corner of School St) to be ADA-compliant. Provide RRFB for crosswalk across School St. Refresh stop bar marking and provide a stop sign on approach of W Bowers St.	$100-200k
36	Medium	Lawrence St and Watson St	Back Central	Provide curb extensions on the NW corner of Lawrence St, and the SW corner of Watson St to shorten crossing distance and increase pedestrian visibility. Implement RRFBs for crosswalk across Lawrence St to further increase visibility of pedestrians.	<$50k

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
37	Medium	Lawrence St and Centennial Island Apartments	Back Central	Implement a curb extension on the SW corner of the intersection to reduce crossing distance and increase pedestrian visibility for the crosswalk across Lawrence St. Implement RRFBs for crosswalk across Lawrence St to further increase visibility of pedestrians.	$50-100k
38	Medium	Elm St and Chapel St	Back Central	Upgrade all eight curb ramps to be directional and ADA-compliant. Refresh all four crosswalks with high-visibility crosswalk markings. Refresh stop bar and provide stop signs on Chapel St with a separate sign post. Upgrade sidewalk at all intersection corners to be ADA-compliant with curb reveal that is at least 6" to prevent sidewalk parking close to the crosswalk.	$100-200k
39	Medium	Summer St and South St	Back Central	Refresh all four crosswalks with high-visibility crosswalk markings. Implement daylighting at both approaches to Summer St and the northern approach to South St to prevent motorists from parking too close to the crosswalk and to increase visibility. Raise the crosswalk on the south side of South St with a curb extension on the SE corner to provide a safer connection from South Common Park to Summer St Housing Authority.	$50-100k
40	Medium	Aiken St and Perkins St	Acre	Implement curb extensions at the NW corner on Aiken St, NE corner on Perkins St, and the SE corner on Aiken St to shorten pedestrian crossings and increasing pedestrian visibility. Raise crosswalks on both sides of Perkins St due to its context near UMass Lowell campus and baseball stadium where high pedestrian activity is expected.	$100-200k
41	Medium	Adams St and Dublin St	Acre	Implement curb extensions at all four approaches of the intersection to shorten crossing distance and increase pedestrian visibility. Upgrade curb ramp on the NW corner of Dublin St with ADA-compliant curb ramp. Raise both crosswalks across Dublin Street to increase pedestrian visibility and lower speeds especially adjacent to the park.	>$200k
42	Medium	Cross St and Willie St	Acre	Implement curb extensions with ADA-compliant curb ramps at all four intersection approaches. Upgrade curb ramps to be ADA-compliant at the SE corner of Wille St and SW corner of Cross St where curb extensions are not being implemented.	$100-200k
43	Medium	Walker St and Branch St	Lower Highlands	Refresh all four crosswalks with high-visibility crosswalk markings. Implement curb extensions at all four intersection approaches. Upgrade all four corners with directional, ADA-compliant curb ramps. Upgrade sidewalk on all corners adjacent to crossings with a ADA-compliant sidewalk and 6" curb reveal.	>$200k
44	Medium	Aiken St and Hall St	Acre	Implement curb extensions on the NE corner of Aiken St, and between the two crosswalks on Aiken St to reduce crossing distance and increase pedestrian visibility. Reduce the curb radius at the SE and SW corners to reduce motorist speeds and increase yielding. Implement a raised crosswalk across Hall St.	>$200k
45	Medium	Pawtucket St mid-block crossing at Bourgeois Hall	Acre	Provide a raised crosswalk at the existing crosswalk to increase pedestrian visibility and slow motorists along Pawtucket St. Implement curb extensions on both sides of Pawtucket St crossing. Upgrade Pawtucket St north curb ramp to be ADA-compliant. Realign Pawtucket St crossing to better align with Pawtucket St south curb ramp.	$100-200k

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
46	Medium	Pawtucket St and Walker St	Acre	Realign the geometry on the SE corner of Walker St to join Pawtucket St at a 90-degree angle, lowering turning speeds, increasing visibility, and reducing crossing distance. Implement a pedestrian crossing island with RRFB for the crosswalk across Pawtucket St. Upgrade all four curb ramps to be ADA-compliant.	$100-200k
47	Medium	Lawrence St and Mill St	Back Central	Provide daylighting on approach to the crosswalk at Lawrence St and the crosswalk at Mill St to prevent motorists from parking up to the crosswalk and to increase visibility. Install an RRFB for the Lawrence St crosswalk to increase pedestrian visibility. Upgrade the curb ramp on the NW corner of Lawrence St to directional ADA-compliant curb ramp.	<$50k
48	Medium	Highland St and South St	Back Central	Implement curb extensions the SW corner of Highland St, NW corner of South St to shorten crossings and increase visibility of pedestrians. Reduce the curb radius on the SE corner of the intersection to slow turning speeds and increase yielding. Implement a raised intersection to slow motorists and provide more visibility to pedestrians, adjacent to the school.	$100-200k
49	Medium	Union St and Chapel St	Back Central	Provide high-visibility crosswalks at all four intersection legs with ADA-compliant curb ramps. Implement curb extensions at the approach of all four corners with curb reveal that is at least 6" to prevent sidewalk parking too close to the intersection. Refresh stop bar markings and add new stop signs at both approaches of Union St.	$100-200k
50	Medium	South St and Father Ronan Terrace	Back Central	Provide two new crosswalks on the northern and western leg of the intersection using high-visibility crosswalk markings. Raise this intersection to slow motorists and increase pedestrian visibility in a high pedestrian activity area, providing access to a housing authority, park, and a school. Reduce curb radius on the SE corner to slow turning speeds and reduce pedestrian crossing distance.	>$200k
51	Medium	Pawtucket St and Wilder St	Acre	Realign the geometry on the SE corner of Wilder St to join Pawtucket St at a 90-degree angle, lowering turning speeds, increasing visibility, and reducing crossing distance. Implement a pedestrian crossing island with RRFB for the crosswalk across Pawtucket St to provide space for pedestrians to wait as they cross the intersection. Upgrade all curb ramps to be ADA-compliant.	$100-200k
52	Medium	Middlesex St and Walker St	Lower Highlands	Refresh all four crosswalks with high-visibility crosswalk markings. Implement curb extensions at all four intersection approaches. Upgrade all four corners with directional, ADA-compliant curb ramps. Upgrade sidewalk on all corners adjacent to crossings with ADA-compliant sidewalk and 6" curb reveal.	>$200k
53	Medium	Wilder St and Pine St	Lower Highlands	Realign the east side of Pine St to be narrower to slow speeds and reduce pedestrian crossing distance. Implement a curb extension on the SW corner of Pine St to reduce pedestrian crossing distance and increase visibility.	$50-100k
54	Lower	Newhall St and Whipple St	Back Central	Refresh all three existing crosswalks and provide a new crosswalk on the southern leg of the intersection across Whipple St using high-visibility crosswalk markings. Provide curb extensions at all four corners to reduce crossing distance and to increase visibility. Upgrade all existing and proposed crosswalk curb ramps to be directional and ADA-compliant.	$100-200k

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
55	Lower	Willie St and Rock St	Acre	Refresh all four crosswalks with high-visibility crosswalk markings. Upgrade Willie St (south side) and Rock St (east side) sidewalk on both sides adjacent o the crossing to be ADA-compliant with a curb reveal of at least 6" to prevent sidewalk parking. Implement curb extensions on all four approaches of the intersection.	$100-200k
56	Lower	Mount Vernon St and Rock St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Realign the NE corner of Mt. Vernon St to 90-degree angle to improve visibility and slow turning speeds. Implement curb extension on the NW corner of Mt. Vernon St and SW corner of Rock St to reduce crossing distance and increase pedestrian visibility. Upgrade all four curb ramps to be ADA-compliant.	$100-200k
57	Lower	Powell St and Liberty St	Lower Highlands	Refresh all four crosswalks with high-visibility crosswalk markings. Provide directional ADA-compliant curb ramps for all four crossings. Implement a curb extension on Powell St northbound approach to reduce crossing distance and increase visibility. Opportunity to narrow Liberty St with curb extensions to slow motorists and reduce crossing distance on both sides.	$100-200k
58	Lower	Manufacturers St and Factory St	Lower Highlands	Provide a raised crosswalk across Manufacturers Lane similar to the raised crosswalk south of the intersection. Build out sidewalk along the west side of the intersection to connect the two raised crossings. Long term consideration should include full sidewalk construction along at least one side of both streets. Include RRFB for the proposed crosswalk.	$50-100k
59	Lower	Hall St and Cabot St	Acre	Implement curb extensions at both approaches to Cabot Street and on both sides of the southbound approach to Hall Street to shorten crossing distance, realign the intersection, and increase visibility. Upgrade curb ramps on the SE and NE corners of Hall Street with ADA-compliant curb ramps.	$100-200k
60	Lower	Broadway St and Pawtucket St	Acre	Refresh crosswalks with high-visibility crosswalk markings for all three crosswalks. Narrow the travel lanes on Broadway Street and extend curb on the SE corner to shorten pedestrian crossing distance and slow turning speeds. Reduce curb radius on the NE corner of Broadway Street.	$50-100k
61	Lower	Walker St and Grove St	Lower Highlands	Refresh all four crosswalks with high-visibility crosswalk markings. Implement curb extensions at all four intersection approaches. Upgrade all four corners with directional, ADA-compliant curb ramps.	$100-200k
62	Lower	Wilder St and D St	Lower Highlands	Upgrade curb ramps at seven corners to be ADA-compliant with tactile warning panels. Implement curb extensions on approach sides of D Street to reduce crossing distance and increase visibility. Refresh crosswalk markings on both legs of Wilder Street.	$100-200k
63	Lower	Parker St and Puffer St	Lower Highlands	Upgrade existing curb ramps to be directional and ADA-compliant. Provide RRFB for Parker St crosswalk.	$50-100k
64	Lower	Parker St and Houghton St	Lower Highlands	Realign the eastern approach of Houghton St to narrow the road and meet Parker St at a 90-degree angle and reduce crossing distance. Move existing crosswalk across Parker St to be closer to the realigned Houghton Street. Provide RRFB for Parker Street crosswalk.	$100-200k
65	Lower	Smith St and Horn St	Lower Highlands	Consider upgrading the Smith St southbound approach with curb extensions in place of current daylighting.	<$50k

Priority	Priority level	Intersection	Neighbor-hood	Project Description	Budget
66	Lower	Wilder St and Lund St	Acre	Raise crosswalk across Wilder St with RRFB due to pedestrian access to UML South Campus and parking lot. Refresh both crosswalks with high-visibility crosswalk markings. Upgrade curb ramps for Lund St to be ADA-compliant.	$100-200k
67	Lower	Wilder St and Waugh St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Upgrade Waugh St sidewalk adjacent to the crossing to be ADA-compliant with a curb reveal of at least 6" to prevent sidewalk parking. Provide RRFB for crosswalk across Wilder St. Upgrade all four curb ramps to be ADA-compliant.	$50-100k
68	Lower	Wilder St and B St	Lower Highlands	Upgrade curb ramps for all four corners with directional ADA-compliant curb ramps. Consider curb extensions for all intersection approaches to slow speeds and reduce pedestrian crossing distance.	$100-200k
69	Lower	Wilder St and Winthrop Ave	Lower Highlands	Provide a new crosswalk at the north leg of the intersection. Consider curb extensions for all intersection approaches to slow speeds and reduce pedestrian crossing distance. Implement a raised intersection to slow speeds and provide more visibility for connection to the playground.	>$200k
70	Lower	Wilder St and Parker St	Lower Highlands	Change intersection operations by bringing all crosswalks closer to the intersection with stop control behind the crosswalk. Reduce curb radius at the NW corner of the intersection and realign to be at a 90-degree angle. Upgrade all eight curb ramps to be ADA-compliant. Implement curb extensions across both sides of Parker St and Wilder St northbound approach to reduce crossing distance and increase visibility. Harden centerline for three approaches to slow turning speeds.	>$200k
71	Lower	Hall St mid-block crosswalk to Lowell Day Nursery	Acre	Implement curb extension on the south side of Hall St along the crosswalk to reduce crossing distance and increase pedestrian visibility. Raise the crosswalk to slow speed and provide further pedestrian visibility connection to the nursery and campus recreational facilities.	$50-100k
72	Lower	Newhall St and Crosby St	Back Central	Refresh all three existing crosswalks and provide a new crosswalk on the southern leg of the intersection across Newhall St using high-visibility crosswalk markings. Provide curb extensions at all four corners to reduce crossing distance and to increase visibility. Upgrade all existing and proposed crosswalk curb ramps to be directional and ADA-compliant.	$100-200k

Table 12: "Quick fix" projects included in the Pedestrian Safety and Mobility sub-plan, listed in order of priority with project descriptions and costs (blue highlight represents higher priority projects, green represents medium priority projects, and yellow represents lower priority projects).

Priority level	Intersection	Neighbor-hood	Project Description	Budget
Higher	Broadway St and Adams St	Acre	Provide a high-visibility crosswalk across Broadway St on the western leg of the intersection. Implement curb extensions on the NE corner of Broadway and the SE corner of Adams St to reduce crossing distance and increase visibility.	$50-100k
Higher	Broadway St and Suffolk St	Acre	Refresh crosswalks across Suffolk St and Broadway St with high-visibility crosswalk markings. Install a pedestrian median island on the west leg of Broadway paired with the crosswalk.	<$50k
Higher	School St and Cross St	Acre	Upgrade both ramps on Cross St to be ADA-compliant. Implement curb extension on NE corner of Cross St and SE corner of School St. Refresh crosswalk markings to be high-visibility with new stop bar and stop sign.	$50-100k
Higher	Market St and Dummer St/ Cardinal Oconnell Parkway	Acre	Implement curb extensions on both approaches to Market St, along the south side of Market Street east leg crosswalk, and the southbound approach to Cardinal Oconnell Parkway. Extend the median island on Cardinal Oconnell to provide a pedestrian median island so pedestrians can wait as they cross the longer crossing.	$100-200k
Higher	Broadway St and Worthen St	Acre	Provide daylighting on the east side of Worthen St to prevent motorists from parking too close to the crosswalk and increase visibility.	<$50k
Higher	Broadway St and Cork St	Acre	Refresh both crosswalks across Cork St with high-visibility crosswalk markings. Implement daylighting on the NW corner of Cork St to prevent motorists from parking too close to the crosswalk and to increase visibility.	<$50k
Higher	Thorndike St and Gallagher Sq	Back Central	Provide pedestrian median island for the crosswalk on the north leg of Thorndike St. Use barriers to harden left turns to slow turning speeds at the northern approach of Thorndike Street and western approach of Gallagher Sq.	<$50k
Higher	Spalding St and Merrimack St	Acre	Implement curb extension at the south side of Merrimack St along the crosswalk, as well as on the NW corner of Spalding Street to reduce crossing distance and increase pedestrian visibility.	$50-100k
Higher	School St and Butterfield St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement a curb extension on the NW corner of School St to reduce crossing distance and increase pedestrian visibility. Upgrade both curb ramps on Butterfield St and the curb ramp on the NE corner of School St to be ADA-compliant. Provide RRFB for crosswalk across School St.	$100-200k
Higher	Salem St and Common Ave	Acre	Refresh crosswalk markings across Common Ave and Salem St with high-visibility crosswalk markings. Implement curb extensions along both sides of the crosswalk at Salem St to improve visibility and reduce crossing distance. Reduce curb radius at the SW corner of Common Ave to slow motorists and increase yielding to pedestrians.	$50-100k
Higher	Salem St and Decatur St	Acre	Upgrade curb ramp at the NE corner of Decatur St to be ADA-compliant. Implement daylighting on the northbound approach of Salem St next to the crosswalk to prevent motorists from parking too close to the crosswalk and to increase visibility.	<$50k
Higher	Pawtucket St and Salem St	Acre	Realign intersection geometry by reducing curb radius on the SW corner of Salem St. This will calm turning speeds and shorten pedestrian crossing distance.	<$50k

Priority level	Intersection	Neighbor-hood	Project Description	Budget
Higher	Branch St and Smith Av	Lower Highlands	Provide high-visibility crosswalk markings across Smith Ave and Butman Pl. Upgrade curb ramps for both proposed crosswalks to be ADA-compliant. Upgrade sidewalk on the NW corner or Branch St and Smith Ave to be ADA-compliant with at least 6" to prevent sidewalk parking. Provide defined stop bar and stop sign and implement daylighting on the west of the Smith Ave approach.	$50-100k
Higher	Salem St and Gage St	Acre	Upgrade tactile warning panels at all four curb ramps. Provide daylighting for crosswalk across UMass building to increase visibility and prevent motorists from parking close to the crosswalk.	<$50k
Higher	School St and Oliver St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement curb extension on the SE corner of School St to reduce crossing distance and increase pedestrian visibility. Upgrade three curb ramps (both ramps on Oliver St and SW corner of School St) to be ADA-compliant. Provide RRFB for crosswalk across School S. Refresh stop bar marking and provide a stop sign on approach of Oliver St.	$100-200k
Medium	School St and Varney St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement curb extensions on both sides of the crosswalk across School Street to reduce crossing distance and increase pedestrian visibility. Upgrade both curb ramps on Varney St to be ADA-compliant. Provide RRFB for crosswalk across School St. Refresh stop bar marking and provide a stop sign on approach of Varney S.	$100-200k
Medium	Pawtucket St and Mount Vernon St	Acre	Implement curb extension on the SW corner of Mt Vernon St to shorten pedestrian crossing, increase visibility, and remove obstructions in existing sidewalk. Upgrade curb ramp on the SE corner of Mt Vernon Street to be ADA-compliant. Consider moving the bus stop sign closer to the intersection and away from the driveway.	<$50k
Medium	Pawtucket St and Arlington St	Acre	Implement curb extensions on the NW corner of Fanning St and SE corner of Arlington St. Provide a pedestrian median island with RRFB for the crosswalk cross Pawtucket St to provide space for pedestrians to wait as they cross the street. Upgrade curb ramps at four corners where curb extensions are not being implemented.	$100-200k
Medium	School St and W Bowers St	Acre	Refresh both crosswalks with high-visibility crosswalk markings. Implement curb extensions on the NW corner of School Street and SW corner of W Bowers St to reduce crossing distance and increase pedestrian visibility. Upgrade two curb ramps (NW corner of W Bowers St and NE corner of School St) to be ADA-compliant. Provide RRFB for crosswalk across School St. Refresh stop bar marking and provide a stop sign on approach of W Bowers S.	$100-200k
Medium	Lawrence St and Watson St	Back Central	Provide curb extensions on the NW corner of Lawrence St, and the SW corner of Watson Street to shorten crossing distance and increase pedestrian visibility. Implement RRFBs for crosswalk across Lawrence St to further increase visibility of pedestrians.	<$50k
Medium	Lawrence St and Centennial Island Apartments	Back Central	Implement a curb extension on the SW corner of the intersection to reduce crossing distance and increase pedestrian visibility for the crosswalk across Lawrence St. Implement RRFBs for crosswalk across Lawrence St to further increase visibility of pedestrians.	$50-100k
Medium	Cross St and Willie St	Acre	Implement curb extensions with ADA-compliant curb ramps at all four intersection approaches. Upgrade curb ramps to be ADA-compliant at the SE corner of Wille St and SW corner of Cross St where curb extensions are not being implemented.	$100-200k

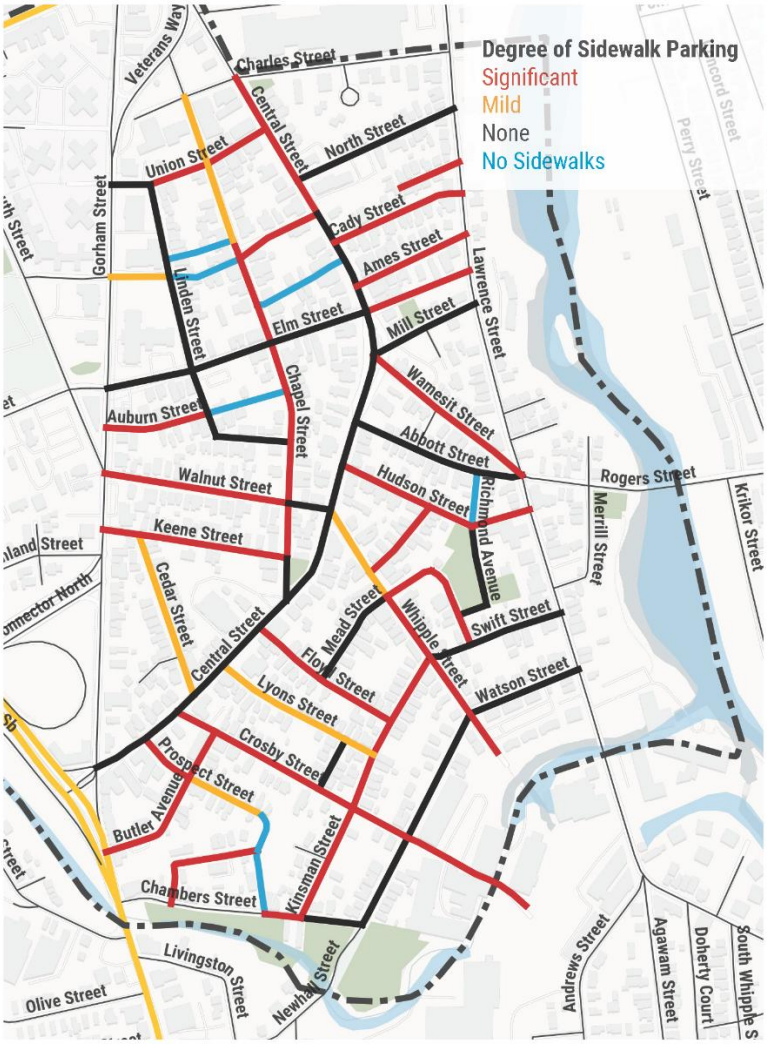
Priority level	Intersection	Neighbor-hood	Project Description	Budget
Medium	Lawrence St and Mill St	Back Central	Provide daylighting on approach to the crosswalk at Lawrence St and the crosswalk at Mill St to prevent motorists from parking up to the crosswalk and to increase visibility. Install an RRFB for the Lawrence St crosswalk to increase pedestrian visibility. Upgrade the curb ramp on the NW corner of Lawrence St to directional ADA-compliant curb ramp.	<$50k
Medium	Union St and Chapel St	Back Central	Provide high-visibility crosswalks at all four intersection legs with ADA-compliant curb ramps. Implement curb extensions at the approach of all four corners with curb reveal that is at least 6" to prevent sidewalk parking too close to the intersection. Refresh stop bar markings and add new stop signs at both approaches of Union St.	$100-200k
Lower	Newhall St and Whipple St	Back Central	Refresh all three existing crosswalks and provide a new crosswalk on the southern leg of the intersection across Whipple St using high-visibility crosswalk markings. Provide curb extensions at all four corners to reduce crossing distance and to increase visibility. Upgrade all existing and proposed crosswalk curb ramps to be directional and ADA-compliant.	$100-200k
Lower	Powell St and Liberty St	Lower Highlands	Refresh all four crosswalks with high-visibility crosswalk markings. Provide directional ADA-compliant curb ramps for all four crossings. Implement a curb extension on Powell St northbound approach to reduce crossing distance and increase visibility. Opportunity to narrow Liberty St with curb extensions to slow motorists and reduce crossing distance on both sides.	$100-200k
Lower	Hall St and Cabot St	Acre	Implement curb extensions at both approaches to Cabot St and on both sides of the southbound approach to Hall St to shorten crossing distance, realign the intersection, and increase visibility. Upgrade curb ramps on the SE and NE corners of Hall Street with ADA-compliant curb ramps.	$100-200k
Lower	Walker St and Grove St	Lower Highlands	Refresh all four crosswalks with high-visibility crosswalk markings. Implement curb extensions at all four intersection approaches. Upgrade all four corners with directional, ADA-compliant curb ramps.	$100-200k
Lower	Wilder St and D St	Lower Highlands	Upgrade curb ramps at seven corners to be ADA-compliant with tactile warning panels. Implement curb extensions on approach sides of D Street to reduce crossing distance and increase visibility. Refresh crosswalk markings on both legs of Wilder St.	$100-200k
Lower	Parker St and Puffer St	Lower Highlands	Upgrade existing curb ramps with directional and ADA-compliant ramps. Provide RRFB for Parker St crossing.	$50-100k
Lower	Smith St and Horn St	Lower Highlands	Consider upgrading the Smith St southbound approach with curb extensions in place of current daylighting in the long term.	<$50k
Lower	Wilder St and B St	Lower Highlands	Upgrade curb ramps for all four corners with directional ADA-compliant curb ramps. Consider curb extensions for all intersection approaches to slow speeds and reduce pedestrian crossing distance.	$100-200k
Lower	Newhall St and Crosby St	Back Central	Refresh all three existing crosswalks and provide a new crosswalk on the southern leg of the intersection across Newhall St using high-visibility crosswalk markings. Provide curb extensions at all four corners to reduce crossing distance and to increase visibility. Upgrade all existing and proposed crosswalk curb ramps to be directional and ADA-compliant.	$100-200k

APPENDIX D

ONE-WAY CIRCULATION PLAN PUBLIC ENGAGEMENT

CITY of LOWELL

BACK CENTRAL ONE WAY STREET PLAN AND SURVEY



Existing Conditions - Degree of Parking on Sidewalks
October, 2025



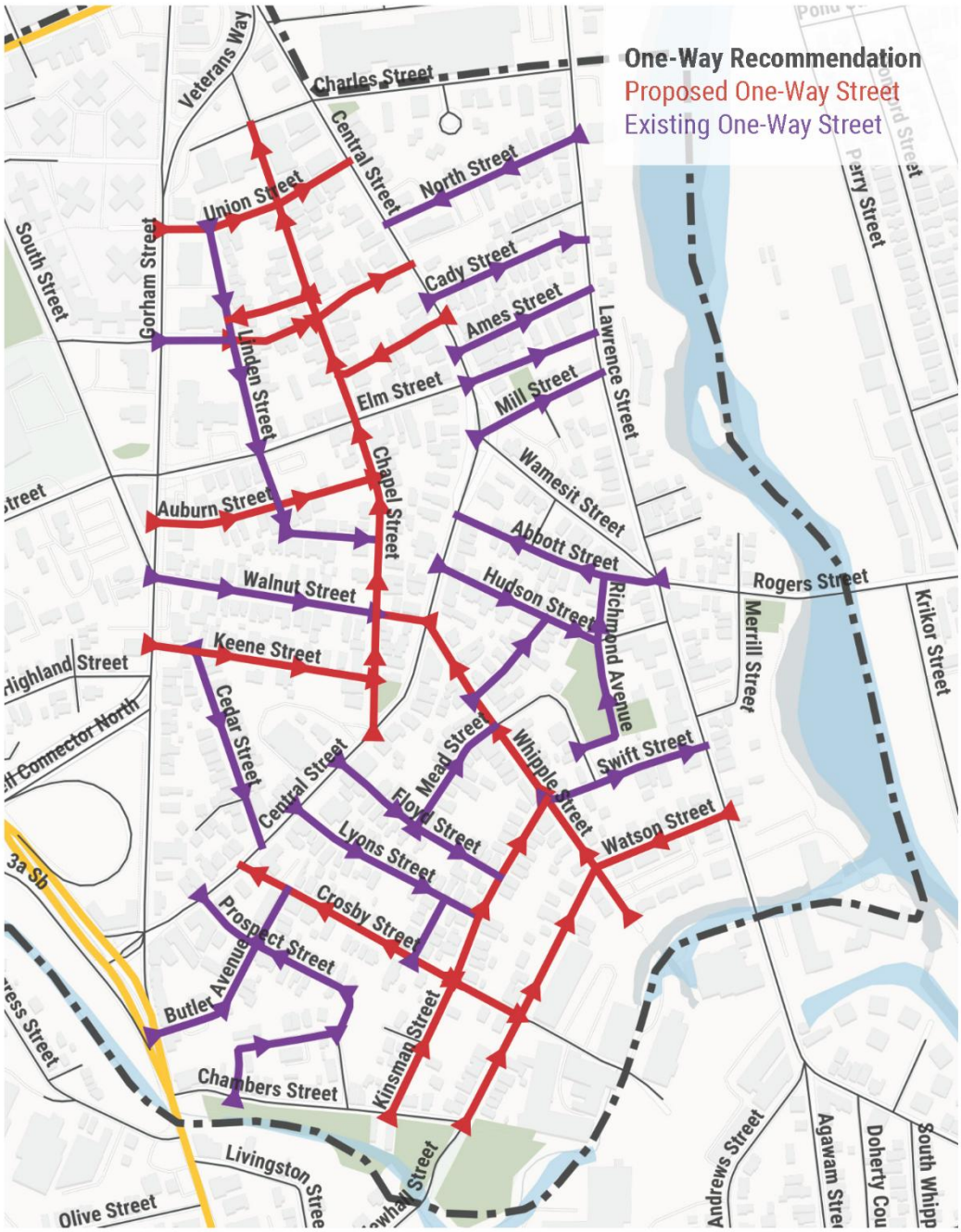
In the Back Central neighborhood, the City of Lowell is considering converting certain two-way streets to one-way traffic to discourage parking on sidewalks, reduce traffic conflicts, and improve overall traffic flow. Parking on sidewalks forces pedestrians to walk in the street, creating unsafe conditions. In addition, two-way travel on streets that are too narrow to accommodate both directions of traffic and on-street parking can hinder emergency vehicle access. Linden Street (above) is an example of a roadway recently converted from two-way to one-way traffic in coordination with street paving and sidewalk improvements.

TELL US YOUR THOUGHTS!

Scan the QR code with your phone to visit the project webpage where you can provide your input on the Draft One-Way Street Plan (Other Side).

Figure 25: Flyer developed for public engagement related to One-way Circulation Subplan, showing concerns related to sidewalk parking at various streets in Back Central

CITY of LOWELL



Draft One Way Street Plan

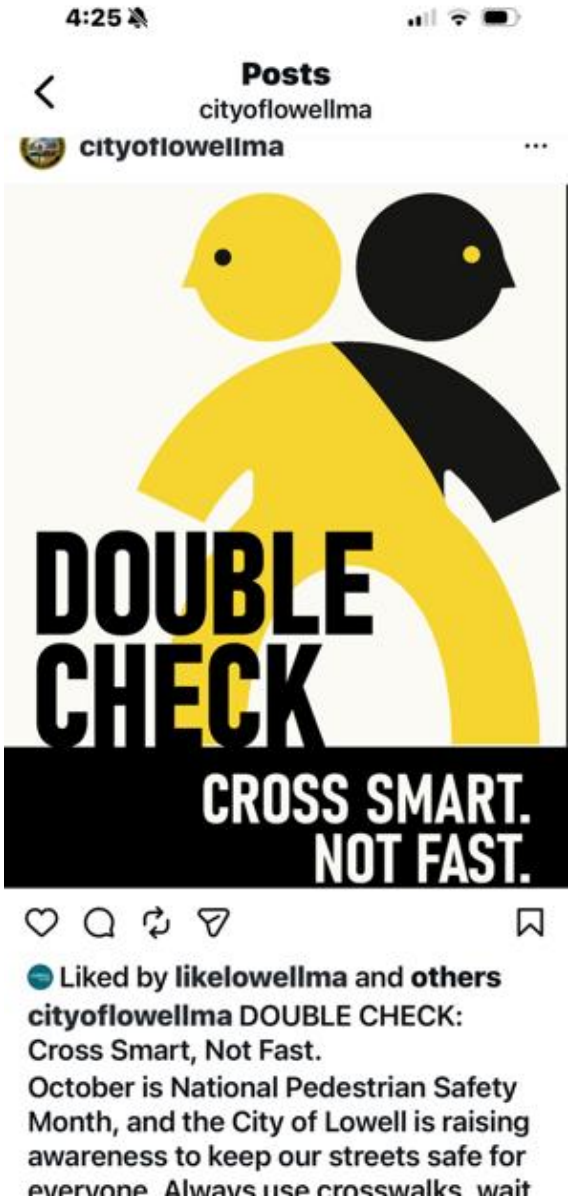
Figure 26: Flyer developed for public engagement related to One-way Circulation Subplan, showing draft recommendations for one-way conversion

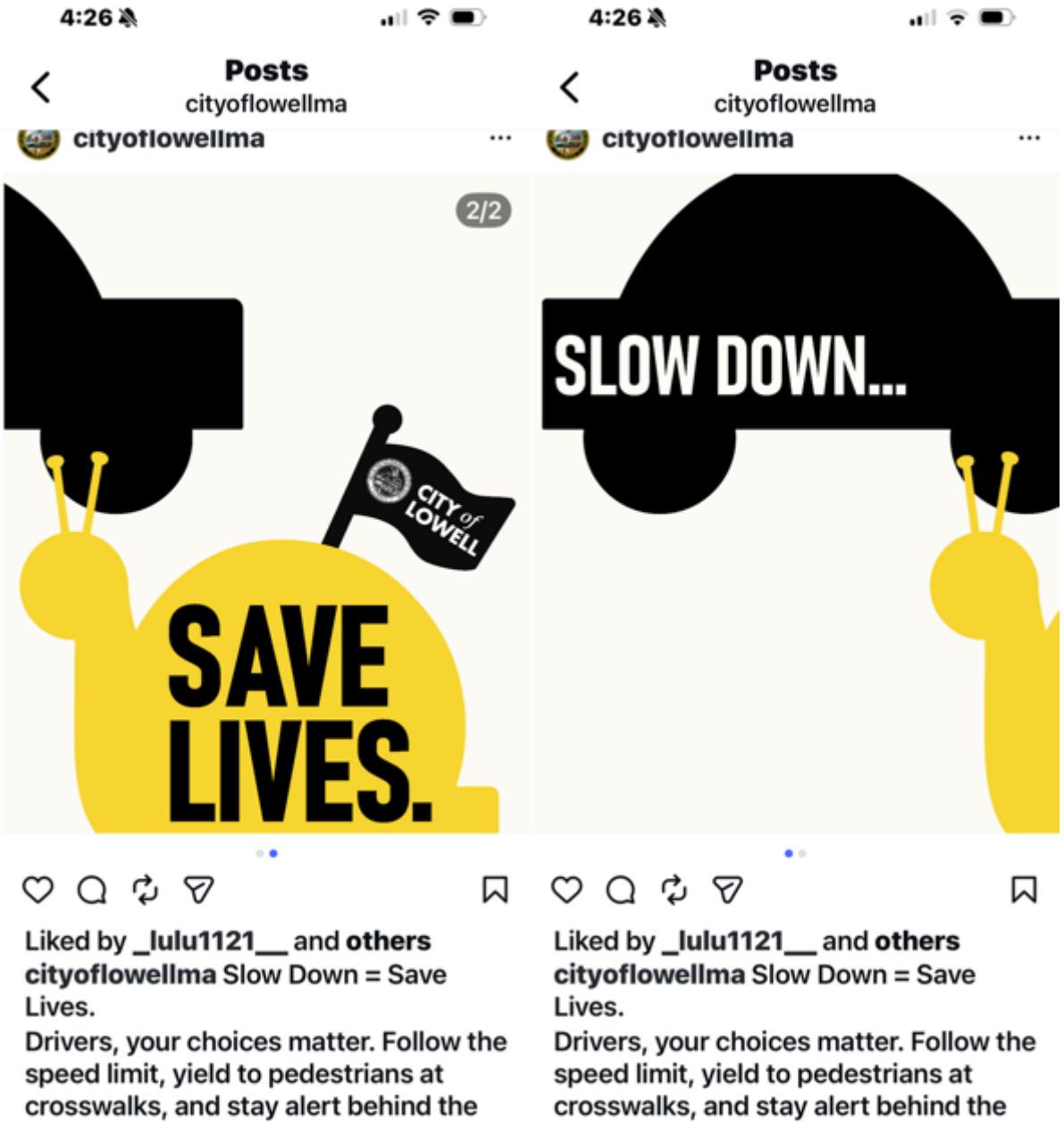
APPENDIX E

TRANSPORTATION SAFETY EDUCATION CAMPAIGN MATERIALS

SOCIAL MEDIA POSTINGS






4:26
Posts
cityoflowellma
cityoflowellma
2/2
SAVE LIVES.
CITY of LOWELL
Liked by _lulu1121__ and others
cityoflowellma Slow Down = Save Lives.
Drivers, your choices matter. Follow the speed limit, yield to pedestrians at crosswalks, and stay alert behind the
4:26
Posts
cityoflowellma
cityoflowellma
SLOW DOWN...
Liked by _lulu1121__ and others
cityoflowellma Slow Down = Save Lives.
Drivers, your choices matter. Follow the speed limit, yield to pedestrians at crosswalks, and stay alert behind the


4:25
Posts
cityoflowellma
cityoflowellma
GEAR UP.
RIDE BRIGHT.
STAY ALERT.
Liked by sarawithoutanh95 and
cityoflowellma Gear Up. Ride Bright.
Stay Alert.
Cyclists, your visibility saves lives.
Wear bright or reflective gear, use front
and rear lights, and always follow the


4:26
Posts
cityoflowellma
cityoflowellma
ONE STREET,
MANY LIVES.
Liked by andrew.s.11 and others
cityoflowellma You're invited! The
City of Lowell will host an Open House
on Wednesday, October 29, 6:00 –
8:00 PM at the Lowell Senior Center
(276 Broadway St).