Transportation Impact Assessment



Proposed Car Wash Modernization 562 Main Street (Route 18) Weymouth, Massachusetts

Prepared for:

The Mourad Company, LLC Boston, Massachusetts

February 2020

Prepared by:



35 New England Business Center Drive Suite 140 Andover, MA 01810



Dear Reviewer:

This letter shall certify that this *Transportation Impact Assessment* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.

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Ceffrey S. Dirk, P.E., PTOE, FITE Partner

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Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed modernization of the existing car wash located at 562 Main Street (Route 18) in Weymouth, Massachusetts (hereafter referred to as the Project). Specifically, the existing three (3) bay automatic car wash will be reconstructed to accommodate a single tunnel, automated car wash.

This assessment was prepared in consultation with the Town of Weymouth and the Massachusetts Department of Transportation (MassDOT); was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*; and was conducted pursuant to the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

Based on this assessment, we have concluded the following with respect to the Project:

- 1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE),¹ the Project is not expected to result in a material increase in traffic over existing conditions during the weekday morning peak-hour, with 40 additional vehicle trips during expected during the weekday evening peak hour and 21 additional vehicle trips expected during the Saturday midday peak-hour;
- 2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions) noting that left-turn movements from unsignalized driveways and side streets along the Route 18 corridor generally operate at or over capacity during the peak hours as a result of the relatively large volume of conflicting traffic along this roadway during these periods independent of the Project;
- 3. All of the study area intersections were found to have a motor vehicle crash rate that was <u>below</u> the MassDOT average crash rate for an unsignalized intersection; and
- 4. Lines of sight to and from the Project site driveway intersections with Route 18 and Highland Place were found to exceed the recommended minimum distances for the intersections to function in a safe manner.

¹*Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

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

Project Access

Access to the Project will continue to be provided by way of the one-way entrance and exit drives that intersect the north side of Highland Place approximately 80 feet and 40 feet east of Route 18, respectively; the existing driveway that intersects the east side of Route 18 will be closed in conjunction with the Project. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveways should be a minimum of 20-feet in width (unless a reduced width is approved by the Weymouth Fire Department) and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Weymouth Fire Department.
- "One-Way" and "Do Not Enter" signs should be installed within the Project site and at the Project site driveways to regulate the one-way counterclockwise circulation pattern within the site and the one-way entrance and exit drive configuration.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).²
- Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided at all pedestrian crossings internal to the Project site where a sidewalk is provided, unless waived by the approving authority.
- Signs and landscaping to be installed as a part of the Project within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow windrows within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.

²Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, D.C.; 2009.

Off-Site

Route 18/Charmada Road/Site Driveway and Route 18/Highland Place

Independent of and unrelated to the Project, consideration should be given to installing a STOPsign and marked STOP-line on the Charmada Road and Highland Place approaches to Route 18 in order to formalize the assignment of the vehicular right-of way at these intersections.

With implementation of the above recommendations, safe vehicular and pedestrian access will continue to be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed modernization of the existing car wash located at 562 Main Street (Route 18) in Weymouth, Massachusetts (hereafter referred to as the Project). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Route 18 and at the following intersections: Route 18 at Charmada Road and the Project site driveway; Route 18 at Highland Place; and Highland Place at the Project site driveway.

PROJECT DESCRIPTION

The Project will the entail modernization of the existing car wash located at 562 Main Street (Route 18) in Weymouth, Massachusetts. Specifically, the existing three (3) bay automatic car wash will be reconstructed to accommodate a single tunnel, automated car wash. In order to accommodate the equipment associated with the automated car wash system, the footprint of the existing car wash will be expanded from $1,700\pm$ square feet (sf) to $3,240\pm$ sf. The Project site encompasses approximately $0.39\pm$ acres of land that is bounded by a commercial property to the north; Highland Place to the south; a residential property to the east; and Route 18 to the west. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project will continue to be provided by way of the one-way entrance and exit drives that intersect the north side of Highland Place approximately 80 feet and 40 feet east of Route 18, respectively; the existing driveway that intersects the east side of Route 18 will be closed in conjunction with the Project. Internal circulation will be in a one-way counterclockwise direction, with vehicles entering from Highland Place, proceeding though the car wash and exiting to Highland Place.

On-site parking will be provided for six (6) vehicles in parallel parking spaces along the east side of the Project site and one (1) handicapped parking space located along the east side of the car wash building. Vehicle queue storage for between 10 and 12 vehicles provided between Highland Place and the entrance to the car wash tunnel in two (2) lanes. On busy days, the automated equipment can be adjusted to reduce the wash cycle time and reduce on-site vehicle queuing.



STUDY METHODOLOGY

This study was prepared in consultation with the Town of Weymouth and the Massachusetts Department of Transportation (MassDOT); was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; public transportation services; observations of traffic flow; and collection of daily and peak-period traffic counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon from the date of publication of this assessment was selected for analyses consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

A comprehensive field inventory of existing conditions within the study area was conducted in June 2019. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Route 18 and Highland Place, as well as the following specific intersections: Route 18 at Charmada Road and the Project site driveway; Route 18 at Highland Place; and Highland Place at the Project site driveway.

The following describes the study area roadways and intersections.

Roadways

Route 18

- > Two to four-lane urban principal arterial under MassDOT jurisdiction
- Traverses the study area in a general north-south direction providing access to Route 3 to the north of the Project site
- Provides four 11 to 12-foot wide travel lanes that are separated by a double-yellow centerline with 4-foot wide marked shoulders north of Highland Place
- Provides two 12-foot wide travel lanes northbound and one 17-foot wide lane southbound separated by a double yellow centering with variable width (3 to 9-foot wide) marked shoulders south of Highland Place, transitioning thereafter to a two-lane roadway
- Sidewalks are provided along both sides of the roadway
- > Illumination is provided by way of street lights mounted on wood poles
- > The posted speed limit within the study area is 35 miles per hour (mph)
- Land use within the study area consists of the Project site, Boston Children's Physicians Weymouth, and commercial and residential uses

Highland Place

- > Two lane local access roadway under Town jurisdiction
- Traverses the study area in a general east-west alignment for a distance of approximately 800-feet east of Route 18

- Provides a 24-foot wide traveled-way that accommodates two-way travel with no marked centerline or shoulders
- A sidewalk is provided along the south side of the roadway for a distance of approximately 325 feet
- > Illumination is provided by way of street lights mounted on wood poles
- \blacktriangleright A posted speed limit is not provided and, as such, the regulated travel speed³ is 30 mph
- Land use within the study area consists of the Project site, the ARC of the South Shore and residential uses

Intersections

Table 1 and Figure 2 summarize lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in June 2019.

Table 1	
STUDY AREA INTERSECTION DESCRIPTION	

Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Route 18/ Charmada Rd./ Site Driveway	S	2 general purpose travel lanes on Route 18; 1 general purpose travel lane on Charmada Rd.; 1 general purpose lane (one-way) exiting the Project site	Yes; 4-feet along Route 18	Yes; sidewalks are provided along both sides of Route 18 and Charmada Rd.	Yes; Shared traveled- way ^b on Route 18 and Charmada Rd.
Route 18/ Highland Pl.	S	2 general purpose travel lanes on Route 18; 1 general purpose travel land on Highland Pl.	Yes; 3-9-feet on Route 18	Yes; sidewalks are provided along both sides of Route 18 and the south side of Highland Pl.	Yes; Shared traveled- way on Route 18
Highland Pl./ Site Driveway	S	1 general purpose travel lane on Highland Pl.; one-way entrance and exit drives to the Project site	No	No	No

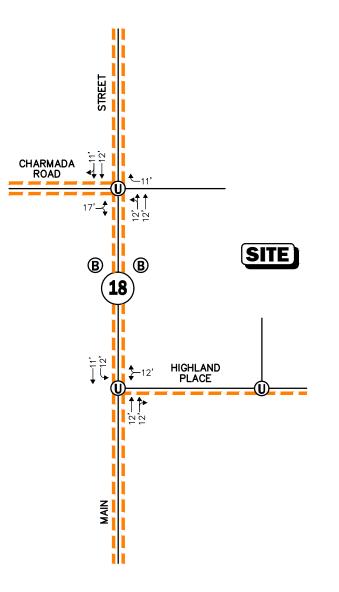
^aS = STOP-sign control.

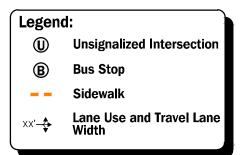
^bCombined shoulder and travel lane width equal to or exceed 14 feet.

EXISTING TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, manual turning movement counts (TMCs) and vehicle classification counts were completed in June 2019. The ATR counts were conducted on June 20th through June 22th, 2019 (Thursday through Saturday, inclusive) on Route 18 in the vicinity of the Project site in order to record weekday and Saturday traffic conditions over an extended period,

³The regulated or "prima facie" speed is defined in M.G.L. Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle.





Not To Scale

Vanasse & Associates, Inc. Transportation Engineers & Planners Figure 2

Existing Intsection Lane Use, Travel Lane Width and Pedestrian Facilities with peak period manual TMCs performed at the study intersections during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods on Thursday, June 20th and during the Saturday midday (11:00 AM to 2:00 PM) peak period manual on Saturday, June 22nd. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, traffic volume data from MassDOT Continuous Count Station No. 6255 located on Route 3, north of Route 18, in Weymouth were reviewed.⁴ Based on a review of this data, it was determined that traffic volumes for the month of June are approximately 5.7 <u>above</u> average-month conditions. In order to provide a conservative (above-average) analysis condition, the June traffic counts were not adjusted downward to average-month conditions.

The 2019 Existing traffic volumes are summarized in Table 2, with the weekday morning, weekday evening and Saturday midday peak-hour traffic volumes graphically depicted on Figure 3. Note that the peak-hour traffic volumes presented in Table 2 were obtained from Figure 3.

Table 22019 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	AWT ^a	Saturday ^b	VPH ^c	K Factor ^d	Directional Distribution ^e
Route 18 north of Charmada Road:	35,280	34,675			
Weekday Morning (7:00 – 8:00 AM)			2,034	5.8	59.2%NB
Weekday Evening (4:45 – 5:45 PM)			2,316	6.6	55.6%SB
Saturday Midday (11:45 AM – 12:45 PM)			2,533	7.3	51.2%SB

^aAverage weekday traffic in vehicles per day.

^bAverage Saturday traffic in vehicles.

°Vehicles per hour.

^dPercent of daily traffic occurring during the peak hour.

^ePercent traveling in peak direction.

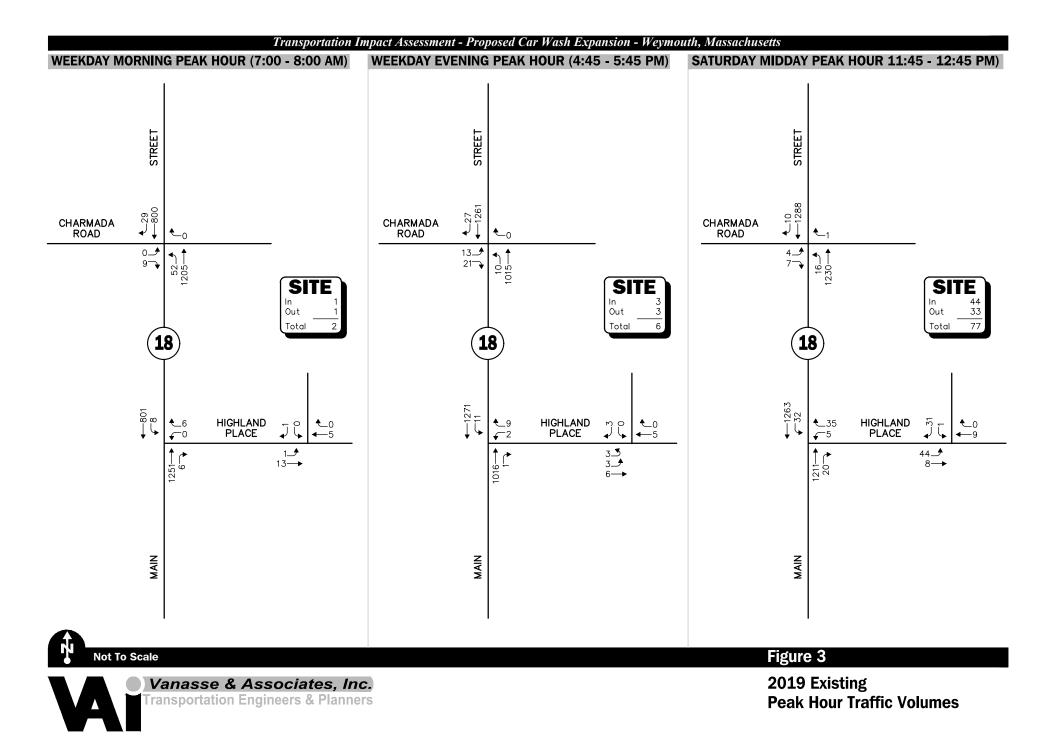
EB = eastbound; WB = westbound.

As can be seen in Table 2, Route 18 north of Charmada Road was found to accommodate approximately 35,280 vehicles on an average weekday and 34,675 vehicles on a Saturday (both two-way, 24-hour volumes), with approximately 2,034 vehicles per hour (vph) during the weekday morning peak-hour, 2,316 vph during the weekday evening peak-hour and 2,533 vph during the Saturday midday peak-hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in June 2019. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadway and at the study intersections, as well as

⁴MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2019.



the location of existing and planned future bicycle facilities. As detailed on Figure 2, sidewalks are provided along both sides of Route 18, both sides of Charmada Road, and along the south side of Highland Place for a distance of approximately 325 feet. Marked crosswalks are not provided at the study area intersections.

Formal bicycle facilities were not identified within the immediate study area; however, Route 18 and Charmada Road provide sufficient width (combined travel lane and paved shoulder) to support bicycle travel in a shared traveled-way configuration.⁵

PUBLIC TRANSPORTATION

Public transportation services are provided within the study area by the Massachusetts Bay Transportation Authority (MBTA) by way of bus Route 225, *Weymouth Landing or Columbian Square-Quincy Center Station*. MBTA bus Route 225 provides service along Route 18 with an inbound stop located adjacent to the Project site, north of Highland Place, and an outbound stop located along Route 18 directly opposite the Project site, south of Charmada Road.

In addition, the MBTA provides The RIDE paratransit services to eligible persons who cannot use fixed-route transit (bus, subway, trolley) due to a physical, cognitive or mental disability in compliance with the Americans with Disabilities Act (ADA).

The public transportation schedules and fare information are provided in the Appendix.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Route 18 south of Charmada Road in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

	Rou	te 18			
	Northbound Southbo				
Mean Travel Speed (mph)	30	31			
85 th Percentile Speed (mph)	35	37			
Posted Speed Limit (mph)	35	35			

Table 3VEHICLE TRAVEL SPEED MEASUREMENTS

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Route 18 south of Charmada Road was found to be 30 mph northbound and 31 mph southbound. The measured 85th percentile vehicle

⁵A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 35 mph northbound and 37 mph southbound, which is generally consistent with the posted speed limit in this area (35 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances, and is often used in establishing posted speed limits.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2013 through 2017, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

As can be seen in Table 4, the study area intersections were found to have experienced an average of approximately three (3) or fewer reported motor vehicle crashes per year over the five-year review period, the majority of which occurred on a weekday, during daylight, under clear weather conditions and involved angle or rear-end type collisions that resulted in property damage only. No (0) motor vehicle crashes were reported to have occurred at the Project site driveway intersection with Highland Place and all of the study intersections were found to have a motor vehicle crash rate <u>below</u> both the MassDOT statewide and District averages for an unsignalized intersection for the MassDOT Highway Division District in which the intersections are located (District 6).

A review of the MassDOT statewide High Crash Location List indicated that there were no locations within the study area that were included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash location. To the north of the Project site, the Route 18/Middle Street intersection in included on MassDOT's Top 200 High Crash Cluster Locations listing. No fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

The detailed MassDOT Crash Rate Worksheets and High Crash Location mapping are provided in the Appendix.

	Route 18/ Charmada Rd./ Site Driveway	Route 18/ Highland Pl.	Highland Pl./ Site Driveway	
Traffic Control Type: ^b	U	U	U	
Year:				
2013	2	1	0	
2014	2	2	0	
2015	2	3	0	
2016	2	0	0	
2017	_5		0	
Total	13	$\frac{2}{8}$	0	
Average	2.60	1.60	0.00	
Rate ^c	0.27	0.17	0.00	
MassDOT Crash Rate: ^d	0.57/0.52	0.57/0.52	0.57/0.52	
Significant? ^e	No	No	No	
Type:				
Angle	5	4	0	
Rear-End	8	4	0	
Head-On	0	0	0	
Sideswipe	0	0	0	
Fixed Object	0	0	0	
Pedestrian/Bicycle	0	0	0	
Unknown/Other	0	0	0	
Total	13	8	0	
Conditions:				
Clear	11	7	0	
Cloudy	2	1	0	
Rain	0	0	0	
Snow/Ice	_0	_0	0	
Total	13	8	0	
Lighting:		2	<u>^</u>	
Daylight	12	8	0	
Dawn/Dusk	0	0	0	
Dark (Road Lit)	1	0	0	
Dark (Road Unlit)	0	0	0	
Total	13	8	0	
Day of Week: Manday through Eriday	10	7	Δ	
Monday through Friday	10		0	
Saturday	1	1	0	
Sunday	$\frac{2}{12}$	0	0	
Total	13	8	0	
Severity: Property Damage Only	10	7	0	
Property Damage Only Personal Injury	10	1	0	
		1 _0		
<u>Fatality</u> Total	$\frac{0}{13}$	<u>0</u> 8	$\frac{0}{0}$	
10121	13	ð	U	

Table 4 MOTOR VEHICLE CRASH DATA SUMMARY^a

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2013 through 2017. ^bTraffic Control Type: U = unsignalized. ^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate. ^eThe intersection crash rate is significant if it is found to exceed the MassDOT statewide and/or District crash rate for the MassDOT Highway Division District in which the Project is located (District 6).

Traffic volumes in the study area were projected to the year 2027, which reflects a seven-year planning horizon from the date of publication of this assessment consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2027 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2027 No-Build traffic volumes reflect 2027 Build traffic volume conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Town of Weymouth Department of Planning and Community Development was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this discussion, the following projects were identified for review in conjunction with this assessment:

Union Point (Southfield) Abington, Rockland and Weymouth, Massachusetts. This project consists of the phased redevelopment of the former South Weymouth Naval Air Station in Abington, Rockland and Weymouth to accommodate a mixed-use development

to be known as Union Point (formerly Southfield). When complete, Union Point is expected to encompass approximately 8.0 million sf of commercial space and 3,855 residential units. Phase 1 of the project is expected to be completed within the seven-year planning horizon of this assessment and will include approximately 2.1 million sf of commercial space and 2,855 residential units.

- Colony Station, 1400 Main Street, Weymouth, Massachusetts. This project will entail the construction of a 153-unit multifamily residential community with 7,000 sf of accessory retail space to be located at 1400 Main Street.
- Proposed Residential Development, 1500 Main Street, Weymouth, Massachusetts. This project will entail the construction of a 237-unit multifamily residential community with 6,121 sf of accessory retail space to be located at 1500 Main Street.
- Proposed Residential Development, Route 18, Weymouth, Massachusetts. This project will entail the construction of a 24-unit multifamily residential community to be located off Route 18 in the vicinity of Derby Street. At this time, the project is not formally before the Planning Board and a TIA has not been submitted.

Traffic volumes associated with Phase 1 of Union Point, Colony Station and 1500 Main Street were obtained from their respective TIAs and assigned onto the study area roadway network. Traffic volumes associated with the proposed residential development to be located off Route 18 in the vicinity of Derby Street were obtained using trip-generation information available from the ITE⁶ for the appropriate land use, and were assigned onto the study area roadway network based on existing traffic patterns. No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located in Weymouth and the growth rates used in recently completed traffic studies for projects along the Route 18 corridor⁷ were reviewed in order to determine general traffic growth trends in the area. Based on a review of this information, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The Town of Weymouth and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2027 within the study area. Based on these discussions, the following roadway improvement project was identified within the study area:

Route 18 Widening Project, Abington and Weymouth (MassDOT Project No. 601630). This project is being undertaken by MassDOT and entails the widening of Route 18 from

⁶Ibid 1

⁷*Transportation Impact Assessment*, Proposed Residential Development, 1500 Main Street, Weymouth, MA; VAI; October 2018; and *Transportation Impact Assessment*, Colony Station, 1400 Main Street, Weymouth, MA; VAI; April 2018.

two (2) to four (4) lanes; traffic signal reconstruction and upgrades; replacement of the MBTA commuter rail bridge over Route 18; installation of sidewalks and bicycle lanes along both sides of the roadway; and associated roadway rehabilitation, drainage improvements, sign and pavement marking installation, and pedestrian and bicycle accommodation improvements. While the limits of this improvement project include the study area, there are currently no roadway or intersection improvements planned at the study intersections. Construction of these improvements is underway and is expected to be complete by 2022.

No other roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

The 2027 No-Build condition peak-hour traffic-volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2019 Existing peak-hour traffic volumes and then adding the peak-hour traffic volumes associated with the identified specific development projects by others. The resulting 2027 No-Build weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are shown on Figure 4.

PROJECT-GENERATED TRAFFIC

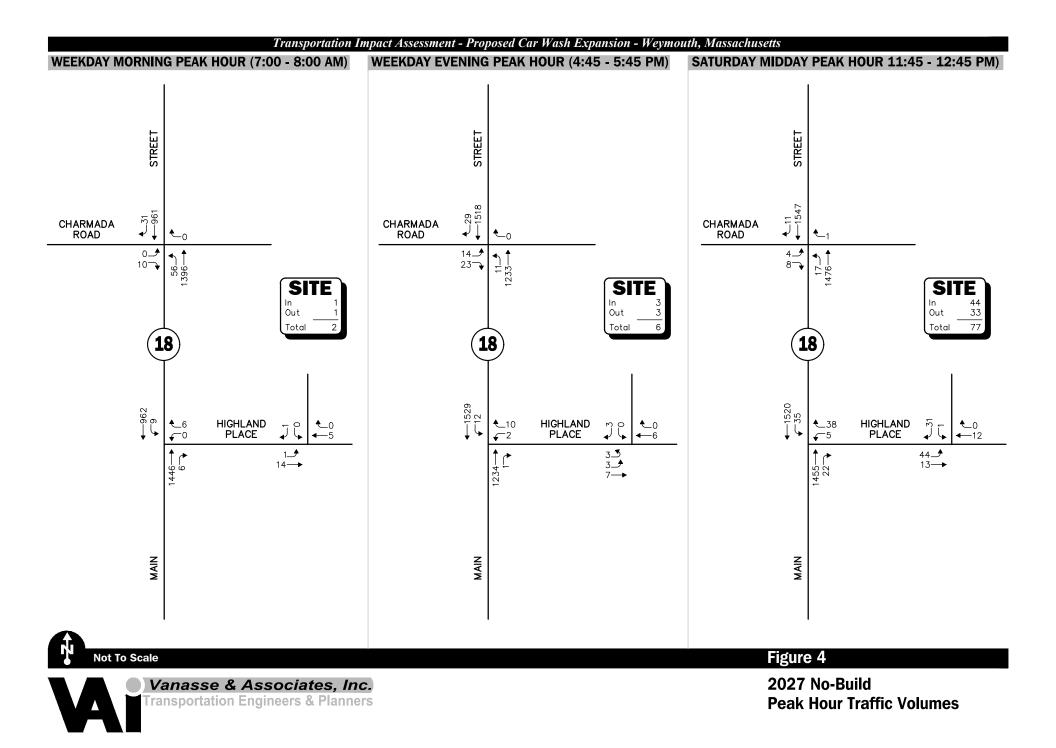
Design year (2027 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the modernization of the existing car wash to include the reconstruction of the existing three (3) bay automatic car wash to accommodate a single tunnel, automated car wash. In order to accommodate the equipment associated with the automated car wash system, the footprint of the existing car wash will be expanded from $1,700\pm$ sf to $3,240\pm$ sf. The existing car wash was reported to perform approximately 225 car washes per day, with a maximum capacity (limited by current operating conditions) of approximately 450 washes per day; or 150 vehicles per attended washing stall. The intent of the modernization is to improve employee efficiency, reduce the duration of individual car washes and to modernize equipment. The Project is not expected to result in a significant increase in number of vehicles washed per day over current conditions.

In order to develop the potential increase in traffic that may result from the Project, traffic volume projections were developed for a 3,240 sf automated car wash using trip-generation statistics published by the ITE⁸ for a similar land use (Land Use Code (LUC) 948, *Automated Car Wash*) and then the traffic volumes associated with the existing car wash as observed (counted) as a part of this assessment were subtracted from the resulting values. This methodology results in a reasonable prediction of the net increase in traffic that may result from the Project.

Table 5 summarizes the anticipated traffic characteristics of the Project using the above methodology.

⁸Ibid 1.



	Vehicle Trips							
Time Period/Direction	(A) Proposed Car Wash (3,240 sf) ^a	(B) Existing Car Wash ^b	(C = A - B) New Trips					
Weekday Morning Peak Hour:								
Entering		1	0					
Exiting	Neg. ^c	$\frac{1}{2}$	$\frac{0}{0}$					
Total		2	0					
Weekday Evening Peak Hour:								
Entering	23	3	20					
Exiting	<u>23</u>	$\frac{3}{6}$	<u>20</u>					
Total	46	6	40					
Saturday Midday Peak Hour:								
Entering	49	44	5					
Exiting	<u>49</u> 98	<u>33</u>	<u>16</u>					
Total	98	77	21					

Table 5TRIP GENERATION SUMMARY

^aBased on ITE LUC 948, Automated Car Wash; 3,240 sf

^bAs counted on June 20th and June 22nd, 2019.

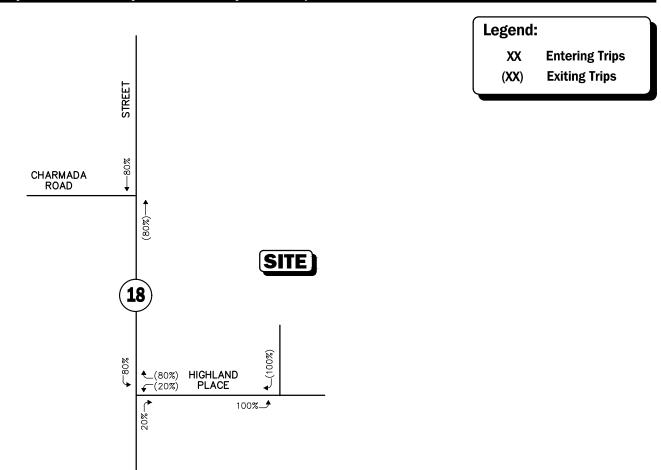
^cNo values established.

Project-Generated Traffic Volume Summary

As can be seen in Table 5, using the aforementioned methodology, the Project is not expected to result in an increase in traffic over current conditions during the weekday morning peak-hour, with 40 additional vehicle trips (20 vehicles entering and 20 exiting) expected during the weekday evening peak-hour and 21 additional vehicle trips (5 vehicles entering and 16 exiting) during the Saturday midday peak-hour.

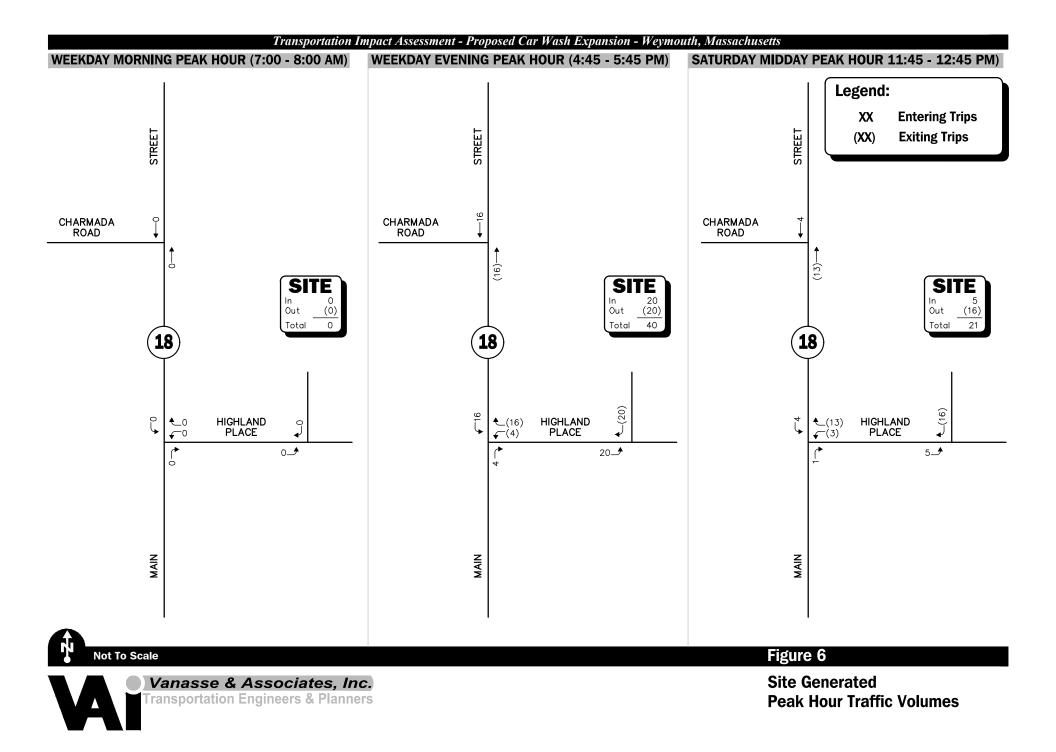
TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of existing traffic patterns at the Project site driveways and within the study area during the peak periods. The general trip distribution for the Project is graphically depicted on Figure 5. The additional traffic expected to be generated by the Project was assigned on the study area roadway network as shown on Figure 6.





MAIN



FUTURE TRAFFIC VOLUMES - BUILD CONDITION

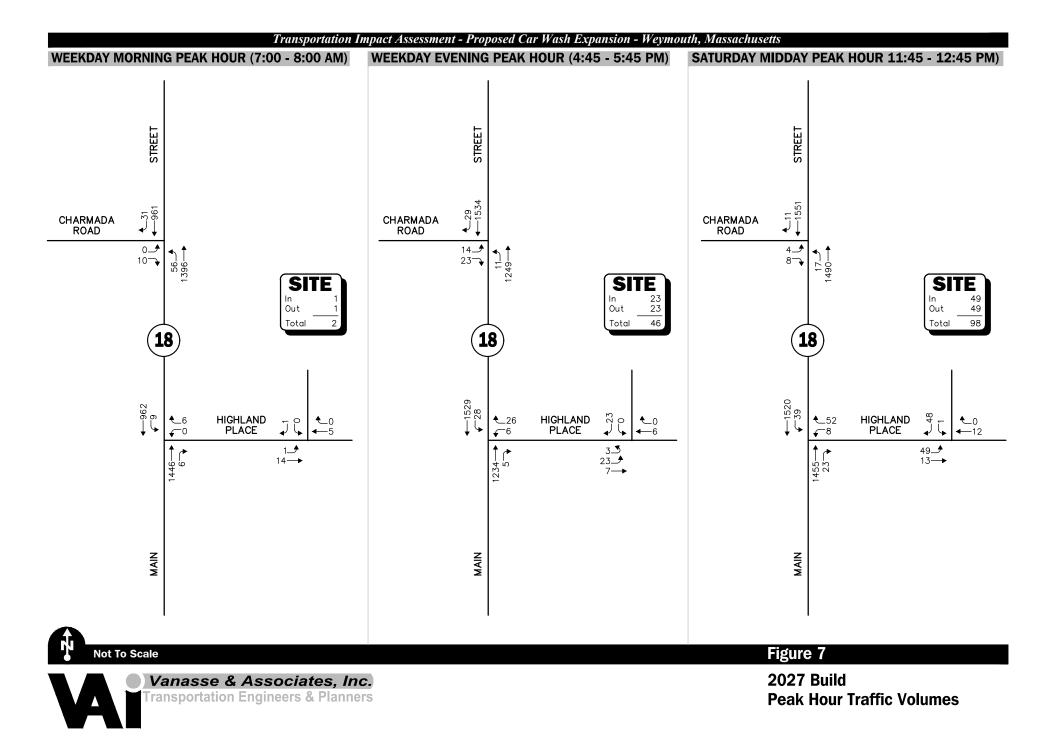
The 2027 Build condition traffic volumes consist of the 2027 No-Build traffic volumes with the additional traffic expected to be generated by the Project added to them. The 2027 Build weekday morning, weekday evening and Saturday midday peak-hour traffic-volumes are graphically depicted on Figure 7.

A summary of peak-hour projected traffic-volume increases outside of the study area that is the subject of this assessment is shown in Table 6. These volumes are based on the expected increases from the Project.

Location/Peak Hour	2019 Existing	2027 No-Build	2027 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
Route 18, north of Charmada Road:					
Weekday Morning	2,034	2,388	2,388	0	0.0
Weekday Evening	2,316	2,794	2,826	32	1.1
Saturday Midday	2,533	3,039	3,056	17	0.6
Route 18, south of Highland Place:					
Weekday Morning	2,058	2,414	2,414	0	0.0
Weekday Evening	2,290	2,766	2,774	8	0.3
Saturday Midday	2,499	3,002	3,006	4	0.1

Table 6PEAK-HOUR TRAFFIC-VOLUME INCREASES

As shown in Table 6, Project-related traffic-volume increases outside of the study area relative to 2027 No-Build conditions are anticipated to range from 0.0 to 1.1 percent during the peak periods, with vehicle increases shown to range from 0 to 32 vehicles. *When dispersed over the peak-hour, such increases would not result in a material impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.*



Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build, and Build traffic-volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.⁹ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

⁹The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual* 6th *Edition;* Transportation Research Board; Washington, DC; 2016.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- LOS A represents a condition with little or no control delay to minor street traffic.
- LOS B represents a condition with short control delays to minor street traffic.
- LOS C represents a condition with average control delays to minor street traffic.
- LOS D represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- LOS F represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the 2010 *Highway Capacity Manual*.¹⁰ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the 2010 *Highway Capacity Manual*. Table 7 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 7 LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS^a

Level-Of-Service by V	Average Control Dela					
$v/c \le 1.0$	v/c > 1.0	(Seconds Per Vehicle)				
А	F	<10.0				
В	F	10.1 to 15.0				
С	F	15.1 to 25.0				
D	F	25.1 to 35.0				
Е	F	35.1 to 50.0				
F	F	>50.0				

^aSource: *Highway Capacity Manual 6th Edition*; Transportation Research Board; Washington, DC; 2016; page 20-6.

¹⁰*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software which is based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. The Synchro® vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For unsignalized intersections, Synchro® reports the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately three minutes out of 60 minutes during the peak one hour of the day (during the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length).

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2019 Existing, 2027 No-Build and 2027 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Table 8, with the detailed analysis results presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of "D" or better is generally defined as "acceptable" operating conditions.

As can be seen in Table 8, the addition of Project-related traffic to the study area intersections is not predicted to result in a significant increase in motorist delay or vehicle queuing over No-Build conditions. Project-related impacts at the study area intersections were identified as follows:

Route 18/Charmada Road/Site Driveway – No-change in LOS or vehicle queuing is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as an increase in average motorist delay of less than 1.0 seconds. Independent of the Project, all movements exiting Charmada Road were shown to operate over capacity (i.e., LOS "F") during the weekday evening and Saturday midday peak hours as a result of the large volume of conflicting traffic along Route 18 during these periods. Vehicle queues at the intersection were shown to occur as a result of the Project. All movements along Route 18 are expected to operate at LOS A during all peak-hours with negligible vehicle queuing.

Route 18/Highland Place – No change in LOS is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as a predicted increase in vehicle queuing on Highland Place of up to four (4) vehicles. Independent of the Project, all movements exiting Highland Place were shown to operate at or over capacity (i.e., LOS "E" or "F") during the weekday evening and Saturday midday peak hours, again, as a result of the large volume of conflicting traffic along Route 18 during these periods. All movements along Route 18 are expected to operate at LOS B or better during all peak hours with vehicle queuing of up to one (1) vehicle. *Highland Place/Project Site Driveway* – All movements are predicted to operate at LOS A with negligible vehicle queuing; however, actual operating conditions will be directly related to vehicle queuing on the Highland Place approach to Route 18.

Table 8 UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

		2019 E	xisting	2027 No-Build				2027 Build				
Unsignalized Intersection/ Peak Hour/Movement	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Route 18 at Charmada Road and Site Driveway												
Weekday Morning:												
Charmada Road EB LT/RT	9	11.6	В	0	10	12.5	В	1	10	12.5	В	1
Site Driveway WB LT/TH/RT	0	0.0	А	0	0	0.0	А	0				
Route 18 NB LT/TH/RT	1,257	1.6	Α	0	1,452	2.9	А	0	1,452	2.9	А	0
Route 18 SB LT/TH/RT	829	0.0	А	0	992	0.0	А	0	992	0.0	А	0
Weekday Evening:												
Charmada Road EB LT/RT	34	>50.0	F	3	37	>50.0	F	6	37	>50.0	F	5
Site Driveway WB LT/TH/RT	0	0.0	А	0	0	0.0	А	0				
Route 18 NB LT/TH/RT	1,025	0.4	А	0	1,244	0.8	А	0	1,260	0.9	А	0
Route 18 SB LT/TH/RT	1,288	0.0	А	0	1,547	0.0	А	0	1,563	0.0	А	0
Saturday Midday:	,				,				,			
Charmada Road EB LT/RT	11	>50.0	F	1	12	>50.0	F	3	12	>50.0	F	3
Site Driveway WB LT/TH/RT	1	14.2	В	0	1	16.3	С	0				
Route 18 NB LT/TH/RT	1,246	1.0	А	0	1,493	3.9	А	0	1.507	4.3	А	0
Route 18 SB LT/TH/RT	1,298	0.0	А	0	1,558	0.0	А	0	1,562	0.0	А	0
Route 18 at Highland Place												
Weekday Morning:												
Highland Place WB LT/RT	6	14.2	В	0	6	15.9	С	0	6	15.9	С	0
Route 18 NB TH/RT	1,257	0.0	А	0	1,452	0.0	А	0	1,452	0.0	А	0
Route 18 SB LT	8	12.0	В	0	9	13.4	В	0	9	13.4	В	0
Route 18 SB TH	801	0.0	А	0	962	0.0	А	0	962	0.0	А	0
Weekdav Evening:												
Highland Place WB LT/RT	11	38.0	Е	1	12	>50.0	F	1	32	>50.0	F	5
Route 18 NB TH/RT	1.017	0.0	А	0	1.234	0.0	А	0	1,239	0.0	А	0
Route 18 SB LT	11	10.6	В	Õ	12	11.9	В	Õ	28	12.2	В	0
Route 18 SB TH	1,271	0.0	Ā	Ő	1,529	0.0	Ă	Ő	1,529	0.0	Ă	Ő
Saturday Midday:	1,271	0.0	11	0	1,029	0.0	11	0	1,029	0.0		0
Highland Place WB LT/RT	40	>50.0	F	2	43	>50.0	F	5	60	>50.0	F	8
Route 18 NB TH/RT	1,231	0.0	A	0	1,455	0.0	A	0	1.478	0.0	A	0
Route 18 SB LT	32	12.6	B	0	35	14.9	B	0	39	15.1	B	1
Route 18 SB TH	1,263	0.0	A	0	1,520	0.0	A	0	1,520	0.0	A	0

See notes at end of table.

Table 8 (Continued) UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

		2019 Ex	kisting			2027 No	o-Build			2027	Build	
Unsignalized Intersection/ Peak Hour/Movement	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Highland Place at Site Driveway												
Weekday Morning:												
Highland Place EB LT/TH	14	0.5	А	0	15	0.5	А	0	15	0.5	А	0
Highland Place WB TH/RT	5	0.0	А	0	5	0.0	А	0	5	0.0	А	0
Site Driveway SB LT/RT	1	8.4	А	0	1	8.4	А	0	1	8.4	А	0
Weekday Evening:												
Highland Place EB UT/LT/TH	12	0.0	А	0	13	0.0	А	0	33	0.0	А	0
Highland Place WB TH/RT	5	0.0	А	0	6	0.0	А	0	6	0.0	А	0
Site Driveway SB LT/RT	3	8.4	А	0	3	8.4	А	0	23	8.6	А	0
Saturday Midday:												
Highland Place EB LT/TH	52	6.2	А	0	57	5.7	А	0	62	5.8	А	0
Highland Place WB TH/RT	9	0.0	А	0	12	0.0	А	0	12	0.0	А	0
Site Driveway SB LT/RT	32	8.6	А	0	32	8.6	А	0	49	8.7	А	0

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel-of-Service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; UT = U-turning movements; LT = left-turning movements; TH = through movements; RT = right-turning movements.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the Project site driveway intersections with Highland Place in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)¹¹ requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 9 presents the measured SSD and ISD at the subject intersections.

¹¹A Policy on Geometric Design of Highway and Streets, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 9 SIGHT DISTANCE MEASUREMENTS^a

	Feet						
Intersection/Sight Distance Measurement	Required Minimum (SSD)	Desirable (ISD) ^b	Measured				
lighland Place at the Project Site Entrance Driveway							
Stopping Sight Distance:							
Highland Place approaching from the east	200		350+				
Highland Place approaching from the west	200		90°				
lighland Place at the Project Site Exit Driveway							
Stopping Sight Distance:							
Highland Place approaching from the east	200		350+				
Highland Place approaching from the west	200		50°				
Intersection Sight Distance:							
Looking to the east from the Project Site Driveway	200	290	413				
Looking to the west from the Project Site Driveway	200	335	50°				

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets,* 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 30 mph approach speed along Highland Place.

^bValues shown are the intersection sight distance for a vehicle turning left or right exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cClear line of sight is provided to/from Route 18.

As can be seen in Table 9, the available lines of sight at the Project site driveway intersections were found to exceed the recommended minimum sight distances for safe operation (SSD) for the appropriate approach speed with consideration of the reduced travel speed of vehicles turning from Route 18 onto Highland Place.

CONCLUSIONS

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed modernization of the existing car wash located at 562 Route 18 in Weymouth, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

- 1. Using trip-generation statistics published by the ITE,¹² the Project is not expected to result in a material increase in traffic over existing conditions during the weekday morning peakhour, with 40 additional vehicle trips during expected during the weekday evening peak hour and 21 additional vehicle trips expected during the Saturday midday peak-hour;
- 2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions) noting that left-turn movements from unsignalized driveways and side streets along the Route 18 corridor generally operate at or over capacity during the peak hours as a result of the relatively large volume of conflicting traffic along this roadway during these periods independent of the Project;
- 3. All of the study area intersections were found to have a motor vehicle crash rate that was <u>below</u> the MassDOT average crash rate for an unsignalized intersection; and
- 4. Lines of sight to and from the Project site driveway intersections with Highland Place were found to exceed the recommended minimum distances for the intersections to function in a safe manner.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

¹²Ibid 1.

RECOMMENDATIONS

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

Project Access

Access to the Project will continue to be provided by way of the one-way entrance and exit drives that intersect the north side of Highland Place approximately 80 feet and 40 feet east of Route 18, respectively; the existing driveway that intersects the east side of Route 18 will be closed in conjunction with the Project. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveways should be a minimum of 20-feet in width (unless a reduced width is approved by the Weymouth Fire Department) and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Weymouth Fire Department.
- "One-Way" and "Do Not Enter" signs should be installed within the Project site and at the Project site driveways to regulate the one-way counterclockwise circulation pattern within the site and the one-way entrance and exit drive configuration.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).¹³
- ADA compliant wheelchair ramps should be provided at all pedestrian crossings internal to the Project site where a sidewalk is provided, unless waived by the approving authority.
- Signs and landscaping to be installed as a part of the Project within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow windrows within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.

Off-Site

Route 18/Charmada Road/Site Driveway and Route 18/Highland Place

Independent of and unrelated to the Project, consideration should be given to installing a STOPsign and marked STOP-line on the Charmada Road and Highland Place approaches to Route 18 in order to formalize the assignment of the vehicular right-of way at these intersections.

¹³Ibid 2.

With implementation of the above recommendations, safe vehicular and pedestrian access will continue to be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

APPENDIX

PROJECT SITE PLAN AUTOMATIC TRAFFIC RECORDER COUNT DATA MANUAL TURNING MOVEMENT COUNT DATA SEASONAL ADJUSTMENT DATA VEHICLE TRAVEL SPEED DATA MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH MAPPING BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS GENERAL BACKGROUND TRAFFIC GROWTH PUBLIC TRANSPORTATION INFORMATION TRIP GENERATION CALCULATIONS CAPACITY ANALYSIS WORKSHEETS PROJECT SITE PLAN

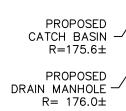
2006 ALTERATION PROPOSED VEHICLE ACCESS GATES BIT. CONC. PARKING LOT 10' x 30' HEATED CONCRETE PAD AT -ENTRANCE AREA EXISTING LIGHT POST AND GRAVEL STRIP — TO REMAIN N/F 4 COLLÍNS LLC 12' WIDE VEHICLE ENTRANCE CENTERED -BETWEEN BOLLARDS

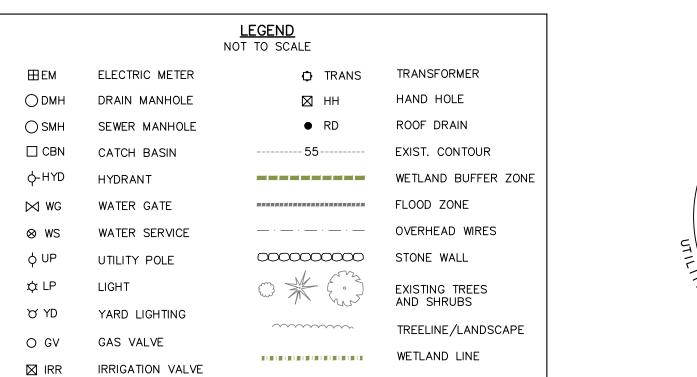
TO PROTECT BUILDING -(TYP.) PROPOSED -SNOW STORAGE DHBY OTHERS 01-08-19 2006 ALTERATION 1904 S.H

3 CONCRETE BOLLARDS

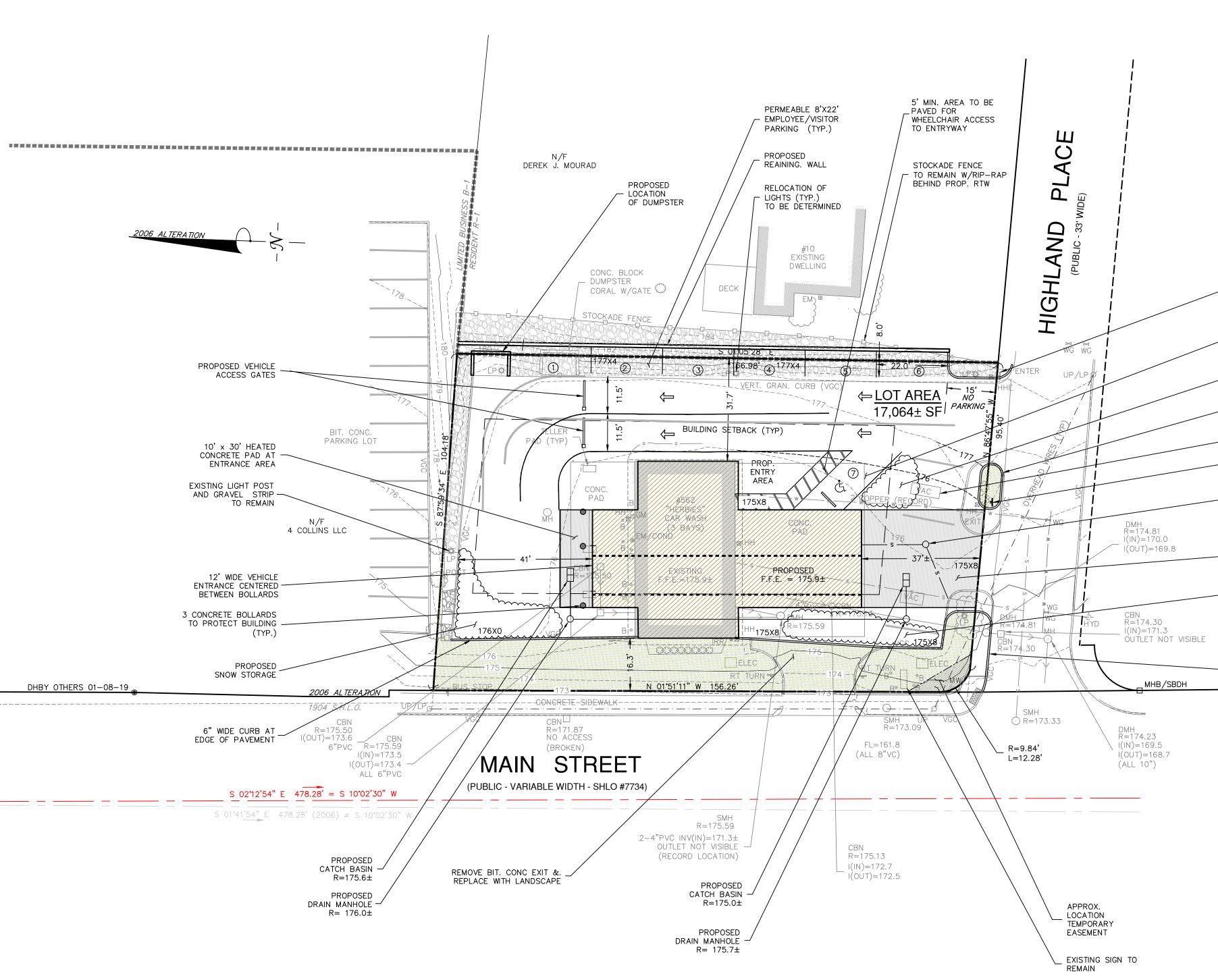
CBN R=175.50 I(OUT)=173.6 6" WIDE CURB AT ____ EDGE OF PAVEMENT T)=173.6 _____CBN 6"PVC _____R=175.59 S 02'12'54" E 478.28' = S 10'02'30" W

_ ____ - ____ - ____ - ____ S 01°41<u>′54"</u>E 478.28' (2006) ≠ S 10°02'30"









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CAVANARO CONSULTING 687 MAIN STREET P.O. BOX 5175 NORWELL, MASSACHUSETTS 02061 PHONE: 781.659.8187 FAX: 781.659.8187 FAX: 781.659.8186 PROPOSED CONDITIONS NOURAD ENTERPRISES S62 MAIN STREET VEYMOUTH, MA 02190 PREPARED FOR: MOURAD ENTERPRISES, INC. 815 GALLIVAN BOULEVARD BOSTON, MA 02122 PROJECT NO. : 18.209 SCALE : AS SHOWN DATE : 1/20/20 DESIGNED BY : DB/CR	THE PURPOSE OF THIS PLAN IS TO ILLUSTRATE THE FOLLOWING: EXISTING SITE CONDITIONS AS FIELD LOCATED BY CAVANARO CONSULTING, INC.; PROPOSED IMPROVEMENTS AS DESIGNED BY OTHERS; AND THEIR PROXIMITY TO THE EXISTING BOUNDARY. ADDITIONAL DESIGN DETAILS AND OTHER INFORMATION
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	PROJECT NO.: 18.209 DRAWING NO.
	DATE : 1/20/20 PC

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Main Street (Route 18) NB north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arsenault



197016 A-NB Volume (Thurs) Site Code: 8299

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Start Time	A.M.	NB	P.M.								Thu 06/20/19	
12:00	27		282									
12:15	29		245									
12:30	21		280									
12:45	21	98	247	1054								
01:00	21	50	255									
01:15	19		244									
01:30	17		269									
01:45	14	71	245	1013								
02:00	19		241									
02:15	13		261									
02:30	16		266									
02:45	17	65	250	1018								
03:00	20	00	271									
03:15	28		240									
03:30	28		292									
03:45	28 33	109	224	1027								
04:00	47		215									
04:15	67		213									
04:30	118		232									
04:45	177	409	234	894								
05:00	281	400	267									
05:15	321		266									
05:30	236		258									
05:45	270	1108	221	1012								
06:00	298		249									
06:15	305		240									
06:30	265		230									
06:45	323	1191	217	936								
	304	1101	213	000								
07:00	304											
07:15	292		219									
07:30	300		224									
07:45	310	1206	205	861								
08:00	279		197									
08:15	249		178									
08:30	249		151									
08:45	250	1027	159	685								
09:00	314		156									
09:15	261		149									
09:30	249		121 129									
09:45	255	1079	129	555								
10:00	255		111									
10:15	239		121									
10:30	234	4005	98 83	413								
10:45	277	1005		413								
11:00	298		64									
11:15	289		70									
11:30	264		70	074								
11:45	260	1111	67	271								
Total Percent	8479		9739 100.0%		0.0%		0.0%					
Day Total		1821	8									
Peak	06:45		12:00			(2)	-		5	-	1127. - 227.	
Vol.	1219		1054		-	(#)	27	.*		15	-	
P.H.F.	0.943		0.934									

Main Street (SB) north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arseneault



197016 A-SB Volume Site Code: 8299

Start Time	A.M.	SB	P.M.										Thu 06/20/19	
12:00	70		232											
12:15	55		264											
12:30	46		265											
12:45	34	205	258	1019										
01:00	31		186											
01:15	38		189											
01:30	26		240											
01:45	20	116	267	882										
02:00	16	110	263	002										
02:15	16		200											
02:30	19		278											
		69	278	1039										
02:45	18	09		1039										
03:00	15		250											
03:15	16		270											
03:30	7		237											
03:45	15	53	278	1035										
04:00	14		296											
04:15	19		302											
.04:30	30		299											
04:45	37	100	319	1216										
05:00	38		322											
			305											
05:15	47		305											
05:30	75		296											
05:45	91	251	278	1201										
06:00	130		288											
06:15	132		290											
06:30	223		283											
06:45	196	681	303	1164										
07:00	199		292											
07:15	209		299											
07:30	206		290											
07:45	216	830	240	1121										
08:00	196		266											
08:15	205		234											
08:30	214		210											
08:45	253	868	224	934										
09:00	205		202											
09:15	194		175											
09:30	207		162											
09:45	212	818	152	691										
10:00	205	010	142	001										
10:15	205		131											
	220		147											
10:30				500										
10:45	240	892	113	533										
11:00	215		130											
11:15	233		101											
11:30	274		96											
11:45	230	952	63	390										
Total	5835	302	11225	000										
Percent	0000		100.0%		0.0%		0.0%							
Day Total		1706	50											
Peak	10:45		04:30			100			(a)	<u>s</u>	2	8	2	2
Vol.	962		1245			1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 -		120			8	ŝ	12	<u></u>
P.H.F.	0.878		0.967											
P.H.F.	0.878		0.901											

Main Street (Route 18) NB north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arsenault



197016 A-NB Volume (Sat) Site Code: 8299

Start Time	A.M.	NB	P.M.									Sat 06/22/19	
12:00	77		304										
12:15	62		336										
12:30	46		312										
12:45	39	224	284	1236									
12:45	39	224	204	1230									
01:00 01:15	39		231										
01:15	38 34		272 294										
01:30	34	445	289	1146									
01:45	34	145	209	1140									
02:00	20		298										
02:15	11		290 276										
02:30	21		2/0	1110									
02:45	14	66	248 239	1112									
03:00	16		239										
03:15	21		292										
03:30	18		273	4000									
03:45	22	77	285	1089									
04:00	21		267										
04:15	37		277										
04:30	50		254										
04:45	57	165	282	1080									
05:00	102		293										
05:15	122		265										
05:30	89		252										
05:45	120	433	248	1058									
06:00	121		272										
06:15	162		244										
06:30	185		238										
06:45	160	628	181	935									
07:00	167		217										
07:15	201		235										
07:30	248		236										
07:45	221	837	225	913									
08:00	216		188										
08:15	210		193										
08:30	228		131										
08:45	268	922	151	663									
09:00	239		170										
09:15	296		171										
09:30	296		127										
09:45	269	1100	134	602									
10:00	278		149										
10:15	290		136										
10:30	315		133										
10:45	274	1157	132	550									
11:00	296		127										
11:15	284		102										
11:30	286		98										
11:45		1149	89	416									
Total	283	1149	10800	410									
Percent	6903		100.0%		0.0%		0.0%						
Day Total		1770	3										
Peak	10:15	-	12:00				3	2	2	 1	(1 4)	84 C	
Vol.	1175	-	1236	1.00		-			8	2	0.41	(a)	
P.H.F.	0.933		0.920										

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Main Street (SB) north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arseneault



197016 A-SB Volume Site Code: 8299

Start Time	A.M.	SB	P.M.										Sat 06/22/19	
12:00	119		296											
12:15	98		274											
12:30	105		310											
12:45	79	401	294	1174										
01:00	68	401	277	11/4										
01:15	57		260											
01:30	48		283											
01:45	46	219	295	1115										
02:00	36	219	268	1115										
02:00	42		200											
02:30	29		286											
02:30	29	135	294	1138										
02.45	25	155	273	1150										
03:00	20		273											
03:15 03:30	28		294											
03:30	20	97	263	1087										
03:45 04:00	24 16	91	257	1007										
04:00	14		246											
04:15	16		240											
04:30	16 35	81	268	1007										
04.45	33	01	198	1007										
05:15	26		223											
05:30	20 69		274											
05:45	67	195	237	932										
05:45	64	195	242	552										
06:15	98		242											
06:30	144		255											
06:45	144	447	236	944										
07:00	125	44/	230	344										
07:15	153		213											
07:30	148		178											
07:45	148	580	218	826										
08:00	188	500	226	020										
08:15	185		203											
08:30	195		197											
08:45	207	775	194	820										
09:00	195	115	185	020										
09:15	231		170											
09:30	233		199											
09:45	233	882	169	723										
10:00	264	002	163	. 20										
10:15	284		170											
10:30	299		147											
10:45	268	1115	150	630										
		1110		550										
11:00	290		116											
11:15	285		130											
11:30	286		122											
11:45	297	1158	122	490							_			
Total	6085		10886											
Percent			100.0%		0.0%		0.0%							
Day Total		1697	71											
Peak	11:00	8	12:00	726	12		20	54 C	4	2	2	4	25 8 3	
Vol.	1158		1174	1		- 22	120		÷.	÷	<u>,</u>	2	(#:	
P.H.F.	0.975		0.947											

MANUAL TURNING MOVEMENT COUNT DATA

PDI File #: Location: Location:	197016 A N: Main S E: Highlar	197016 A N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road	(Route 1 e W: Ch	l8) S: M iarmada	'lain Str a Road	eet (Ro	ute 18) I	NE: Site	e Drivev	Yey					\cap	7														
City, State:	Weymo	Weymouth, MA	_ ±																											
Site Code:	8299	Albeildu	ŧ												D A T A															
Count Date:	Thursda	Thursday, June 20, 2019	20, 201	6									4	Morton Str	DUSTRIE! eet. Framin	5, LLC oham. MA	01702													
Start Time:	7:00 AM	-											5	fice: 508-8 Email: da	Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdillccom	ax: 508-875 @pdillccor	n 118													
End Time:	9:00 AM	-										č	Ľ	Heav	r Vehic	-les (C	and Heavy Vehicles (Comhined)	(ha												
		Main	Main Street (Route 18)	Route 1	18)			ſ	Site Driveway	eway			21	Hig	Highland Place	lace				Main Street (Route 18)	eet (Roi	lte 18)		_		Charm	Charmada Road	p		_
			from North	orth		T		Į,	from Northeast	theast		F			from East	st		L		fre	from South	ء				fron	from West			
	Right	Thru	Left H	Left Hard Left U-Turn	U-Turn	Total Ha	Hard Righbear Righ Bear Left Hard Left	ar Righ B	ear LeftH.		U-Turn	Total Har	rd Righ R	Right T	Thru	Left U-T	U-Turn Total	al Right	Bear	Righ Thru	u Left	t U-Turn	Irn Total	al Right	Thru	Bear Left	ft Left	U-Turn	Total	Total
7:00 AM	4	191	-	•	•		•	•	•	0	0		0	2	0	•	0	2			300	4							Č	
7:15 AM	12	198		0 0	0 0	211	0 0	0 0	0 0	0 0	0 0	0 0	0 0		0 0	0 0	0 0	, , ,	0 0		293	7		300						2 514
7:45 AM	n oo	208	C	0 0	0 0	217	0 0	0	- o	- o		0 0	0 0	0 0	0 0	0 0						4 SZ	- 64 - 64							
Total	29	792	m	•	0	824	0	0	0	•	0	0	0	m	0	•	0	m	~	<u> </u>	1199	52	12	1253					1000	9 2089
8:00 AM	10	186	1	0	0	197	0	0	0	0	0	0	0	0	0	0	0	0	2			15					0	0	0	
8:15 AM	a0 (208	m	0 0	0 0	219	0 (0	0	0	0	0 0	0 0	0 (0 0	0 0	0 0	0 1	5 7			30								
8:30 AM 8:45 AM	2 2	791 237	- 0	. 0	5 0	257	. .	- o	- 0	. 0	- 0	<u> </u>	- o	n n		- 0		n m	n r	 	239	26 26		268	. 9					7 535
Total	58	828	S	0	•	168	0	•	0	0	•	0	0	9	0	0	0	9	6		992 1	100		Ĺ						18 2016
Grand Total	87	1620	90	0	0	1715	0	0	0	0	0	0	0	đ	0	0	0	6	11		191 1	152	0 23	2354 2	26			-		27 4105
Approach %	5.1	94.5	0.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0	1		100,0	00	0'0			0.5	00		6.5	0.0	5.96		0.0 0.0	m c			
Exiting Leg Total	T+2	C, 20	7°0	20		41.01	n'n	2	n'n		n'n	0.0	n'n	7°N	n*n	0,0		19			¥.00					ł.			239	9 4105
D					,										ļ	,	,					!							6	
Cars % Cars	28 7.79	1541 95.1	8 100.0	0.0	0,0	1634 95.3	0.0	0.0	0.0	0"0	0.0	0.0	0 0	9 100,0	0.0	0.0	0.0		11 100.0	0.0 20	2082 1 95.0 9	147 96.7 (0.0 95	8		0.0 0.0	0 100.0		0.001 0.0	
Exiting Leg Total						2092						0						19					-						232	m
Heavy Vehicles % Heavy Vehicles	2.3	79 4.9	0 0	0.0	0.0	81	0.0	0.0	0 0	0.0	0.0	0.0	0.0	0 0 0	0.0	0 0	0 0	0.0	0,0	0 0	5.0	3 2 2	0.0	114 4.8 0	0 0	0 0	0.0		0 0 0 0	0 195
Exiting Leg Total						109						o						0												
Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:	s from 07	:00 AM	to 09:0(0 AM be	egins at	в																								
7:00 AM		Main	Main Street (Route 18)	(Route	18)				Site Driveway	reway				Η	Highland Place	Place		-		Main Street (Route 18)	reet (Ro	ute 18)				Charm	Charmada Road	ad		
			from North	lorth	Ì			4	from Northeast	theast					from East	st		-		£	from South	÷		_		fror	from West			
	Right	Thru	Left H	Hard Left	U-Turn		lard Righbear Righ Bear Left Hard Left	ear Righ	Bear Left		U-Turn	Total Ha	_	Right 1	Thru	Left U-	U-Turn Tot	Total Rig	Right Bear Righ	Ê	Thru Left	_	P	al Right	t Thru	Bear Left	eft Left	U-Turn	n Total	₽
7:15 AM	12 4	191 198		0 0	0 0	196 211	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 7	0 0	0 0	0 0	7 7	1 0	0 0	300 293	4 1	~ ~ 0 0	305	7 1					1 504 2 514
7:30 AM		195	0,	0	0	200	0 (0 0	0 0	0 0	0 0	0 0	0 (0 0	0 0	0 0	0 0	0 0	0,		299	16 25		315	0 (0 0	0 0	0 0	0 0	0 515
Total Volume	59 79		- m			824	0	0	•	•	•	0	1	- m	0	•	0	m		1			1	1						9 2089
% Approach Iotal	d.5 0.604	96.1 0.952	0.750	0.000	0.000	0.949	0.000.0	0.000.0	0.000	0.000	0.000	0.000	0.000	0.375 (0.000.0	0,000.0	0.000	0.375 0.	0.500 0.0	6 0.0 9 000.0	0.976 0.	4.2 0.520 0.0	0.00 0.9	0.941 0.375	0	õ	0	ō	0.0 0.375	5 0.939
Cars	78		٣	0	0	293	C	C	C	C	0	- 10		"	C	C	C					51	0 11	1185						
Cars %	9.6.6	° б	100.0	0.0	0.0	. 0	0'0	0.0	0.0	0.0	0.0	0*0		100.0	0.0	0.0			100.0					94.6 100.0						
Heavy Vehicles Heavy Vehicles %	3.4	30 3.8	0.0	0.0	0.0	31 3.8	0,0	0 0,0	0 0	0 0	0 0	0 0	0.0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	67 5.6	1.9	0.0	5.4 0	0.0	0.0	0.0	0.0	0.0	0 99
Cars Enter Leg	28		e	0	0	£67	0	0	0	0	0	0	0	m		0		m	2	H	1132		-	-						
Heavy Enter Leg	1 2		0 "	0	0	31	0	0	0	0	0	00	0	0 "	0	00	0	0 "	0	0	67	-	0	68	0	0		0 0	00	66 0
Total Entering Leg			n	-	>	924	2	5	Þ	5	þ	5 6	>	n	D	>	5	n u	7		66T	70		5	ת	5	5	5		
Heavy Exiting Leg				0		29						0 0						n 0						30	j					199 2 99
Total Exiting Leg						1202						0						50					-	301					879.).	

PDI File #:	197016 A													L	1	-														
Location:	N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway	treet (I	toute 1	3) S: Mai	in Stree	st (Rou	te 18) N	E: Site	Drivew	٨٤																				
Location:	E: Highland Place W: Charmada Road	id Place	s W: Chi	Irmada	Road									L		5														
City, State:	Weymouth, MA	th, MA																												
Client:	VAI/ A. Arsenault	senaul	بو											P R	PRECISION	Z														
Site Code:	8299													۵	AT	A														
Count Date:	Thursday, June 20, 2019	June 2	0, 2019										AG M	IND Contrant Street	NDUSTRIES, LLC	LLC	02													
Start Time:	7:00 AM												μÜ	ce: 508-875	-0100 Fax	Office: 508-875-0100 Fax: 508-875-0118	118													
End Time:	9:00 AM													Ement dat	Email: datafequestae politic com	paulctom														
Class:															Cars															
		Main S	street (R	Main Street (Route 18)				Sit	Site Driveway	way				High	Highland Place	ace			Σ	ain Stre	Main Street (Route 18)	e 18)				Charmada Road	da Road			
			from North	rth				fro	from Northeast	teast			1	4	from East					fron	from South					from West	West			
	Right Th	Thru	Left Har	Hard Left U-Turn		Total Han	Hard Righbear Righ Bear Left Hard Left U-Turn	Righ Bea	ir Left Hai	d Left U-	furn Total	T	ard Righ Rig	Right Thru	ru Left	ft U-Turn	irn Total	Right	Bear Righ	th Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	4	180	1	0	0	185	0	0	0	0	0	0	0	2	0	0	0	2		0 287	7 4	0	292 (-	0	0	0	0	Г	480
7:15 AM	12	192	1	0	0	205	0	0	0	0	o	0	0	1	0	0		1	0	0 273	3 7	0 1	0 280	2	0	0	0	0	N	488
7:30 AM		189	0	0	0	193	0	0	0	0	0	0	0	0	0	0							0 299		0	0	0	0	0	492
7:45 AM	∞	201	-	-	-	210	0	0	0	0	0	0	0	0	0	0	0	0	-	0 288	8 25	0	314	9	0	0	0	0	9	530
Total	28	762	m	0	0	E6 7	0	0	0	o	0	0	0	m	0	0	0	m	2	0 1132	2 51	1 0	0 1185	6	0	0	0	0	0	1990
8:00 AM	10	176	Ţ	0	0	187	0	0	0	0	0	0	0	0	0	0	0	0	64	0 259	9 14		0 275	m	0	0	0	0	m	465
8:15 AM	o0	191	m	0	0	202	0	0	0	0	0	0	0	0	0	0			2					1	0	0	0	0	rt	469
8:30 AM	19	183	- 0	0 0	0 0	203	0 0	0 0	0 0	0	0 0	0 0	0 (m	0	0	0 0								0 1	0	0 '	0		472
Total	8 5	677	5	-	-	249	-	-				5 6		miu	0 0					0 227	7 25		0 255	9 F		0	-	0	101	514
2	ĥ		n	5	5	1140	5	0	D	5	5	5	5	D	5	5		0	ה	0					5	5		2	2	076T
Grand Total	85 1	1541	a 0	0	0	1634	0	0	0	0	0	0	0	6	0	0	0	9 11		0 2082	2 147		0 2240	26	0	0	-	0	27	3910
Approach % Total &	5.2	94.3	0.5	0.0	0.0	0.14	0,0	0,0	0.0	0'0	0.0	6	0.0	100.0	0.0	0.0	0.0	0.5	5 0.0	0 92.9	9 6.6	6 0.0	0	96.3	0.0	0.0	L.E	0.0	ŕ	
Exiting Leg Total		tion	1	5	100	2092		0		0	200	0	20										2,624		2			200	232	3910
Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:	s from 07:0(0 AM t	00:60 0	AM beg	ins at:	9						e.						c.												
7:00 AM		Main	Street (I	Main Street (Route 18)	-			Sit	Site Driveway	VeV				Hig	Highland Place	ace			Σ	ain Stre	Main Street (Route 18)	te 18)			Ĩ	Charma	Charmada Road			
			from North	ŕth		\vdash		fro	from Northeast	heast				L.	from East					fror	from South					from	from West			Γ
	Right TI	Thru	Left Ha	Hard Left U-Turn	_	Total Har	fard Righbear Righ Bear Left Hard Left U-Turn	r Righ Bei	ar Left Ha	rd Left U.		Total Hard I	Righ	Right Th	Thru Le	Left U-Turn	urn Total	Right	Bear Rìgh	gh Thru	Left	U-Turn	n Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	4	180		0	0	185	0	0	0	0	0	0	0	7	0	0	0	2	+	0 287		4	0 292	H	0	0	0	0		480

PDI File #: 197016 A Location: N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway Location: E: Highland Place W: Charmada Road

tion. E. nigmanu riace w. unarmau tate: Weymouth, MA

City, State: Weymouth, M Client: VAI/ A. Arsena

Client: VAI/ A. Arsenault Site Code: 8299

Count Date: Thursday, June 20, 2019

Start Time: 7:00 AM

PRECISION D A T A INDUSTRIES, LLC 46 Morton Street Trainingham M 01702 06ffree: 509: 875-5010 Fass: 509: 875-0118 Email: datarequests@pdfllc.com

End Time:	9:00 AM														רווומווי תפופז בלהכזראה שמוווית	- haiireeoii	_													
Class:									Hea	vy Vel	hicles-	Comb	vined (Buses	, Singl	e-Unit	Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)	s, Arti	culate	d True	cks)									
		Main S	Street (R	Main Street (Route 18)		-		Site	Site Driveway	vay		-		Higi	Highland Place	ace			2	1ain Str	Main Street (Route 18)	ite 18)				Charm	Charmada Road	be		_
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% Buses	50.0	21.5	0°0	0°0	0"0	22.2	0.0	0'0	0,0	0.0	0,0	0.0	0.0	0.0	0'0	0.0	0.0	0.0	0.0	0.0 1(16.5 60	60.0 0	0.0 18.4		0.0	0.0	0.0 0.0	0.0	0.0	0.0 20.0
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% Single-Unit	50.0	59.5	0.0	0.0	0.0	59.3	0'0	0,0	0,0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0 65	65.1 40	40.0 0	0,0 64.0		0.0	0.0	0.0 0.	0.0	0.0	0.0 62.1
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N: Main Street (Route 18 E: Highland Place W: Cha Weymouth, MA VAI/ A. Arsenault 8299 Thursday, June 20, 2019 7:00 AM	(Route ce W: C lit 20, 20:	197010 A N: Main Street (Route 18) S: Main Str E: Highland Place W: Charmada Road Weymouth, MA VAI/ A. Arsenault VAI/ A. Arsenault 710 AM 7:00 AM	Aain Str Ja Road	eet (Rc	197016 A N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road Weymouth, MA VAI/ A. Arsenault 8299 Thursday, June 20, 2019 7:00 AM	NE: Site	e Drivev	vay			46 M Official	IND IND IND IND IND IND IND IND IND	PIECISION D A T A NDUSTRIES LLC	PRECISION D A T A INDUSTRIES, LLC 64 Mindon Street, Framingham, MA 01702 04 Granting office, Sep 375-01016 Finall: datarequests politic com	702												
9:00 AM											•,	Single-	Single-Unit Trucks	rucks													
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PDI File #: Location: Location: City, State: City, State: Client: Site Code: Start Time: End Time: Class:	197016 A N: Main S E: Highlan Weymout Vel/ A. Al Val/ A. Al 2299 Thursday, 7:00 AM 9:00 AM	197016 A N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road Weymouth, MA VAI/ A. Arsenault VAI/ A. Arsenault Thursday, June 20, 2019 7:00 AM	et (Roui Nace W: MA Tault Te 20, 2	te 18) (: Cham : Cham	s: Main nada Rc	Street	(Route	18) NE	: Site Di	riveway				46 Mai Office E	Anticulated Turks			102 18													
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Location:	E: Higi	hland	E: Highland Place W: Charmada Road	N: Ch	armad	la Roa	Ģ												C																		
City, State:	Weyn	Weymouth, MA	MA														-		7																		
Client:	VAI/ #	VAI/ A. Arsenault	nault														PR	PRECISION	NO																		
Site Code:	8299																	D A T A	S I C																		
Count Date: Start Time:	7:00 AM	day, Jı M	Thursday, June 20, 2019 7:00 AM	, 2015	•											46 Mor Office:	ton Stree 508-875	t, Framii -0100 F	ngham, h ax: 508-6	46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118	le																
End Time:	9:00 AM	M														Ъ	Email: datarequests@pdillc.com	arequest:	sepdillo	Com																	
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8:00 AM		Ma	Main Street (Route 18)	set (Ru	oute 1	8)				Site	Site Driveway	way					High	Highland Place	place				Σ	Main Street (Route 18)	reet (Route	18)				Š	armac	Charmada Road	5			
			fron	from North	÷					fron	from Northeast	heast					4	from East	ist					L,	from South	f			L			from West	Vest			\vdash	Γ

0.250 N N 0 0 0 N N 4 Total 00000 0.000 0 0 Total 0 CW-5B 0 0 0 0 0 0 0 0 CW-NB 0 0 teh Bear Left 0 0000080000 0 Thru 0 Right 00000 0:000 00 0 Tolal 0 CW-EB 0 CW-WB 0 0 0 0 0 0 000 0 0 0 0 0 0 0 0000 0 번 0 The 0 10 2 0 Right **-** -11000 0.250 Total 0 0 1 1 0.250 \leftrightarrow CW-NB 0 0 0 0 0 0 0 0000 0 CW-5B 00000 0 u-Tum 0 0 0 0 0 0 0000 0 Left • • • • • • • • • • 0 The 0 Right (day see 0 00011 0.250 TH Total см-има 0 1 1 100,0 0.250 Ч 0 CW SEB U-Tum 0 ĥ 0 0 ų, 0 1 Righ Bear 0 0.000 000 00000 Total 8w-w: 0 0 0 0 0 0000 0 0 0 0 0 0 000 0 CW-EB -fum 0 Hard Left 0 0 ĕ 0 Thru 0 Rught 8:00 AM 8:15 AM 8:30 AM 8:45 AM Total Volume % Approach Total PHF Entering Leg Exiting Leg Tota

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PRECISION D A T A NUDUSTRIES.LLC 6ffce:508-875-0106 Factoreadman, MA 01702 6ffce:508-875-0106 Factoreadman, MA 01702 ffce:508-875-0106 Factoreadman, MA 01702 ffce:508-508-508-500 ffce:508-500 ffce:508-508-500 ffce:508-508-500 ffce:508-508-500 ffce:508-508-500 ffce:	Highland Place	from East	ard Hight Right Thru Left U-Turn CW-SB CW-NB Total				0 0 0 0 0 1 0 1	0 0 0 0	0 0 0 0				0 0 0 0 1	0 0 0 0 0 100 0 0 0 0 0 50 0 50	F		Highland Place	from East	art High Right Thru Left U-Turn CW-58 CW-N8 Total	0 0 0 0	0 0 0 1 0				
: (Route 18) NE: Site Driveway	Site Driveway	from Northeast	Total field from the located that used on two casts the most of the				0 0 0 0 0 0	0 0 0	0 0 0 0 0 1 0				0 0 0 0 1	0 0 0 0 0 0 100 0 0 0 0 0 50 0 50	T		Site Driveway	from Northeast	-ard sign sear light bear light Huns Left U-Turn CW-548 CW-9969 Tolai	0 0 0 0 0 0	0 0 0 0 0 0				0.0 0.0 0.0 0.0 100.0
197016 A N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road Weymouth, MA Val/ A. Arsenault 2299 8299 Thursday, June 20, 2019 7:00 AM 9:00 AM	Main Street (Route 18)	from North	Reght Thru Left Hand Life Urbain CW E8 CW-W8 Total					0 0 0 0	0 0 0 0 0				0 0 0 0		0	Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:	Main Street (Route 18)	from North	Right Thru Left Ruistunt urtuin CW-E8 CW/WI Total	0 0 0 0 0 0		000			0.0 0.0 0.0 0.0 0.0
PDI File #: Location: Location: City, State: City, State: Site Code: Site Code: Start Time: End Time: Class:				7:00 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	Total		Grand Total	Approach % Total %	Exiting Leg Total	Peak Hour Analysi:	7:30 AM			7:30 AM	7:45 AM	8:00 AM	WIN ST:S	1 Otal Volume & Annroach Total	ופורי וחפרוללע פי

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A T A INUUSTRIES.LLC Office: 508: 975-0100 Context: 508: 975-0101 Context: 508: 975-0102 Context: 508: 975-0102 Co		Right	2	0 -	+ m	9	4	-	- m	6	15	88.2 0.3		15	100.0	°	0.0				Right	m	4 -		6	81.8	0.563
PRECISION D. A. T. A INDUSTRIES, LLC office: 508.975-0100 Email: datarequests@pdflic.com		lard Righ	0	0 0	, 0	0	0	0	0 0	0	0	0.0		0	0'0	0	0'0		l.		Hard Righ	•	0 0	. 0	0	0.0	0.000
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18) S: I harma	(Route	Hard Left U-Turn	°	0 0) O	0	0	0	0 0	0	0	0.0		0	0.0	°	0'0	0 PM F	(Route	Vorth	Hard Left		0 0	0 0		- L	0.000
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197016 AA N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road Weymouth, MA Val/ A. Arsenault Val/ A. Arsenault Val/ A. Arsenault Val/ A. Arsenault Val/ A. Arsenault (200 PM		Right	Ħ	13	F 00	36	9	S	∞ ⊣	20	56	2.2		55	98,2	-	1,8	2m 04.1			Right	∞	9.	-n 00	27		0.844
-		æ	5	5 <	. 5	Te l	5	5	55	- IE		* *	le.	Cars	lrs Ie	sa Sa	tal	Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:	 ج		Ľ	Σ	Σ 3	<u>5</u> 5	au	+	PHF (
PDI File #: Location: Location: Location: City, State: Cient: Site Code: Start Time: End Time: End Time:			4:00 PM	4:15 PM 4:30 PM	4:45 PM	Tota	5:00 PM	5:15 PM	5:30 PM 5:45 PM	Total	Grand Total	Approach % Total %	Exiting Leg Total	Ca	% Cars	Heavy Vehicles	% Heavy Vehicles Exiting Leg Total	ur Ana	4:45 PM			4:45 PM	5:00 PM	5:30 PM	Total Volume	% Approach Total	-
Cit L L L L L L L L L L L L L L L L L L L											0	4	Exitin		Evitin	Hea	% Hea Exitin	eak Ho							F	% Apr	
					b	I				ł			Į.			ų.		ιr							'	1	

		Total	567	611	593	577	2348		0.961	2306	98.2	42	1.8	2306	42	2348	2306	42	2348
		Total	80	15	m	-00	34		0.567	34	100.0	0	0.0	34	0	34	37	0	37
		U-Turn T	0	0	0	0	0	0'0	0.000	0	0.0	0	0.0	0	0	0			
Road	est	Left U-	'n	7	0	e	13	38.2	0.464 (13	100.0	0	0.0	13	0	13			
Charmada Road	from West	Bear Left	0	0	0	0	0	0.0	0.000 (0	0.0	0	0.0	0	0	0			
Chē	f	Thru Bea	0	0	0	0	0	0.0	0.000	0	0.0	0	0.0	0	0	0			
		Right T	5	00	e	2	21	61.8	0.656 (21	100.0	0	0.0	21	0	21			
	_	Total I	231	259	270	257	1017		0.942	1003	98.6	14	1.4	1003	14	1017	1246	28	1274
8)		U-Turn	0	0	0	0	0	0'0	0.000	0	0'0	0	0.0	0	0	0			
Main Street (Route 18)	uth	Left U	m	0	9	٦	10	1.0	0.417	10	100.0	0	0.0	10	0	10			
street (F	from South	Thru	228	258	264	256	1006	98.9	0.953	992	98.6	14	1.4	992	14	1006			
Main S		Bear Righ	0	0	0	0	0	0.0	0.000	0	0.0	0	0.0	0	0	0			
		Right bea	0	1	0	0	H	0.1	0.250	1	100.0	0	0.0	٦	0	H			
_		Total	5	4	г	F	11		0.550	11	100.0	0	0.0	II	0	Ħ	00	0	80
		U-Turn	0	0	0	Ó	0	0'0	0.000	0	0.0	0	0.0	0	0	0			
Place	ast	Left L	7	0	0	0	2	18.2	0.250	2	100.0	0	0.0	2	0	2			
Highland Place	from East	Thru	0	0	0	0	0	0,0	0.000	0	0.0	0	0.0	0	0	0			
т		Right	m	4	1	1	6	81.8	0.563	đ	100.0	0	0.0	6	0	σ			
		Hard Righ	0	0	0	0	0	0.0	0.000	0	0.0	0	0.0	0	0	0			
		Total Ha	0	0	0	0	0	_	0.000	0	0:0	0	0.0	0	0	0	0	0	0
			0	0	0	0	o	0"0	0.000	0	0.0	0	0.0	0	0	0			
eway	theast	ard Left	0	0	0	0	0	0.0	0.000	0	0.0	0	0.0	0	0	0			
Site Driveway	from Northeast	Hard Righbear Righ Bear Left Hard Left U-Turn	0	0	Ð	0	0	0"0	0.000	0	0"0	0	0.0	0	0	0			
0,	f	ear Righ B	•	0	0	0	0	0.0	0.000	0	0.0	0	0,0	0	0	0			
		ard Righ	0	0	0	0	0	0.0	0.000	0	0.0	0	0.0	0	0	0			
		Total H	323	333	319	311	1286		0.965	1258	97.8	28	2.2	1258	28	1286	1015	14	1029
18)		U-Turn	0	1	0	0	7	0,1	0.250	1	100.0	0	0.0	1	0	rt)			
Main Street (Route 18)	orth	Hard Left U-Turn	0	0	0	0	0	0'0	0.000	0	0.0	0	0.0	0	0	0			
Street	from North	Left	4	2	0	1	7	0,5	0.438	7	100.0	0	0.0	7	0	1			
Main		Thru	311	324	314	302	1251	97.3	0.965	1223	97.8	28	2.2	1223	28	1251			
	9	Right	00	9	S	80	27	2.1	0.844	27	100.0	0	0.0	27	0	27			
4:45 PM			4:45 PM	5:00 PM	5:15 PM	5:30 PM	Total Volume	% Approach Total	PHF	Cars	Cars %	Heavy Vehicles	Heavy Vehicles %	Cars Enter Leg	Heavy Enter Leg	Total Entering Leg	Cars Exiting Leg	Heavy Exiting Leg	Total Exiting Leg

														Total	535	553	548	558	2194	593	583	572	557	2305	4499			4499	s'-		_	Total	558	593	583	572	2306	
														Total	12	ŝ	10	00	35	15	3	00	S	31	99		1.5	84	Γ			Total	80	15	m	80	34	
														U-Turn	0	0	0	0	0	0	0	0	0	0	0	0.0	0,0					U-Turn	0	0	0	0	÷	0.0
												Road	sst	Left U-	2	2	4	m	11	7	0	m	2	12	23	34.8	0.5			Road	est	Left U	m	7	0	e	13	28.7
												Charmada Road	from West	Bear Left	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0		ŀ	Charmada Road	from West	Bear Left	•	0	0	0	0	00
												Chai	fr	Thru Bear	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0			Cha	fi	Thru Bea	0	0	0	0	0	0.0
														Right T	9	'n	9	S	24	00	m	ŝ	e	19	43	65.2	1.0					Right	S	00	e	S	21	0.12
												-		Total	210	218	229	227	884	255	265	256	221	667	1881		41.8	2511	t			Total	227	255	265	256	1003	-
														U-Turn T	0	0	0	0	0	0	0	0	0	0	0	0.0	00			_		U-Turn	•	0	0	0	0	0.0
												oute 18	득	Left U-1	5	7	2	m	17	0	9	1	5	12	29	1.5	9.6			loute 18	uth	Left U-	m	0	9	1	10	5
												Main Street (Route 18)	from South	Thru L	205	210	226	224	865	254	259	255	216	984	1849	98.3	41.1		ŀ	Main Street (Route 18	from South	Thru I	224	254	259	255	592	0 00
												Main S		Bear Righ T	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0			Main		Bear Righ	•	0	0	0	0	0
														Right Bear	0	Ч	1	0	2	1	0	0	0	1	m	0.2	0.1					Right Bear	0	T.	0	0	-	• •
												-		Total F	2	0	F	s	00	4	1	-	m	6	17		0.4	16				Total	5	4	e	1	11	
								A 01702 5-0118	mc					U-Turn To	•	0	0	0	0	0	0	0	0	0	0	0.0	0.0					U-Turn T	0	0	0	0	0	0
0	T	٩	J	7	NOI	A	SILC	ngham, M/ ax: 508-87	sepdillaco			lace	st	Left U-	0	0	0	2	2	0	0	0	0	0	2	11.8	0.0			Place	ast	Left U	2	0	0	0	2	0
	-				PRECISION	A 1	INDUS I KIES, LLC	46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118	atarequests		Cars	Highland Place	from East	Thru L	•	0	0	0	0	0	0	0	0	0	0	0.0	0'0			Highland Place	from East	Thru	0	0	0	0	0	0
8	ľ!			-	đ		Z	Morton Sti fice: 508-83	Email: dâ			Hie		Right T	7	0	1	m	9	4	1	1	m	a,	15	88.2	0.3			Ĩ		Right T	m	4	t	1	6	0.50
							I	\$ Q						Hard Righ R	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0					Hard Righ	0	0	0	0	0	
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	٨											vay	east		0	0	0	ò	0	0	0	0	0	0	0	0.0	0.0			way	heast	d Left U	0	0	0	0	0	0
	nivewa											Site Driveway	from Northeast	· Left Hard	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0			Site Driveway	from Northeast	r Left Har	0	0	0	0	0	0
1	E: Site C											Site	fron	Righ Bear	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0			Sit	fror	. Righ Bea	0	0	0	0	0	0
	e 18) NI													fard Righbear Righ Bear Left Hard Left	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0					Hard Righbear Righ Bear Left Hard Left U-Turn	0	0	0	0	0	000
ļ	t (Rout											-		Total Hard	311	330	308	318	1267	319	314	307	328	1268	2535		56.3	1888	F	-		Total Hard	318	319	314	307	1258	
	n Stree	Pool	10801												0	0		0	0 1	٦	0		0	1	1		0.0		10			_	0	1	0	0		
	S: Mai	a open	I POPULI									ute 18)	بت ۲	Left U-Turn	0	0	٥	0	0	0	D	0	0	0	0	0.0	0.0	M bod	1900 IN	oute 18	th	Hard Left U-Turn	0	0	0	0	0	00
	oute 18)	The Char	w: chai				. 2019					Main Street (Route 18)	from North	Left Hard Left	-	0	2	4	2	2	0	1	з	9	13		0.3		500.000	Main Street (Route 18)	from North	Left Hard	4	2	0	1	7	
	reet (Ro	Diana	l Place	, MA	enault		une 20.					Main Sti	frc		299	318	302	306	1225	310	309	298	324	1241	2466		54.8	DM to		Main St	fr.	Thru Le	306	310	309	298	1223	
T9/UI6 AA	N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway	L	с: півпіапа міасе w: спагтада коад	Weymouth, MA	VAI/ A. Arsenault	6	Thursday. June 20. 2019	4:00 PM		6:00 PM				Right Thru	11	12 3	4	80	35 12	9	5	00	1	20 13	55 2/		1.2 5	Exiting Leg Total Doub Lour Analytic from OA 100 DA4 to OC 00 DA4 houris and	04-00			Right Th						•
														Rig	L	L	ŀ	-	_	-	-		1	-	le le	*	*	al		5		Ri	<u> </u>	5	5	5	e	-
PUI FIIE #:	Location:		LOCATION:	City, State:	Client:	Site Code:	Count Date:	Start Time:		End Time:	Class:				4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Grand Total	Approach %	Total %	Exiting Leg Total		4:45 PM			4:45 PM	5:00 PM	5:15 PM	5:30 PM	Total Volume	2 Socrath Total
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Entering Leg Exiting Leg Total

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PDI File #:	197016 AA												L	1	-														
Location:	N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway	Route 18	8) S: Ma	in Stre	et (Roı	ite 18) N	IE: Site	Drivew	\e				1		7														
Location:	E: Highland Place W: Charmada Road	e W: Cha	armada	Road									<u> </u>	2	U														
City, State:	Weymouth, MA	~													7														
Client:	VAI/ A. Arsenault	봌											a c	PRECISION	N<														
Site Code:	8299												צֿמ	INDUSTRIES LLC	۲u														
Count Date:	Thursday, June 20, 2019	20, 2019	-									46	Morton Str	et. Framin	pham. MA	01702													
Start Time:	4:00 PM											.jo	fice: 508-87 Email: da:	5-0100 Fa	Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdillc.com	-0118 n													
End Time:	6:00 PM											19	ļ			2 1			ŝ	8									
Class:								He	JV VE	Heavy Vehicles-Co	e S S	mbined (Buses	, Sing	e-Unit	(Buses, Single-Unit Trucks, Articulated Trucks)	s, Art	culate	d Tru	cks)									
	Main	Main Street (Route 18)	toute 18	<i>(</i>			ŝ	Site Driveway	yews				Hig	Highland Place	ace			2	Main Street (Route 18)	eet (Roi	te 18)				Charm	Charmada Road	q		
		from North	rth				frc	from Northeast	heast				-	from East	st				fro	from South	E		_		fron	from West			
	Right Thru	Left Har	Hard Left U-1	U-Turn T	Total Hai	Hard Righbear Righ Bear Left Hard Left	r Righ Be	ar teftha		U-Turn T	Total Hai	lard Righ Ri	Right Th	Thru Le	Left U-T	U-Turn Total	al Right	ht Bear Righ	ügh Thru	u left	t U-Turn	rn Total	Right	Thru	Bear Left	ft Left	U-Turn	Total	Total
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Total	ſ	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18		-	19					0	49
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Grand Total	1 57	0	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	89
Approach %	1.7 98.3	0,0	0,0	0.0	Ş	0'0	0'0	0'0	0'0	0°0		0.0	0.0	0:0	0'0	0'0	ç	0'0	96 0"0	96.8	3,2 (0'0	0	0.0	0.0 0.0	0.0 0.0	0'0	í.	
Total %	1,1 64.0	0'0	0,0	0,0	65.2	0'0	0,0	0'0	0,0	0'0	0.0	0,0	0.0	0*0	0,0	0.0	0.0	0,0	0.0 33	33.7	1.1	0,0 34.8		0.0	0.0 0.0	0'0 0	0.0	0.0	
Exiting Leg Total					30						0						0						57					2	68
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% Buses	14	00	00	00	13.8	0.0	00	00	00	00	00	0.0	0.0	0.0	0.0				n*			ň			C	C	C	0.0	213
Exiting Leg Total		5	2	2	10	2	2	2	2	5	0	2	2	2	2													-	19
Single-Unit Trucks	1 37	0	0	0	38	0	•	0	0	•	0	0	0	•	•	0	-	0	0	16		0	16	0	0	0	0	0	54
% Single-Unit	100.0 64.9	0,0	0.0	0.0	65.5	0.0	0'0	0.0	0.0	0.0	0,0	0"0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 55	53.3	0,0	0,0 51.6	.6	0	0.0	0.0 0.0	0.0	0.0	60.7
Exiting Leg Total					16						0						0						37					1	54
Articulated Trucks	0 12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4				0	0	16
% Articulated	0.0 21.1	0.0	0.0	0.0	20.7	0.0	0'0	0'0	0'0	0.0	0.0	0"0	0.0	0.0	0.0	0'0	0.0	0.0	0.0 13	m	0.0	0,0 12.9		0.0	0.0 0.0	0.0 0.0	0.0 0	0.0	18.0
Exiting Leg Total					4						0						0					.,	12					0	16
Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:	from 04:00 PM t	to 06:00	PM beg	tins at:																									
A-15 DM	Main	Main Street (Route 18)	Soute 15	18	-		ľ	Site Drivewav	VEMO				High	Highland Place	lare		-		Main Street (Route 18)	Pet (Ro	ute 18)		L		Charr	Charmada Road	-		
		from North	Ltr		\top		' [₽]	from Northeast	theast		t			from East	st					from South					fror	from West			
	Right Thru	left Har	Hard Left U-Turn		Total	lard Righboar Bigh Bear Left Hard Left	r gigh Be	ch Hallace	1.1	11-Turn	Total Ha	lard Righ	Richt	Then		1J-Turn Total	+	Right Rear Righ		left	ft []_Turn	un Total	l Richt	+ Thru	Lª	fi left	11-Turo	Total	Total
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5:00 PM	0 14	0	•	•	14	•	•	0	٥	0	0	0	0	0	0	0	-	0		4			4	0	0				18
Total Volume	1 37	0	0	0	38	0	٥	0	0	0	0	0	•	0	0	0	0	0	0	16	-	0	17	0	0	0	0 0	0	55

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3 8.1 26 70.3 8 21.6

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Buses % Buses % Single-Unit Trucks Single-Unit % Articulated Trucks Articulated %

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% Approach Total PHF Total Volume

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	a				4					Buses
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Hard Righ Right Thru Left 1	Total	ard Left U-T	Bear Left	Hard Righbear Righ Bear Left Hard Left U-Turn	Total	Hard Left U-Turn	Left	Thru	Right	
from East		theast	from Northeast			lorth	from North			
Highland Place		reway	Site Driveway			Main Street (Route 18)	in Street	Ma		
Heavy Vehicles-Combined (Buses, Single-Ur	icles-Con	avy Veh	He		3					Class:
nniindaacicanhaisigin iigiila								Σ	6:00 PM	End Time:
46 Morton Street, Framingham, N Office: 508-875-0100 Fax: 508-8 Email: dataset.ed.								Σ	4:00 PM	Start Time:
INDUS IRIES, LLC						6	Thursday, June 20, 2019	lay, Jun	Thurso	Count Date:
DATA									8299	Site Code:
PRECISION							ault	VAI/ A. Arsenault	VAI/ A	Client:
)							AA AA	Weymouth, MA	Weym	City, State:
5					Road	E: Highland Place W: Charmada Road	ace W: C	Iand PI	E: High	Location:
7		yey	ite Drive	N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway	n Street (Ro	18) S: Mai	t (Route	in Stree	N: Ma	Location:
[6 AA	197016 AA	PDI File #:

LLC cs98-07-0118 poliliccom e-Unit Trucks, Articulated Trucks)

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			Right	0	0	0	0				
		-	Total	S	10	2	17	m	26	90	37
	18)		U-Turn	0	0	0	0				
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	Main Street (Route 18)	from South	Thru	4	10	2	16				
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City, State: Client: Site Code: Count Date: Start Time:	Weymouth, MA VAI/ A. Arsenault 8299 Thursday, June 20, 2019 4:00 PM	nault ne 20, 2	019		Weymouth, MA VAI/ A. Arsenault 8299 Thursday, June 20, 2019 4:00 PM								46 Morts Office: 5 Fm: 5	PRECISION D A T A INDUSTRIES_LLC 66 Motion Street Framingham MA 01702 Office: 369 995-90105		, MA 01702 1875-0118	t.c.												
End Time: Class:	6:00 PM													Bu	Buses														
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City, State:	Weymouth, MA	uth, MA	~													7															
Client:	VAI/ A. Arsenault	Arsenau	it												PRECISION	NOIS															
Site Code:	8299														DATA	A T															
Count Date:	Thursday, June 20, 2019	v, June	20, 2015	e.									2		NDUSIR	ES, LLC															
Start Time:	4:00 PM													46 Morton Street, Framingham, MA U1/U2 Office: 508-875-0100 Fax: 508-875-0118	B75-0100	Fax: 508-8.	75-0118														
End Time:	6:00 PM													Email:	datareque	Email: datarequests@polific.com	ШO														
Class:														Sing	e-Uni	Single-Unit Trucks	S														
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PRECISION D A T A INDUSTRIES.LLC OFFICE:SUB 675-0100 Fax: Sub 975-0100 Fax: Sub 675-0100 Fax: Sub 975-0118 Email datarequesticepolit.com	Highland Place	from East	same age Reght Thru Left U-Turn CW-58 CW-M8 Total F				0 0 0 0 0 0						0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0		Highland Place	from East	Hand Stefn Bencht Thru Lieft U-Turen CW 58 CW-NB Total
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197016 AA N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road Weymouth, MA VAI/ A. Arsenault 8299 Thursday, June 20, 2019 4:00 PM 6:00 PM	Main Street (Route 18)	from North	Right Thru Lieft Head with U-Turm CW-EB CWWW3 Tolul				0 0 0 0 0 0 0					0 0 0 0 0 0 0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	E I	Peak Hour Analysis from 04.00 PM to 06.00 PM begins at:	Main Street (Route 18)	from North	Backin Thrus Left search and unitered CW-EB CW-WF Total
PDI File #: Location: Location: City, State: Client: Site Code: Start Time: End Time: Clare:				4:00 PM	4:15 PM	4:30 PM 4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM 5:45 PM	Total	Grand Total	Approach %	Total %	Exiting Leg Total	Peak Hour Analysis	4:15 PM		

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N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road **197016 AAA**

Weymouth, MA Location:

PDI File #:

Location:

VAI/ A. Arsenault Client: City, State:

8299 Site Code: Count Date:

Saturday, June 22, 2019

D A T A INDUSTRIES, LLC PRECISION

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N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway **197016 AAA**

PDI File #:

Location:

E: Highland Place W: Charmada Road Location:

Weymouth, MA Client: City, State:

VAI/ A. Arsenault 8299 Site Code:

Saturday, June 22, 2019 Count Date:

11:00 AM

46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdillc.com

PRECISION D A T A INDUSTRIES, LLC

0.900 2 3.7 42 77.8 14 13 14 52 142 142 4.9 113 79.6 113 22 15.5 22 14 15 11 13 36 11 8 Total **Fotal** 0 0.000 0.0 0 0 0.0 0 0.0 0 C 0 0 0 ò 0 0.0 Total Total 0 0.000 0 0.0 0 0.0 U-Turn 0 0 0 0 0.0 0 0 0 0 0 0 0 0 0 0.0 0.0 0 0'0 0 0 0 0 0 U-Turn 0 0 C Charmada Road ٥ 0 0.0 0 00 0 0 0 0 0 0.0 0.000 0.000 Charmada Road 0 0 0 0 0.0 Left 0 0 0'0 0.0 0 0 0 0 0 0 0 0 0 from West from West Left Bear Left 0 0 0 0.00 0.0 0.0 0 0 0.0 0.000 Bear Left 0 0.0 0 00 0 0 0 0 0 0 00 0 0 00 0.0 0 0 0 0 0.000 0 0 0 0 0 0 0 0 0 0.0 0 0 0 C 0 0 0 0 0 0 0 0 0 0 0 0'0 0.0 0 00 Thru Thru 0 0 0 0.000 0000 0.0 0 0 0.0 0 0.0 0.0 0 0 0 0 0 0 0 0"0 0.0 0 0 0 Right Right 0 0.0 14 73.7 19 0.594 4 7.3 76.4 S 16.4 13 24 55 38.7 42 6 87 N Total Total 0,000 0 0 0 0 0 0 0.0 0 0 0 0 0 0 0'0 0.0 0 0.0 0.0 0.0 U-Turn U-Turn 00 0 000 0 0 0 0 0 0 0 0 Main Street (Route 18) Main Street (Route 18) 0 0'00'0 0 0 0 0 0.0 0 0 0 0 0.0 0 100.0 0 0 0 0 0 0 0 0 100 0.7 0.0 0 0 0 0 0 Left from South from South Left 0 0.0 14 73.7 Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks) 0.594 ი 19 100.0 77.4 17.0 m 41 19 Ś đ 23 5 96.4 37.3 5.7 Thru Thru 0.0 0.0 Bear Righ 0 0 0 0 0 0:0 0.000 0000 0 0.0 00 0 0 o 0 0 0.0 0.0 Bear Righ 0.000 0 -100.0 0 0.0 0 0 a 0 0 0 0 00 0.000 00 100 000 0 a 0.7 0 0 Right Right 0000 0.0 0 0.0 0.0 0 0.0 0 0.000 000 0 0 Ó 0 Total Total 0 0.000 0 0 0 0 0.0 0 U-Turn 0 0 0 0 0.0 0 0 0.0 U-Turn 0 0 0 0 0 0 0 0 00 0 0 0 0.0 0.0 0 0 0.000 0000 **Highland Place** 0 0 0'0 0 0 0 0 0 0.0 0.0 0 0 0 0 0 0 0 0 C 0 0.0 Highland Place Left Left from East from East 0 0.0 0.0 0 0 0.0 0.000 0 0 0 0 0.0 0 0 a 0 c 0 0 0 C 0 0 0.0 0.0 0 Thru Thru 0 0 0 0.000 0 00 0.0 0 0.0 0 0.0 0 0 0 0 0.0 0000 0 0 c 0 0000 0 0 0 Right Right ard Righ 0.000 0.0 ٥ 0 0 0 0 0'0 0.000 0 0.0 0.0 000 0 0 0 0 c 0 0 00 0 0 0.0 0.0 lard Righ 0 0 0.000 0.000 0 0.0 0 0 0.0 0.0 0.0 0 0 0 0 0 0 0 0 0 C Total Total 0.0 0.0 U-Turn 0 0 0 0 00 0.000 0 0 0 0 0 0 0 000 0 0 0,0 o 0.0 0 0 0 0 0.0 U-Turn 0.000 from Northeast Bear Left Hard Left 0 0000 0 0 0 0.0 0 0 0 0 0.0 from Northeast 0 0 c 0 0 0 C 0 0 0.0 0.0 0.0 Bear Left Hard Left 0 0 Site Driveway 0 Site Driveway 0,000 0 0 0 0 0.0 0.0 0 0 0 0 0 0.0 0 0 0 0 0 0 0.0 0.0 0 0.0 0 C ò 000 0 0 0 0.000 0 00 0 0 0 0 0 0.0 0000 0 0 lard Righbear Righ 0 0.0 0.0 0 0.0 0 0 0 0 0 0 00 0 0 0 0 0 0 0 Bear Righ 0.000 0.0 _ 0 0 c 0 0.0 0 0 0 0 0 0.0 0:0 0 0 0 0 00 0 0 o 0.0 0.0 lard Righ 0 0 0 0 0 0 0 0.795 5.7 28 28 80.0 m 3.4 81.6 13 14.9 35 35 6 28 87 61.3 53 11 71 4 24 Total Total Peak Hour Analysis from 11:00 AM to 02:00 PM begins at: 0.000 0.0 0 o 0.0 0.000 0 c 0 0 0 a 00 0.0 0 0.0 0 0 U-Turn 0 0 0 0 0 U-Turn 0 0 0 0 Main Street (Route 18) Main Street (Route 18) Hard Left 0.000 0.0 0 0 0 0 0 0"0 0000 0 0 0 Hard Left 0 0 0 0 0 0 0.0 0.0 0.0 0 0 0 0 0 0 C C C 0 from North from North 0 0 0.000 0 00 0 0 0 0 0 0.0 0 0 0 0 0 0.0 0 0 00 0.0 0 000 0 0 0 0 0 0 0 00 0 Left Left 100.0 0.795 2 5.7 28 80.0 100.0 13 14.9 片 35 28 m 3.4 00 đ 35 σ 00 S LC C 87 61.3 71 81.6 4 Ξ Thru Thru 0.0 2:00 PM 0 0 0 0.000 0 0 0 0 0 0 0.0 0.0 0 0'0 0 0.0 0 0 0 0 0 0 C 0 0 0 Right 0 0 0 Right PHF % Buses Buses Total 1:15 PM 1:30 PM 1:45 PM Approach % Total % Exiting Leg Total Buses Exiting Leg Total % Single-Unit **Exiting Leg Total** Articulated Trucks % Articulated Exiting Leg Total 12:00 PM 12:00 PM 12:15 PM 12:30 PM 12:45 PM Total Volume % Approach Totai End Time: Class: 1:00 PM [otal Grand Total Single-Unit Trucks 11:45 AM Total 12:00 PM 12:30 PM 12:45 PM Start Time: 11:30 AM 12:15 PM 11:00 AM 11:15 AM

0.0

Single-Unit %

Buses % Single-Unit Trucks

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iveway PRECISION D. A. T. A NDUSTRIES,LLC Greecesses 975-0107 Differestes 975-0107 Confreetorestes 975-0107 Email datarequestes pollincom Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)			Total		0	0	0	-	0	0	00	0
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PRECISION D A T A NDUSTRIES, LLC Conto Street Framingham An exesses 975-010 Conto Email: datarequest@pdllCcont	Highland Place	East	Left	0	0 0	0	0	•	0			
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te 18) I			Hard Righ Bear Righ Bear Left Hard Left U-Turn	0	0.0	0	0	0	0			
197016 AAA N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway E: Highland Place W: Charmada Road Weymouth, MA VAI/ A. Arsenault 201 A. Arsenault 250 PM 2:00 PM 2:00 PM			Total Har	vn .	14.3	2	28	5	32	0	1	19
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ute 18 W: Cha , 2019	reet (R	from North	ft Hard	0	0	0	0	0	0			
A reet (Rc , MA enault une 22	Main Street (Route 18)	Ę.	-	5	14.3	2	28	ŝ	35			
197016 AAA N: Main Street (Route 18) S: Main Str E: Highland Place W: Charmada Road Weymouth, MA Val/ A. Arsenault Val/ A. Arsenault Saturday, June 22, 2019 11:00 AM 2:00 PM			Right Thru		0.0	0	0	0	0			
			Rig		_	F2	5	~		s	s	
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197016 AAA N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Drivew E: Highland Place W: Charmada Road Weymouth, MA VAI/ A. Arsenault 8299 Saturday, June 22, 2019 11:00 AM 2:00 PM	Main Street (Route 18)	from North	Thru Left Hundleft U.Turn CW-EB CW-H	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	0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.0 500 0.0 0.0 0.0 0.0 0.0 500		Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:	Main Street (Route 18)	from North	Waterland U-Turm CWEB CWMM Total 0 <td></td> <td>0.250 0.000 0.000 0.000 0</td> <td>0 1 0 0 0 0 0</td> <td></td> <td></td>		0.250 0.000 0.000 0.000 0	0 1 0 0 0 0 0		
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PDI File #: 197016 B Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault

Thursday, June 20, 2019

Site Code:

Count Date:

Start Time:

End Time:

8299

7:00 AM

9:00 AM



Cars and Heavy Vehicles (Combined)

Class:							Ca	ars and	d Hea	vy Ve	hicles	1)									
		Site	Drive (\	N)			Site	Drive (B	.)			Hig	hland P	lace			High	land Pl	ace		
		fro	om Nort	h			from	Northea	əst			f	rom Ea	st			fro	om Wes	st		
	Right	Left	Hard Left	U-Turn	Total	lard Righ Be	ar Righ H	ard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5	0	0	0	5	9
8:00 AM	Ιo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	5
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	6
Total	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13	1	0	0	14	20
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	9	0	9	18	1	0	0	19	29
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		94.7	5,3	0.0	0.0		
Total %	3,4	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	31.0	62.1	3.4	0.0	0.0	65.5	
Exiting Leg Total					0					1					18					10	29
Cars	 1	0	0	0	1	0	0	0	0	0	0	0	9	0	9	18	1	0	0	19	29
% Cars	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	
Exiting Leg Total					0					1					18					10	29
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	- <u>- 2</u>	0	0	0	0	0	0	0
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0				_	0					0			_	_	0	0

8:00 AM		Sit	e Drive (W)			Site	Drive	(E)			Hig	hland P	lace			High	nland Pl	ace		
		fr	om Nort	:h			from	North	east			f	rom Eas	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard Righ	ear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	5
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	6
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13	1	0	0	14	20
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		92.9		0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.813	0.250	0.000	0.000	0.700	0.833
									0	0	_ ۱	0	5	0	5	13	1	0	0	14	20
Cars	1	0	0	0	1	0	0	0 0.0	0 0.0	0.0	0.0	0.0	100.0	-	100.0		100.0	0.0	0.0	100.0	100.0
Cars %	100.0	0.0		0.0	100.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0	0	0	0
Heavy Vehicles	0	0		0	U		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Heavy Vehicles %	0.0	0.0	0,0	0,0	0.0	0.0	0.0	0.0	0-0	0.0	00	0.0	0.0		0.0					ond	
Cars Enter Leg	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13		0	0	14	20
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13	1	0	0	14	20
Cars Exiting Leg	Ĩ.				0	Ê				1	lî -				13					6	20
Heavy Exiting Leg					0					0					0					0	0
Total Exiting Leg					0					1					13					6	20

PDI File #: 197016 B Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault

PRECISION D A T A INDUSTRIES, LLC 46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdlllc.com

Site Code: 8299 Count Date: Thursday, June 20, 2019 Start Time: 7:00 AM

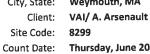
End Time:

9:00 AM

2.14										-											
Class:										La	Irs										c
		Sit	e Drive (\	W)			Site	Drive (f	E)			Hig	hland P	lace			Hig	nland P	lace		
		fr	om Nort	h			from	Northe	ast			fi	rom Eas	st		0	fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard RighBe	ar Righ Ha	ard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5	0	0	0	5	9
8:00 AM	1 0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	3	0	0	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	4	1	0	0	5	5
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	6
Total	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13	1	0	0	14	20
																					2
Grand Total	1 1	0	0	0	1	0	0	0	0	0	0	0	9	0	9	18	1	0	0	19	29
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		94.7	5.3	0.0	0.0		
Total %	3.4	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	31.0	62.1	3.4	0.0	0,0	65.5	
Exiting Leg Total					0					1					18					10	29

'																					
8:00 AM		Site	e Drive (W)			Site	e Drive ((E)			High	nland P	lace			High	nland P	lace		
		fr	om Norl	:h			from	Northe	east			fr	om Eas	st			fre	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard Righ	lear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	5
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	6
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13	1	0	0	14	20
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		92.9	7.1	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.813	0.250	0.000	0.000	0.700	0.833
Entering Leg	1 1	0	0	0	1	0	0	0	0	o	0	0	5	0	5	13	1	0	0	14	20
Exiting Leg					0					1					13					6	20
Total					1					1					18					20	40

PDI File #: 197016 B Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place Weymouth, MA City, State: Client:



9:00 AM

End Time:

Thursday, June 20, 2019 Start Time: 7:00 AM



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

Class:				н	eavy	Vehicles	-Corr	bined	l (Bus	ses, Si	ngle-U	nit Tr	ucks,	Articu	lated	Truck	s)				
1		Sit	e Drive (V	V)			Site	Drive (E)			Hig	hland P	lace			High	nland P	lace		
		fr	om North	1			from	Northe	ast			f	rom Ea	st			fr	om We	st		
	Right	Left	Hard Left	J-Turn	Total	Hard Righ Bea	r Righ H	ard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0		0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0				0.0		0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	
Exiting Leg Total					0					0					0					0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0			_		0					0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0	ł.				0					0					0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	-
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Feak Hour Analysis	101107	.00 All	110 05.0	07111-5	-Dillo d												_				
7:00 AM		Site	e Drive (W)			Site	Drive (E)			Hig	hland P	lace			High	nland Pl	ace	_	
		fr	om Nort	:h			from	Northe	ast			f	rom Eas	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard RighB	ear Righ H	lard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
							•			0		0	0	0	ol	0	0	0	0	ol	0
Buses	0	0	0	0	0	0	0	0	0	0	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses %	0:0	0.0	0.0	0.0	0.0	0.0	0-0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	~ ~ ~	÷	-	0.0	0.0	0.0	0.0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0_0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0-0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0_0	0-0	0.0	0-0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	Î				0	Î				0					0					0	0
Single-Unit Trucks					0					0					0					0	0
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					0					0					0	0

PDI File #: 197016 B Location: N: Site Drive (W) NE: Site Drive (E) E: Highland Place W: Highland Place Location: Weymouth, MA City, State: VAI/ A. Arsenault 8299

Thursday, June 20, 2019



Client: Site Code: Count Date: Start Time: End Time:

9:00 AM

7:00 AM

Class:	9.00 AI									Bu	ses										
		Sit	e Drive (W)			Site	Drive	(E)			Hig	hland P	lace			High	land P	lace		
		f	om Nor	h			from	Northe	east			f	rom Ea	st			fre	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard RighB	ear Righ H	ard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0		0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	-	0	_	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C		0		0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
8:00 AM	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	-	0		0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
						E.		_			i .					ř.		0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	C		0	_	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	()
Exiting Leg Total					0					0					0					0	0

	7:00 AM		Site	Drive (W)			Site	Drive (E)			High	nland P	lace			High	nland P	lace		
			fr	om Norl	th			from	Northe	east			fr	om Eas	st	_		fr	om We	st		
		Right	Left	Hard Left	U-Turn	Total	Hard RighB	ear Righ	lard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ø	0	•	0	-	0	0
	% Approach Total	0.0	0.0	0,0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0-0	0.0		
-	PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	Exiting Leg Total					0	-				0					Ő					0	0

 PDI File #:
 197016 B

 Location:
 N: Site Drive (W) NE: Site Drive (E)

 Location:
 E: Highland Place W: Highland Place

 City, State:
 Weymouth, MA

 Client:
 VAI/ A. Arsenault

 Site Code:
 8299

Count Date: Thursday, June 20, 2019

Start Time: 7:00 AM

End Time: Class:

9:00 AM



Single-Unit Trucks

Ç10331										0				_							
		Site	Drive (\	N)			Site	Drive (E)			Hig	hland P	lace			High	iland P	lace		
		fro	n Nort	h			from	Northe	ast			f	rom Ea	st			fr	om We	st		
1	Right	Left H	ard Left	U-Turn	Total	Hard RighBea	ar Righ H	ard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	o	0	0	0	0	٥	0	0	0	0	o	0
Approach %	0.0	0.0	0,0	0.0		0,0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0_0		
Total %	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

	7:00 AM		Site	e Drive (W)			Site	Drive (E)			Hig	nland P	lace			High	nland P	ace		
	3		fr	om Nort	th			from	Northe	east			f	rom Eas	st			fr	om We	st		
		Right	Left	Hard Left	U-Turn	Total	Hard RighBe	ear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O	0	0	0	0	0	0
	% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
1.5	PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Entering Leg	0	0	0	0	O	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0
_	Exiting Leg					0				_	0		_		_	0				_	0	0
	Total					0					0					0					0	0

 PDI File #:
 197016 B

 Location:
 N: Site Drive (W) NE: Site Drive (E)

 Location:
 E: Highland Place W: Highland Place

 City, State:
 Weymouth, MA

 Client:
 VAI/ A. Arsenault

 Site Code:
 8299

Count Date: Thursday, June 20, 2019

Start Time: 7:00 AM

End Time: Class: 9:00 AM

PRECISION D A T A INDUSTRIES, LLC 46 Morton Street, Framingham, MA 01702 Office: 508 475-0118 Email: datarequests & pollic.com

Articulated Trucks

ciuss.																_					
		Site	Drive (\	W)			Site	Drive (E)			Hig	hland P	lace			Hig	nland P	lace		
		fro	m Nort	h			from	Northe	east			f	rom Ea	st			fr	om We	st		
	Right	Left H	lard Left	U-Turn	Total	Hard RighBe	ar Righ Ha	ard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0
						5										5				5	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0	4				0					0					0	0

7:00 AM		Site	Drive (W)			Site	e Drive (E)			Hig	nland P	lace			High	niand Pl	ace		
		fro	om Nort	:h			from	Northe	east			fi	rom Eas	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Righ I	lard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0,0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0-0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg Exiting Leg	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0
Total					0					0					0					0	0

PDI File #: 197016 B Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA VAI/ A. Arsenault Client: Site Code: 8299 Count Date: Thursday, June 20, 2019

Start Time: 7:00 AM End Time:

9:00 AM



Bicycles (on Roadway and Crosswalks)

Class:										Bic	ycles	(on	Roa	ldw	ay ai	nd C	ross	wal	ks)										
			Site [Drive	(W)					Site	Drive	(E)			1		Highl	and F	Place					Highla	and F	Place			
	<u> </u>		fror	n Nor	th				1	from	North	east					fro	m Ea	st					fror	n We	est			
	Right	Left	Hard Left	U-Turn	CW-£8	CW-WB	Total	Hard Righ 8	lear Righ	Hard Left	U-Turn	CW SEB C	w-nwa	Total	lard Righ	Right	Theu	U Turn	CW-58	CW-NB	Total	Thiu	Bear Left	Left	U-Turn	CWINB	CW 58	To(ii)	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	이	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0,0	0.0	0.0	0,0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0,0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100,0	;
Exiting Leg Total							0							0							0							1	1

8:00 AM			Site	Drive	(W)					Site	Drive	e (E)					High	land I	Place		1			Highl	and F	Place			
			fro	m No	rth					from	Nort	heast					fro	om Ea	ist					fro	m We	est			
	Right	Left	Hard Left	U-Turn	CW-EB	CM-MB	Total	Hard Algh	Bear Righ	Hard Left	U-Turn	CW-SEB	CM-NM8	Total	Nard Righ	Right	Theu	U-Turn	CW-58	CWINB	Totil	Thin	Bear Left	Left	U Turn	CWINB	CW 58	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0,000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	1	0	1 1	1
Total	1						0							0							0							2	2

PDI File #: 197016 B Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault Site Code: 8299 Count Date: Thursday, June 20, 2019

Start Time: 7:00 AM End Time: 9:00 AM



Pedestrians

Class:													Pe	des	trian	IS													5
		:	Site D	rive ((W)					Site l	Drive	(E)					High	and F	Place					Highl	and P	lace			
			from	n Nor	th				f	from N	Vorth	east					fro	om Ea	st					fro	m We	st			
	Right	Left H	ard Left	J-Turn	CW-EB	CM-MB	Total	Hard Righ Be	wr Righ	Hard Left	U-Turn (CW-SEB C	W-NWB	Total	laid Righ	Right	Thea	U Turn	CW-58	CW-NB	Talui	Thiu	Bear Left	Left	U-Turn	CW-NB	CM-28	Total	Total
7:00 AM	0	0	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	1
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	4	1	5	0	0	0	0	0 0	0 0	0	0	0	0	0 0	0	1 100	1	0	0	0	0	0	1 100	1	7
Approach %		0	0	0	80	20		0	0	0	-	0	0		0	0	0	0			14.3	0	0	0	0	-	14.3	14.3	
Total %	0	0	0	0 .	57.1	14.5	71.4	0	0	0	0	0	0	0	0	0	0	0	0	14.0	14.5	0	0	0	0	0	14.0	1	7
Exiting Leg Total							5							0							1								,

7:00 AM			Site	Drive	(W)					Site	Drive	e (E)					High	and F	Place					Highl	and F	Place	_		
			fror	n No	rth					from	North	neast					fro	om Ea	st					fro	m We	est			
	Right	Left	Hard Teff	U-Turn	CW EB	CW-WH	Total	Hard High	lear Righ	Hard Left	U-Tutti	CW-SEB	CW-NWB	Total	Hard Nigh	Right	Thru	U-Türm	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U Turn	CM-NB	CW SB	Total	Total
7:00 AM	0	0	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	1
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Total Volume	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0,0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0,0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.417
Entering Leg	I o	n	0	0	2	1	3	0	0	٥	0	0	0	0	0	0	0	0	0	1	1	0	٥	0	0	0	1	1	5
Exiting Leg	ľ	0	0	v	2	-	3	Ŭ	Ŭ	Ŭ	Ŭ	0	•	0	Ŭ			-			1							1	5
Total	1						6	_						0							2							2	10

 PDI File #:
 197016 BB

 Location:
 N: Site Drive (W) NE: Site Drive (E)

 Location:
 E: Highland Place W: Highland Place

 City, State:
 Weymouth, MA

 Client:
 VAI/ A. Arsenault

 Site Code:
 8299

Count Date: Thursday, June 20, 2019

Start Time: 4:00 PM

End Time: Class: 4:00 PM 6:00 PM



Cars and Heavy Vehicles (Combined)

Class.						r				Sales -		·				-		=			
		Sit	e Drive (\	N)			Site	Drive (I	E)			Hig	hland P	lace			High	nland P	lace		
		fr	om Nort	h			from	Northe	ast			fi	rom Ea	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Righ	ear Righ H	ard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1,	1
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	1	0	1	4	7
Total	0	0	0	0	0	0	2	0	0	2	0	0	5	0	5	5	3	0	1	9	16
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	0	0	2	4	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4
Total	0	0	0	0	0	0	1	0	0	1	0	0	5	0	5	6	0	0	2	8	14
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	10	0	10	11	3	0	3	17	30
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0,0	0.0	100.0			64.7	17.6	0.0		1.000	
Total %	0.0	0,0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	33.3	0.0	33.3	36.7	10.0	0.0	10.0	56.7	
Exiting Leg Total					0	1				3					11					16	30
Cars	0	0	0	0	0	0	3	0	0	3	0	0	10	0	10	11	3	0	3	17	30
% Cars	0,0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	
Exiting Leg Total		nu.			0					3					11					16	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	-	0	0	-	0	0	0	0		0	0
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	241	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

	4:15 PM		Site	e Drive (W)			Site	e Drive (E)			Hig	nland P	ace			High	nland Pl	ace		
			fr	om Nor	th			from	Northe	east			fi	om Eas	t			fre	om We	st		
		Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	1	0	1	4	7
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	0	0	2	4	7
	Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	6	3	0	3	12	20
	% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0,0		0.0	0,0	100.0	0,0		50.0		0.0	25.0		
	PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.417	0.000	0.417	0.750	0.375	0.000	0.375	0.750	0.714
	Cars			0	0	o	0	3	0	0	3	٥	0	5	0	5	6	3	0	3	12	20
	Cars %	0.0	0 0.0	0.0	0.0	0.0	-	100.0	0.0	0.0	100.0	0.0	0,0	100.0	0.0	100.0			0.0	100.0	100.0	100.0
	Heavy Vehicles	0.0	0.0	0.0	0.0	0.0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cars Enter Leg	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	6	3	0	3	12	20
	Heavy Enter Leg	0	0	0	0	0	ő	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	Total Entering Leg	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	6	3	0	3	12	20
	Cars Exiting Leg					0					3					6					11	20
	Heavy Exiting Leg					0					0					0					0	0
-	Total Exiting Leg		_			0					3					6					11	20
							5V															

 PDI File #:
 197016 BB

 Location:
 N: Site Drive (W) NE: Site Drive (E)

 Location:
 E: Highland Place W: Highland Place

 City, State:
 Weymouth, MA

 Client:
 VAI/ A. Arsenault

 Site Code:
 8299

Thursday, June 20, 2019



Cars

City, State: Client: Site Code: Count Date: Start Time: End Time: Class:

e: 4:00 PM e: 6:00 PM

Clubbil r				_					_		r					-					
		Sit	e Drive (W)			Site	Drive (E)			Hig	hland P	lace			Hig	hland P	lace		
ł		fı	rom Nor	th			from	Northe	east			f	rom Ea	st			fr	om We	st		
ľ	Right	Left	Hard Left	U-Turn	Total	Hard Righ	ear Righ H	lard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0 0	0	0	0	0	0	0	0	0	0	2	0	2	1	. 0	0	0	1	3
4:15 PM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	1	. 0	0	0	1	1
4:30 PM	0	0	0 0	0	0	0	2	0	0	2	0	0	0	0	0	1	. 2	0	0	3	5
4:45 PM	0	0) 0	0	0	0	0	0	0	0	0	0	3	0	3	2	1	0	1	4	7
Total	0	0) 0	0	0	0	2	0	0	2	0	0	5	0	5	5	3	0	1	9	16
5:00 PM	0	o) 0	0	0	0	1	0	0	1	0	0	2	0	2	2	0	0	2	4	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:30 PM	0	0	0 0	0	0	0	0	0	0	0	0	0	1	0	1	1	. 0	0	0	1	2
5:45 PM	0	0) 0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4
Total	0	0	0 0	0	0	0	1	0	0	1	0	0	5	0	5	6	0	0	2	8	14
i i			_	_			-	•			1 0	0	10	0	10	11	2	0	2	17	30
Grand Total	0	0		0	0		3	0	0	3	0	-			10			0.0	17.6	- H	
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	2000	0.0	0.0				64.7				667	
Total %	0.0	0.0	0.0	0,0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	33.3	0.0	33.3	36.7	10.0	0.0	10.0	56.7	20
Exiting Leg Total					0					3	1				11					16	30

		-		/				C14-0	Duting	-			High	nland P	laco			High	land P	ace		
	4:15 PM		Site	e Drive (W)		6	Site	Drive (C)			ing	nanu r	lace				_			
			fr	om Nor	th		1	from	Northe	east			fr	om Eas	st			fr	om We	st		
		Right	Left	Hard Left	U-Turn	Total	Hard Right	ear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	1	0	1	4	7
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	0	0	2	4	7
-	Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	6	3	0	3	12	20
	% Approach Total	0.0	0.0	0.0	0.0		0,0	100.0	0,0	0.0		0.0	0.0	100.0	0.0		50.0	25.0	0.0	25.0		
-	PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.417	0.000	0.417	0.750	0.375	0.000	0.375	0.750	0.714
	Entering Leg	l o	0	0	0	0	0	3	0	0	3	0	0	5	0	5	6	3	0	3	12	20
	Exiting Leg					0					3					6					11	20
-	Total					0					6					11					23	40
							20															

PDI File #: 197016 BB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault

Site Code: 8299 Count Date:

Start Time: 4:00 PM

End Time: 6:00 PM

Thursday, June 20, 2019



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

Class:				H	eavy	Vehicle	s-Com	bined	l (Bus	es, Si	ngle-U	nit Tr	ucks,	Articu	lated	Truck	s)				31
		Site	e Drive (V	V)			Site	Drive (E)			Hig	hland P	lace			High	land P	lace		
		fr	om North	1			from	Northea	ast			f	rom Eas	st			fro	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard RighBe	ar Righ H	ard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0,0	0.0	0,0	0,0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0-0	0.0	
Exiting Leg Total					0					0					0					0	0
Buses	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0.0	919	010		0	-	- 17			0					0					0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	10				0					0					0					0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0		_			0					0	0

r cak noar / marysis	inoint o i				-0									_			_				
4:00 PM		Site	e Drive (W)			Site	e Drive (E)			Hig	hland P	lace			Higl	iland P	lace		
		fr	om Nort	:h			from	Northe	east			f	rom Eas	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Totai	lard Righ	ear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0,0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0.000	0.000
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0-0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0_0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0_0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses					0	1				0					0					0	0
Single-Unit Trucks					0					0					0					0	0
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					0					0					0	0

PDI File #: 197016 BB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault Site Code: 8299 Thursday, June 20, 2019 Count Date:

4:00 PM

Start Time:

End Time: 6:00 PM



Buses

Class:										Bu	ses										
1	1	Site	e Drive (W)			Site	Drive (E)			Hig	hland P	lace			High	iland P	lace		
-		fr	om Norl	th			from	Northe	ast			f	rom Ea	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard RighB	ear Righ H	ard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0) 0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0) 0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0) 0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0) 0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0) 0	0	0	0	0
											20				3					55	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0_0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

4:00 PM		Site	e Drive (W)			Site	Drive ((E)			Hig	nland P	ace			High	nland Pl	lace		
		fr	om Nor	th			from	Northe	east			fr	rom Eas	it			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Righ	ear Righ	Hard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0,0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg Exiting Leg	0	0	0	0	0	0	0	0	0	0 0	o	0	0	0	0	0	0	0	0	0	0
Total					0					0	0				0					0	0

PDI File #: 197016 BB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault Site Code: 8299 Count Date: Thursday, June 20, 2019

Start Time: 4:00 PM End Time: 6:00 PM



Single-Unit Trucks

Class:									Sing	gle-Ur	nit Tru	cks									10
1		Site	e Drive (V	N)			Site	Drive (E)			Hig	hland P	lace			Hig	nland P	lace		
		fr	om Nortl	h			from	Northe	ast			f	rom Ea	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard RighBea	r Righ H	ard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Totai	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0		0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0		0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0		0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0) 0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
															-1						
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0) 0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

	4:00 PM		Site	e Drive (W)			Site	e Drive (E)		1	Hig	hland P	lace			Hig	hland P	lace		
			fr	om Norl	th			from	Northe	east		1	f	rom Eas	st			fr	om We	st		
		Right	Left	Hard Left	U-Turn	Total	Hard Righ	ear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	_	0.0	0.0	0.0	0.0		0.0		0.0	0_0		
0	PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Exiting Leg					0					0					0		_			0	0
	Total					0	2				0					0					U	0

PDI File #: 197016 BB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault Site Code: 8299

Count Date: Thursday, June 20, 2019

Start Time: 4:00 PM End Time: 6:00 PM



Articulated Trucks

Class:									Arti	culat	ed Tru	cks									0
		Sit	e Drive (\	W)			Site	Drive (B	.)			Hig	hland F	lace			Hig	hland P	lace		
		fr	om Nort	h			from I	Northea	ast			f	rom Ea	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard RighBear	Righ Ha	ard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	-		0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0			0		0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0			0		0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			0	(0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0		0 0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	-		0	0
5:15 PM	0	0	0	0	0	0	0	0	0	.0	0	0	0	0	0) 0	0		0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0		0 0	0		0	0
5:45 PM	0	0	0	0	0	0	0	0	0	.0	0	0	0	0	0	(0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	0
Grand Total	0	0	0	0	o	0	0	0	0	0	0	0	C	0	o	ĺ	0 0	0	0	0	0
Approach %	0.0	0.0	0.0	0,0		0.0	0.0	0.0	0,0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

	4:00 PM		Sit	e Drive (W)			Site	e Drive ((E)			Hig	nland P	lace			High	hland P	lace		
	2		fr	om Nor	th			from	Northe	east			fr	om Ea	st			fr	om We	st		
		Right	Left	Hard Left	U-Turn	Total	lard RighBe	ar Righ	lard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
	4:00 PM	0	0	0	0	Ø	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0,0	0.0	0.0	0.0		
	PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	٥	0
	Exiting Leg					0					0					0					0	0
-	Total					0					0					0					0	0

PDI File #: 197016 BB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault Site Code: 8299 Thursday, June 20, 2019 Count Date:

4:00 PM

Start Time:

End Time: 6:00 PM



Bicycles (on Roadway and Crosswalks)

Class:										Bicy	/cles	(on	Roa	adw	ay ai	nd C	cross	wall	(S)										ii.
			Site D	Drive	(W)					Site	Drive	(E)					Highl	and P	lace					Highl	and F	Place			
	-		fron	n Nor	th				1	from I	North	east					fro	m Ea	st					fro	m We	est			
	Right	Left H	lard Left	U-Turm	CW-EB	w-wa	Total	the d High B	ear Aight	Hard Left	U Turn I	w-sta	w.wws	Total	fard High	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	ilear Left	Left	Ultion	CW-NB	CW 58	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	٥	0	0	0	0	0	0	0	0
Approach %	0,0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0,0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	- 1	0,0	0.0	0.0	0.0	0,0	0.0		
Total %	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0,0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

4:00 PM			Site	Drive	(W)					Site	Drive	e (E)					High	land	Place					Highl	and F	Place			
			fror	m Noi	rth					from	Nort	heast					fro	om Ea	ist					fro	m We	est			
	Right	Left	Hard Left	Urtum	CW-EB	CW-WB	Total	Hard Righ	lawr Wigh	Hand Left	U Turn	CM-SED	CM-NW0	Totil	Hard Nigh	Right	Thru	U-Turn	CW 58	CW-NB	Total	There	Beer Left	Left	U-Tell	CWINB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000
Entering Leg Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
Total							0							0	l.						0							0	0

PDI File #: 197016 BB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault Site Code: 8299 Count Date: Thursday, June 20, 2019

Start Time: 4:00 PM End Time: 6:00 PM



Pedestrians

Class:													Pe	des	triar	าร													
			Site D	rive (W)					Site I	Drive	(E)					High	land P	lace					High	land F	Place			<u> </u>
			from	n Nort	:h				1	from N	North	east				_	fro	om Ea	st					fro	m We	est			
	Right	Left	lard Left	J-Turn C	W-E8 C	w we	Total	Hard Nigh Dea	Ruh	Hard Left	U-Turn d	w sea	w.wws	Total	Hard Righ	Right	Thru	U-Turn	CW SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW S8	Totel	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Approach %	0	0	0	0	0	0	- 1	0	0	0	0	0	0		0	0	0	0	0	0	- 24	0	0	0	0	0		0.080	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.00	
Exiting Leg Total							0							0							0							1	1

5:00 PM			Site	Drive	(W)					Site	Drive	e (E)					High	land I	Place					High	land F	Place			
			froi	m No	rth				1	from	North	neast					fro	om Ea	st			í		fro	m We	est			
	Right	Left	Hard Left	U-Turn	CM-EB	CW-WB	Total	Hard High	leer Righ	Hard Left	U-Turn	CW-SEB	CW-NW8	Total	Hurd Bigh	Right	Thru	U Turn	CW 58	CW-NB	Total	Thru	Bear Left	Left	U-Turm	CW-NB	CW-S8	Totat	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0,000	0.000	0.000	0,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250
Entering Leg Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1 1
Total	<u> </u>						0							0							0							2	2

PDI File #: 197016 BBB N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place Location: City, State: Weymouth, MA Client: VAI/ A. Arsenault

11:00 AM

2:00 PM

PRECISION DATA INDUSTRIES, LLC 46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdillc.com

Site Code: 8299 Count Date: Saturday, June 22, 2019 Start Time: End Time:

Class:

Cars and Heavy Vehicles (Combined)

		Site	e Drive (W)			Site	Drive (B)			Hig	nland P	lace			Hig	hland P	lace		ſ
		fr	om Nor	th			from	Northea	ast			fi	rom Ea	st			fr	om We	st		1
	Right	Left	Hard Left	U-Turn	Total	Hard Righ	lear Righ	lard Left	J-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	7	0	0	0	7	0	0	0	0	0	0	0	5	0	5	4	7	0	0	11	
11:15 AM	8	0	0	0	8	0	1	0	0	1	0	0	3	0	3	1	5	0	0	6	18
11:30 AM	4	0	1	0	5	0	0	0	0	0	0	0	3	0	3	1	11	0	0	12	20
11:45 AM	7	0	0	0	7	0	2	0	0	2	0	0	0	0	0	1	10	0	0	11	
Total	26	0	1	0	27	0	3	0	0	3	0	0	11	0	11	7	33	0	0	40	81
12:00 PM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	
12:15 PM	9	0	0	0	9	0	1	0	0	1	0	0	2	0	2	5	14	0	0	19	
12:30 PM	8	0	0	0	8	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	15
12:45 PM	7	0	0	0	7	0	0	0	0	0	0	0	2	0	2	1	11	0	1	13	22
Total	32	0	0	0	32	0	1	0	0	1	0	0	5	0	5	7	40	0	1	48	86
1:00 PM	9	0	0	0	9	0	2	0	0	2	0	0	0	0	0	1	2	0	1	4	15
1:15 PM	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	10
1:30 PM	2	0	0	0	2	0	0	0	0	.0	0	0	3	0	3	0	2	0	0	2	7
1:45 PM	4	0	0	0	4	0	1	0	0	1	0	0	1	0	1	3	11	0	0	14	
Total	20	0	0	0	20	0	3	0	0	3	0	0	5	0	5	5	18	0	1	24	52
Grand Total	78	0	1	0	79	0	7	0	0	7	0	0	21	0	21	19	91	0	2	112	219
Approach %	98.7	0.0	1.3	0.0		0,0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		17.0	81.3	0.0	1.8		
Total %	35.6	0.0	0.5	0.0	36.1	0.0	3.2	0.0	0.0	3.2		0.0	9.6	0.0	9.6	8.7	41.6	0.0	0.9	51.1	<u>.</u>
Exiting Leg Total					0					92					19					108	219
Cars	78	0	1	0	79	0	7	0	0	7	0	0	21	0	21	19	91	0	2	112	219
% Cars	100.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0,0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Exiting Leg Total					0					92		_			19					108	219
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0				_	0					0					0	0

11:30 AM		Site	Drive (W)			Site	e Drive	(E)			Hig	hland P	lace			High	nland Pl	ace		
		fre	om Nori	h			from	North	east			f	rom Eas	it			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Righ	Hard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:30 AM	4	0	1	0	5	0	0	0	0	0	0	0	3	0	3	1	11	0	0	12	20
11:45 AM	7	0	0	0	7	0	2	0	0	2	0	0	0	0	0	1	10	0	0	11	20
12:00 PM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	18
12:15 PM	9	0	0	0	9	0	1	0	0	1	0	0	2	0	2	5	14	0	0	19	31
Total Volume	28	0	1	0	29	0	3	0	0	3	0	0	5	0	5	8	44	0	0	52	89
% Approach Total	96.6	0.0	3.4	0,0		0.0	100.0	0,0	0.0		0.0	0.0	100.0	0.0		15.4	84.6	0.0	0.0		
PHF	0.778	0.000	0.250	0.000	0.806	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.417	0.000	0.417	0.400	0.786	0.000	0.000	0.684	0.718
	с Г		8	-					-	-			-		-					Fal	00
Cars	28	0	1	0	29	0	3	0	0	3	0	0	5	0	5	8	44	0	0	52	89
Cars %	100.0	0.0	100.0	0,0	100.0	0.0	100.0	0.0	0.0	100.0		0.0	100.0	0.0	100.0	100.0	100.0	0.0	0-0	100.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0
Cars Enter Leg	28	0	1	0	29	0	3	0	0	3	0	0	5	0	5	8	44	0	0	52	89
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	28	0	1	0	29	0	3	0	0	3	0	0	5	0	5	8	44	0	0	52	89
Cars Exiting Leg	I .				0					45					8					36	89
Heavy Exiting Leg					0					0					0					0	0
Total Exiting Leg					0	0				45					8					36	89

PDI File #: 197016 BBB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place Weymouth, MA VAI/ A. Arsenault



City, State: Client: Site Code: Saturday, June 22, 2019 Count Date: Start Time: End Time:

11:00 2:00

Class:

0 AM	
PM	

Cars Site Drive (E) **Highland Place Highland Place** Site Drive (W) from West from North from Northeast from East Thru Total Hard RighBear Righ Hard Left U-Turn Total lard Righ Right U-Turn Total Thru Bear Left Left U-Turn Total Left Hard Left U-Turn Right Total 11:00 AM 11:15 AM 11:30 AM 11:45 AM Total 12:00 PM 12:15 PM 12:30 PM 12:45 PM Total 1:00 PM 1:15 PM 1:30 PM 1:45 PM Total Grand Total Approach % 0.0 0.0 100.0 0.0 0.0 0.0 0.0 100.0 0.0 17.0 81.3 0.0 1.8 98.7 0.0 1.3 0,9 0.0 9.6 0.0 51.1 Total % 35.6 0.0 0.5 0.0 36.1 0.0 3.2 0.0 0.0 3.2 0.0 9.6 0.0 8.7 41.6 Exiting Leg Total

11:30 AM		Sit	e Drive (W)			Site	e Drive ((E)			Hig	hland P	lace)		High	niand Pl	ace		
		fr	om Nor	th			from	Northe	east			f	rom Eas	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Righ	lear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:30 AM	4	0	1	0	5	0	0	0	0	0	0	0	3	0	3	1	11	0	0	12	20
11:45 AM	7	0	0	0	7	0	2	0	0	2	0	0	0	0	0	1	10	0	0	11	20
12:00 PM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	18
12:15 PM	9	0	0	0	9	0	1	0	0	1	0	0	2	0	2	5	14	0	0	19	31
Total Volume	28	0	1	0	29	0	3	0	0	3	0	0	5	0	5	8	44	0	0	52	89
% Approach Total	96.6	0.0	3.4	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		15.4	84.6	0.0	0.0		
PHF	0.778	0.000	0.250	0.000	0.806	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.417	0.000	0.417	0.400	0.786	0.000	0.000	0.684	0.718
Entering Leg	28	0	1	0	29	0	3	0	0	3	0	0	5	0	5	8	44	0	0	52	89
Exiting Leg					0					45					8					36	89
Total					29					48					13					88	178

PDI File #: 197016 BBB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault

Saturday, June 22, 2019

Site Code: 8299

Start Time: 11:00 AM End Time: 2:00 PM

Count Date:



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

Class:				He	avy	Vehicle	s-Com	bined	l (Bus	es, Si	ngle-U	nit Tr	ucks,	Articu	ated	Truck	s)				8
		Site	Drive (V	∧)			Site	Drive (B	E)			High	nland P	lace			High	iland Pl	ace		
		fro	m North	n			from	Northea	ast			fr	om Eas	st			fre	om We	st		
	Right	Left H	Hard Left	U-Turn	Total	Hard RighBe	ear Righ H	ard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0		0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0		0	0		0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0		0	0	0	0		0	0		0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ExitIng Leg Total					0					0					0					0	0
Buses	l o	0	0	0	0	l o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0.0	0,0	0.0	0.0	0.0		010	010		0					0					0	0
Single-Unit Trucks	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-		-			-		-			-	_	-			0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Single-Unit	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Exiting Leg Total					0			_		0					0				-	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	27	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

r cak noar Analysis					0			_								-					
11:00 AM		Site	e Drive (W)			Site	e Drive (E)			Higl	nland P	ace			High	land Pl	ace		
		fr	om Nort	:h			from	Northe	east			fi	om Eas	t			fro	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard Righ	ear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Buses	0	0	0	0	ol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0_0	0.0	0.0	0.0	0.0	0.0	0-0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0_0	0.0	0.0		0.0	0.0	0.0	1.11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0-0	0-0	0.0	0.0	0.0	0-0	0.0	0.0	0.0
Buses	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	Í				0	ľ				0					0					0	0
Single-Unit Trucks					0					0					0					0	0
Articulated Trucks					0					0					0				_	0	0
Total Exiting Leg					0					0					0					0	0

PDI File #: 197016 BBB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place City, State: Weymouth, MA Client: VAI/ A. Arsenault

PRECISION DATA INDUSTRIES, LLC 46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdllic.com

Site Code: 8299 Saturday, June 22, 2019 Count Date: Start Time: 11:00 AM

End Time: 2:00 PM

Class:	2.0011	-								Bu	ses										
		Site	Drive (V	V)			Site	Drive (E	E)			Hig	hland P	lace			High	land P	lace		
		fre	om North	۱ <u> </u>			from	Northea	ast			f	rom Eas	st			fro	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard RighBe	ar Righ H	ard Left	J-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C) 0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	С	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	C	0	0	0	o	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	C	0	0	0	o	O
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0:0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0,0	
Exiting Leg Total					0					0					0					0	0

11:00 AM		Sit	e Drive (W)			Site	e Drive ((E)			Higl	nland P	lace			High	land Pl	ace		
		fr	om Nor	th			from	Northe	east	_		fi	om Eas	st			fre	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Righ	ear Righ	Hard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	8ear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0-0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total					0				_	0		_			0					0	0

PDI File #: 197016 BBB Location: N: Site Drive (W) NE: Site Drive (E) E: Highland Place W: Highland Place Location: City, State: Weymouth, MA VAI/ A. Arsenault Client: Site Code: 8299

Saturday, June 22, 2019 Count Date:

Start Time: 11:00 AM End Time:

Class:

2:00 PM

PRECISION D A T A 46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdillc.com

Single-Unit Trucks

C1033.								_	-		21.0					_					
		Site	e Drive (\	N)			Site	Drive (B	E)			Hig	hland P	lace			High	nland P	lace		1
		fr	om Nort	h			from	Northe	ast			f	rom Ea	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	lard RighBe	ar Righ Ha	ard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	C	0	0	0	0	0	0	0	0		0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
															a.				-		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

11:00 AM		Site	e Drive (W)			Site	Drive (E)			Hig	nland P	lace			Hig	nland P	lace		
	-	fr	om Nor	th			from	Northe	east			fi	om Eas	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Righ	lear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0-0		0.0		0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
Total					0					0					0					0	0

PDI File #: 197016 BBB N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place Location: Weymouth, MA City, State: VAI/ A. Arsenault Client: Site Code: 8299

Saturday, June 22, 2019 Count Date: Start Time: 11:00 AM

End Time:

Class:

2:00 PM

PREC ISION D A T A 46 Morton Street, Framingham, MA 01702 Office: 508-875-0100 Fax: 508-875-0118 Email: datarequests@pdlllc.com

Articulated Trucks

Class.																					1
		Sit	e Drive (\	W)			Site	Drive (ł	E)			Hig	hland P	lace			High	land P	lace		
		fr	om Nort	h			from	Northe	ast			f	rom Ea	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Righ Be	ear Righ Ha	ard Left	U-Turn	Total	lard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0		0		0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	l o	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	l o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
											<u>.</u>										
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

11:00 AM		Site	e Drive (W)			Site	Drive (E)			Hig	hland P	lace			Hig	nland P	lace		
		fr	om Nor	th			from	Northe	east			fi	rom Eas	st			fr	om We	st		
	Right	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0,0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0
Total					0					0					0					0	0

PDI File #: 197016 BBB Location: N: Site Drive (W) NE: Site Drive (E) E: Highland Place W: Highland Place Location: City, State: Weymouth, MA Client: VAI/ A. Arsenault 8299 Site Code: Saturday, June 22, 2019 Count Date:

Start Time: 11:00 AM End Time: 2:00 PM



Bicycles (on Roadway and Crosswalks)

Class:										Bicy	cles	i (on	Roa	dw	ay ar	nd C	ross	walk	s)							_			
			Site I	Drive	(W)					Site I	Drive	(E)					Highla	and Pl	lace				ł	lighl	and P	ace			
			fror	n Nor	th				f	rom I	North	east					fro	m Eas	it					fro	m We	st			
	Right	Left	Hard Left	U-Turn	CW EB	CW-WB	Total	ard High Re	ear Rìgh I	lard Left	U-Turn	cw ska c	W-NWB	Total	Hard High	Right	Thru	U-Tuin	cw-sa	CW-NB	Total	Thru B	ear Left	Lefi	U-Turn (W-NB	CW SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ű	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	o	0	0	0	0	0	1	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0,0		0.0	0.0	0,0	0.0	0.0	0,0		0.0	0.0	0.0	0.0		100,0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0,0	0.0	0.0	0,0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	100,0	100.0	
Exiting Leg Total							0							0							0							1	1

	1178 - 67	<u> </u>						_			_			_					_		_									
11:4	5 AM			Site	Drive	(W)					Site	Drive	: (E)					High	land I	Place					High	and F	Place			
				fro	m No	rth				1	from	North	neast					fro	om Ea	st					fro	m We	est			
		Right	Left	Haid Loft	U-Turit	CW-EB	CW WB	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NW8	Total	Kard Righ	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U Turn	CW-NB	CW-SB	Total	Total
11:4	5 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:0	0 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:1	5 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:3	0 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total V	/olume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Approac	h Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0,0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
	PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0,000	0.000	0,000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0.250	0,250	0.250
Enter	ing Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Exit	ing Leg							0							0	-	_	_	_	_	_	0			_	_		_	1	L
	Total							0							0							0							2	2

PDI File #: 197016 BBB Location: N: Site Drive (W) NE: Site Drive (E) Location: E: Highland Place W: Highland Place Weymouth, MA City, State: Client: VAI/ A. Arsenault 8299 Site Code:

Saturday, June 22, 2019

Count Date:

Start Time: 11:00 AM End Time: 2:00 PM



Pedestrians

Class:													Pe	des	triar	าร													
			Site I	Drive	(W)					Site [Drive	(E)					Highla	and P	Place					Highla	and F	Place			
	-	_	fror	n Noi	th				f	rom N	lorth	east					fro	m Ea	st					fror	n We	est			
	Right	Left	Hard Left	U Turn	CW-EB	CW-WB	Total	taril Might	lear Nigh I	terit Left	U-Turn	cha sea C	W-NWB	Total	Hard fligh	Right	Thea	U-Turti	CW-58	CW-NB	Total	Thru B	ear Left	Left	U Tino	CW-NB	CW-SB	Total)	Total
11:00 AM		0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
12:00 PM	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	0	0	٥	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
12:30 PM	l o	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	2	2	4	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
	Î.						Ĩ							- 1	Í.													1	
Grand Total	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	2	5	7	12
Approach %	0	0	0	0	50	50		0	0	0	0	100	0		0	0	0	0	0	100		0	0	0	0	28.6	71.4		
Total %	0	0	0	0	8.33	8.33	16.7	0	0	0	0	16.7	0	16.7	0	0	0	0	0	8.33	8.33	0	0	0	0	16.7	41.7	58.3	
Exiting Leg Total							2							2							1							7	12

		_			_	_		<u> </u>									_											- 1	
11:45 AM			Site	Drive	(W)					Site	Drive	e (E)					High	land I	Place					Highl	and F	Place			
			fro	m Noi	rth					from	Nort	neast				_	fro	om Ea	st					fro	m We	est			
	Right	Left	Hard Left	U-Turn	CW-EB	CW W8	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	lard Righ	Right	Tb/W	U-Turn	CW 58	CW-N8	Total	Thru	Bear Left	1.efi	D-Tient	CW-NB	CW 58	Told	Tota!
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
12:00 PM	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	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	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	2	4	6	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	33.3	66.7		
PHF	0.000	0.000	0.000	0,000	0.000	0,000	0.000	0.000	0.000	0.000	0.000	0,250	0.000	0.250	0.000	0,000	0.000	0,000	0,000	0,000	0.000	0,000	0.000	0.000	0,000	0.500	0,500	0.750	0,875
Entering Leg	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	2	4	6	7
Exiting Leg					_		0							1							0							6	/
Total							0							2							0							12	14

SEASONAL ADJUSTMENT DATA

ighway Department	Volume for June 2018
Massachusetts Hig	6255: Monthly Hourly

			IAY
6255	NORFOLK	2	PILGRIM HIGHWAY
Location ID:	County:	Funcationl Class	Location:

Seasonal Factor Group: U2 Daily Factor Group: Axle Factor Group: U2 Growth Factor Group:

TOTAL	147654	132462	119825	133372	141836	144577	151086	150568	136415	126042	142572	145406	147335	150510	148228	139424	128523		144690	147026	148498	147167	133956	123179	141875	147646	150911	141958	149555	135235	141294	
23:00	3067	3174	1819	1809	2415	2780	2940	3491	3512	1929	1937	2126	2222	2547	3529	3591	2026		2172	2297	2136	3459	3371	1820	1992	2787	2722	2878	3229	3383	June Average	
22:00	3984	4502	2694	2785	3054	3444	3921	3896	4742	3119	2858	3313	3192	3450	4326	4506	4331		3275	3460	3893	4149	4153	3108	3088	3615	3519	E06E	4570	4794	June	
21:00	4607	5129	4039	3614	4186	4688	4880	4916	5216	4345	4114	4640	4330	5003	5024	5575	6092		4517	4667	5096	4992	4733	4425	4320	4826	4740	4722	5676	5247		
20:00	5596	5680	5579	4551	5293	5696	5980	\$765	5988	5747	5403	5882	5688	6105	6083	6236	6844		5818	5921	6021	5974	5178	5701	5439	5865	6038	5852	6604	5844		
19:00	6807	6437	6284	6071	6603	7315	7415	6882	6703	6845	6964	7226	7194	7460	7439	6628	7346		7423	6888	7374	0669	6161	6607	7182	7605	7181	7160	7484	6613		
18:00	8182	7281	7357	7291	8121	8359	8282	8250	7494	7799	7962	8314	8048	8470	7945	7824	7697		8059	8333	8555	8396	7182	7508	7959	8321	8411	7982	8125	7538		
17:00	8800	8287	8087	8353	9544	9341	9442	9030	7648	8216	8799	9182	9179	9354	8912	8749	8000		9233	9096	9375	8943	8070	8515	8980	9371	9682	9100	8584	8108		
16:00	8841	7887	8376	8181	8864	8042	9086	9156	8764	8558	8577	8821	8668	9401	8171	9037	8140		8669	9467	9204	9041	8204	8805	8548	9155	9273	8372	8470	9608		
15:00	8994	8782	8638	8253	8519	8802	9309	8895	8875	8645	9123	8874	8866	9133	8534	9220	8169		8633	9160	8923	8775	8840	8505	8583	9060	9170	8530	8554	8534		
14:00	8257	9122	8461	8371	9078	8713	9140	8578	9134	8857	8745	8860	8907	9219	8045	9048	8372		8874	8950	8730	8420	8925	8774	8186	8945	8968	7918	7702	8560		
13:00	8631	8811	8177	7767	7860	8485	8481	8991	9007	8907	8247	8380	8806	8641	8509	8978	8822		8431	8702	8523	8578	8988	8724	8162	8547	8620	8104	7865	8438		
12:00	8564	8914	8364	7872	7832	8197	8558	8626	8776	9105	8049	8188	8577	8602	8565	8906	8673		8281	8283	7623	8602	9293	9156	8449	8399	8745	8080	8075	8277		
11:00	8832	8767	8057	7726	7812	8373	8324	8719	8874	8853	8222	8224	8678	8748	8724	8575	8616		8417	8637	8685	8415	8966	9223	8400	8676	8854	7242	8517	8728		
10:00	8534	8243	8000	7942	7355	7807	8390	8965	8656	8140	8116	8115	8488	8444	8492	8878	8569		8293	8388	8466	8883	8778	8090	8219	8121	8597	7608	8783	8341		
00:6	8385	7371	6780	7789	7851	8410	8457	8796	8008	7001	8054	8257	8430	8479	8619	8212	7176		7697	8295	8381	8110	7607	6538	8044	8157	8392	7802	8724	7490		
8:00	8365	6576	5308	7959	8377	8552	8596	8574	7018	5400	8636	8294	8529	8480	8469	7020	5337		8580	8354	8516	8220	6872	4666	8526	7983	8709	8482	8997	7199		
7:00	9048	5461	4119	8200	8600	8633	8842	8683	5497	4227	8588	8271	8465	8258	8422	5488	4135		8424	8018	8821	7873	5500	3392	8320	8058	8610	8105	8960	6431		
6:00	7943	3933	3047	7336	8303	6910	8446	8157	4065	3277	8156	8263	8458	8406	7803	3910	3003		7975	7497	7804	6655	4252	2700	7822	8042	8439	8026	7995	4869		
5:00	6305	2376	1550	6487	7030	6621	6708	6226	2262	1570	6772	6864	0069	6637	6109	2381	1547		6478	6568	6675	6294	2488	1529	6446	6999	6605	6236	6232	2586		
4:00	2055	1032	791	2216	2220	2209	2298	2076	1115	789	2256	2240	2226	2246	2089	1105	814		2193	2269	2188	2074	1087	783	2289	2347	2211	2103	2186	1195		
3:00	780	803	602	672	689	656	755	778	772	591	716	715	703	756	774	763	605		069	729	722	765	732	627	738	754	712	728	832	792		
2:00	654	817	764	441	462	487	560	628	858	814	512	499	564	622	743	864	762		496	555	563	647	881	782	486	557	516	560	768	866		
1:00	929	1246	1156	653	644	732	784	868	1238	1249	629	641	707	767	1050	1395	1190		634	721	765	908	1309	1243	618	705	746	795	1007	1298		
0:0	1494	1831	1776	1033	1124	1325	1492	1591	2103	2059	1137	1217	1240	1282	1852	2535	2257		1428	1261	1459	2004	2386	1958	1079	1081	1450	1670	1616	2008		
	H	2	m	4	S	9	7	80	6	01	11	17	E	14	35	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		

Seasonal Adjustment 0.943

VEHICLE TRAVEL SPEED DATA

Main Street (NB) north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arseneault



197016 A-NB Speed Site Code: 8299

IB												05	70	Tatal	OFAL	Avera
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Avera
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		Perce	(Mean
06/20/											2	0	•	100	39	35
19	0	1	1	13	37	31	11	3	0	0	3	0	0	71	38	35
01:00	0	0	0	9	25	28	5	3	1	0	0	-		66	42	36
02:00	0	0	0	6	22	23	8	7	0	0	0	0	0	108	42	38
03:00	0	0	1	5	21	42	32	6	1	0	0	0	0	399	42	37
04:00	0	2	4	18	89	157	101	21	5	1	1	0	0	1073	38	33
05:00	6	10	60	156	360	345	108	22	6	0	0	0	-	1073	36	31
06:00	16	26	95	255	427	266	49	8	1	0	0	0	0	1143 1163	30	30
07:00	10	28	121	343	467	177	15	2	0	0	0	0	0		33	29
08:00	22	36	99	282	414	126	21	2	0	0	0	0	0	1002		29
09:00	31	30	151	379	352	93	11	0	0	0	0	0	0	1047	33	20 27
10:00	37	63	191	360	286	76	8	0	0	0	0	0	0	1021	32	
11:00	53	92	274	352	201	46	13	16	4	3	1	0	1	1056	32	26
12 PM	35	65	189	356	252	64	33	19	9	2	1	0	1	1026	33	28
13:00	45	49	210	342	228	55	22	8	4	0	0	0	0	963	32	27
14:00	19	38	122	378	323	74	11	8	1	0	0	0	0	974	33	28
15:00	23	35	192	359	289	70	7	0	0	0	0	0	0	975	32	28
16:00	7	17	80	265	375	115	14	1	0	0	0	0	0	874	33	30
17:00	13	28	85	337	405	94	14	1	0	0	0	0	0	977	33	29
18:00	0	4	26	124	325	317	37	8	1	1	1	0	0	844	37	33
19:00	*	*	*	*	*	*	*	*	*	*	*	*				
20:00	*	*	*	*	*	*	*	*	*	*	*	*				Î
21:00	*	*	*	*	*	*	*	*	*	*	*	Ţ		Ī		
22:00	*	*	*		*	*	*	*	*	*	*					
23:00	*	*	*	*	*	1.1	*	*	*	-	-		-	4 4 0 0 0	_	
Total	317	524	1901	4339	4898	2199	520	135	33	7	7	0	2	14882		
%	2.1%	3.5%	12.8%	29.2%	32.9%	14.8%	3.5%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	_		
AM	11:00	11:00	11:00	09:00	07:00	05:00	05:00	05:00	05:00	11:00	00:00		11:00	07:00		
Peak											•			4400		
Vol.	53	92	274	379	467	345	108	22	6	3	3		1	1163		_
PM	13:00	12:00	13:00	14:00	17:00	18:00	18:00	12:00	12:00	12:00	12:00		12:00	12:00		
Peak											4		1			
Vol.	45	65	210	378	405	317	37	19	9	2	1		1	1026		

15th Percentile :	22 MPH
50th Percentile :	29 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH
Mean Speed(Average)	30 MPH
10 MPH Pace Speed	25-34 MPH
Number in Pace	9237
Percent in Pace	62.1%
Number of Vehicles > 30 MPH	6821
Percent of Vehicles > 30 MPH	45.8%

Main Street (SB) north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arseneault



197016 A-SB Speed Site Code: 8299

\$B																
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	_85th	Avera
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		Perce	(Mean
06/20/										-		-				
19	0	1	2	5	32	96	56	12	1	0	0	0	0	205	42	38
01:00	0	0	0	5	27	45	24	15	0	0	0	0	0	116	43	38
02:00	0	0	0	5	11	29	17	5	2	0	0	0	0	69	43	38
03:00	0	0	0	0	10	23	14	5	1	0	0	0	0	53	43	39
04:00	1	0	0	5	13	32	38	11	0	0	0	0	0	100	43	39 38
05:00	0	0	5	9	36	96	76	25	4	0	0	0	0	251	43	
06:00	0	5	24	51	205	229	134	26	6	1	0	0	0	681	41	36
07:00	1	7	36	116	256	283	110	20	0	1	0	0	0	830	39	34
08:00	11	21	79	224	285	183	56	7	2	0	0	0	0	868	37	31
09:00	9	14	79	185	271	200	50	8	2	0	0	0	0	818	37	31
10:00	22	45	88	208	313	171	39	6	0	0	0	0	0	892	36	30
11:00	82	52	167	212	258	147	33	1	0	0	0	0	0	952	35	27
12 PM	75	43	137	241	295	197	29	2	0	0	0	0	0	1019	35	28
13:00	327	50	278	82	92	44	9	0	0	0	0	0	0	882	29	19
14:00	288	136	280	154	117	51	11	2	0	0	0	0	0	1039	30	20
15:00	14	48	134	273	321	200	36	8	0	1	0	0	0	1035	36	30
16:00	68	96	264	311	295	147	34	0	1	0	0	0	0	1216	33	27
17:00	99	80	237	258	336	159	30	2	0	0	0	0	0	1201	34	27
18:00	49	60	162	314	354	182	40	3	0	0	0	0	0	1164	35	29
19:00	11	25	94	268	389	262	65	6	0	1	0	0	0	1121	37	31
20:00	12	16	71	158	367	243	54	10	3	0	0	0	0	934	37	32
21:00	1	1	15	101	266	235	63	7	2	0	0	0	0	691	38	34
22:00	0	5	12	56	166	199	80	15	0	0	0	0	0	533	39	35
23:00	0	0	2	19	87	171	90	18	3	0	0	0	0	390	41	37
Total	1070	705	2166	3260	4802	3624	1188	214	27	4	0	0	0	17060		
%	6.3%	4.1%	12.7%	19.1%	28.1%	21.2%	7.0%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	_		
AM	11:00	11:00	11:00	08:00	10:00	07:00	06:00	06:00	06:00	06:00				11:00		
Peak	11:00	11.00	11.00	00.00	10.00			-								
Vol.	82	52	167	224	313	283	134	26	6	1				952		
PM	13:00	14:00	14:00	18:00	19:00	19:00	23:00	23:00	20:00	15:00				16:00		
Peak	13.00	14.00		10.00												
Vol.	327	136	280	314	389	262	90	18	3	1				1216		

15th Percentile :	20 MPH
50th Percentile :	30 MPH
85th Percentile :	37 MPH
95th Percentile :	41 MPH
Mean Speed(Average)	30 MPH
10 MPH Pace Speed	30-39 MPH
Number in Pace	8426
Percent in Pace	49.4%
Number of Vehicles > 30 MPH	8899
Percent of Vehicles > 30 MPH	52.2%

Main Street (SB) north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arseneault



197016 A-SB Speed Site Code: 8299

SB																
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Avera
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		Perce	(Mean
06/21/									_							
19	0	0	0	9	48	88	63	12	5	0	0	0	0	225	42	38
01:00	0	0	1	2	15	48	23	10	0	1	0	0	0	100	43	38
02:00	0	0	0	2	4	30	30	4	1	0	0	0	0	71	43	39
03:00	0	0	0	5	5	22	35	7	1	1	0	0	0	76	43	40
04:00	0	0	0	4	12	42	26	7	2	0	0	0	0	93	43	38
05:00	0	0	0	6	57	87	64	16	3	1	0	0	0	234	42	38
06:00	0	2	16	43	161	252	107	18	3	0	0	0	0	602	40	36
07:00	0	8	45	140	294	296	73	8	1	0	0	0	0	865	38	33
08:00	8	45	84	168	226	265	90	15	1	0	0	0	0	902	38	32
09:00	9	32	85	246	302	225	47	7	0	0	0	0	0	953	37	31
10:00	35	41	128	219	278	179	43	7	0	0	0	0	0	930	36	29
11:00	72	81	237	315	273	132	25	1	0	0	0	0	0	1136	33	27
12 PM	138	136	232	220	217	122	26	2	0	0	0	0	0	1093	33	25
13:00	76	112	199	292	242	148	24	1	0	0	0	0	0	1094	34	27
14:00	89	77	203	261	277	157	31	5	0	0	0	0	0	1100	34	27
15:00	57	77	190	238	297	173	31	5	0	0	0	0	0	1068	35	28
16:00	118	38	163	245	324	161	24	3	2	1	0	0	0	1079	34	27
17:00	136	62	163	175	299	194	43	4	0	0	0	0	0	1076	36	27
18:00	66	74	132	214	388	258	51	3	2	0	0	0	0	1188	36	29
19:00	0	2	13	148	338	369	84	10	0	1	0	0	0	965	38	34
20:00	0	0	7	106	271	315	76	11	0	0	0	0	0	786	38	34
21:00	0	0	8	91	263	249	71	8	2	0	0	0	0	692	38	34
22:00	0	0	2	66	205	233	76	16	2	0	0	0	0	600	39	35
23:00	0	1	0	20	140	241	105	27	5	1	0	0	0	540	41	37
Total	804	788	1908	3235	4936	4286	1268	207	30	6	0	0	0	17468		
%	4.6%	4.5%	10.9%	18.5%	28.3%	24.5%	7.3%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM	11:00	11:00	11:00	11:00	09:00	07:00	06:00	06:00	00:00	01:00				11:00		
Peak																
Vol.	72	81	237	315	302	296	107	18	5	1				1136		
PM	12:00	12:00	12:00	13:00	18:00	19:00	23:00	23:00	23:00	16:00				18:00		
Peak																
Vol.	138	136	232	292	388	369	105	27	5	1				1188		

15th Percentile :	21 MPH
50th Percentile :	31 MPH
85th Percentile :	37 MPH
95th Percentile :	41 MPH
Mean Speed(Average)	30 MPH
10 MPH Pace Speed	30-39 MPH
Number in Pace	9222
Percent in Pace	52.8%
Number of Vehicles > 30 MPH :	9746
Percent of Vehicles > 30 MPH :	55.8%

Main Street (SB) north of Charmada Road City, State: Weymouth, MA Client: VAI/ A. Arseneault



197016 A-SB Speed Site Code: 8299

SB																
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Avera
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		Perce	(Mean
06/22/																
19	0	0	3	13	89	175	97	19	4	1	0	0	0	401	42	37
01:00	0	0	1	11	32	109	51	13	2	0	0	0	0	219	42	38
02:00	0	0	0	5	28	54	33	11	4	0	0	0	0	135	43	38
03:00	0	0	1	1	15	32	35	10	3	0	0	0	0	97	43	39
04:00	0	0	1	3	7	29	28	12	1	0	0	0	0	81	44	39
05:00	0	0	0	1	20	77	65	24	8	0	0	0	0	195	44	40
06:00	0	0	12	13	101	176	109	34	2	0	0	0	0	447	42	37
07:00	0	1	7	55	150	224	111	27	5	0	0	0	0	580	41	36
08:00	4	3	15	90	249	290	104	16	3	1	0	0	0	775	39	35
09:00	3	2	28	132	324	299	84	10	0	0	0	0	0	882	38	34
10:00	17	55	98	185	362	307	82	7	2	0	0	0	0	1115	37	31
11:00	145	121	224	217	263	147	37	4	0	0	0	0	0	1158	34	25
12 PM	179	129	258	243	259	92	11	3	0	0	0	0	0	1174	32	24
13:00	128	80	183	197	269	181	68	8	1	0	0	0	0	1115	36	27
14:00	6	33	113	224	368	301	85	8	0	0	0	0	0	1138	37	32
15:00	19	35	108	223	360	259	74	7	0	2	0	0	0	1087	37	31
16:00	16	40	111	227	296	228	79	9	1	0	0	0	0	1007	37	31
17:00	4	10	28	134	347	302	87	18	1	1	0	0	0	932	38	34
18:00	13	14	71	123	304	288	113	16	2	0	0	0	0	944	38	33
19:00	1	2	30	101	260	300	112	16	4	0	0	0	0	826	39	35
20:00	11	16	31	122	296	245	85	13	0	1	0	0	0	820	38	33
21:00	0	7	24	125	294	226	41	5	1	0	0	0	0	723	37	33
22:00	0	3	13	51	215	264	73	8	3	0	0	0	0	630	38	35
23:00	0	0	3	50	130	204	84	16	3	0	0	0	0	490	40	36
Total	546	551	1363	2546	5038	4809	1748	314	50	6	0	0	0	16971		
%	3.2%	3.2%	8.0%	15.0%	29.7%	28.3%	10.3%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM	11:00	11:00	11:00	11:00	10:00	10:00	07:00	06:00	05:00	00:00				11:00		
Peak														4450		
Vol.	145	121	224	217	362	307	111	34	8	1				1158		
PM	12:00	12:00	12:00	12:00	14:00	17:00	18:00	17:00	19:00	15:00				12:00		
Peak										~				1174		
Vol.	179	129	258	243	368	302	113	18	4	2				11/4		

15th Percentile :	24 MPH
50th Percentile :	32 MPH
85th Percentile :	38 MPH
95th Percentile :	42 MPH
Mean Speed(Average) :	32 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	9847
Percent in Pace :	58.0%
Number of Vehicles > 30 MPH :	10957
Percent of Vehicles > 30 MPH :	64.6%

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH MAPPING



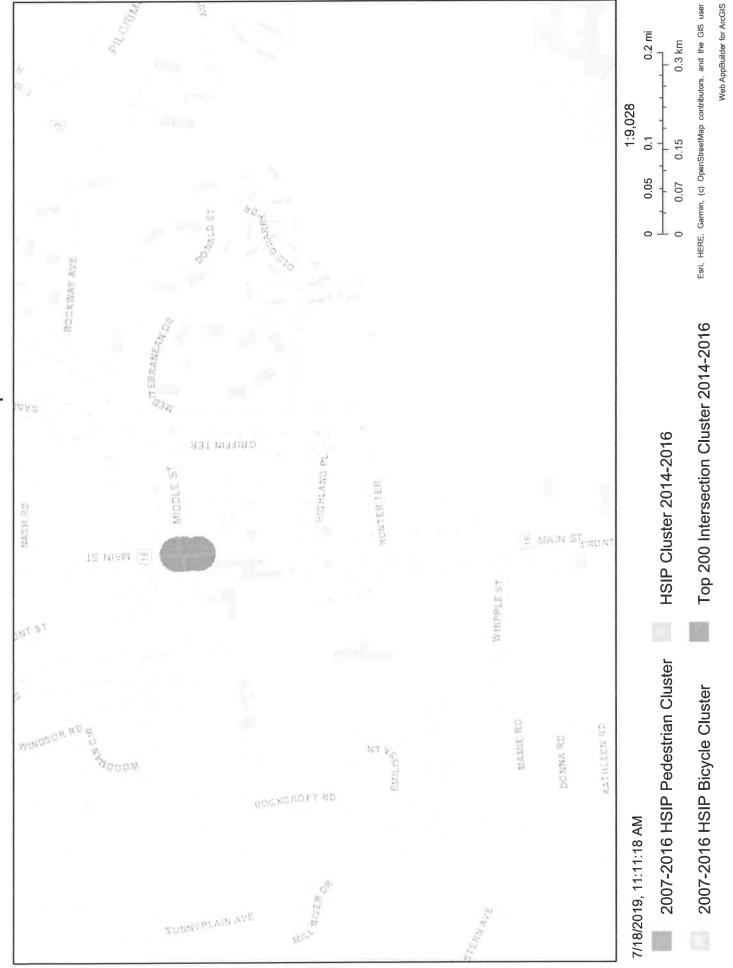
INTERSECTION CRASH RATE WORKSHEET

	Weymouth			COUNT DA	TE;	Jun-19					
DISTRICT :6	UNSIGN	ALIZED :	X	SIGNA	LIZED						
		~ INI	ERSECTION	DATA ~							
MAJOR STREET :	Route 18										
MINOR STREET(S)	Charmada Road										
	Site Driveway	y									
INTERSECTION DIAGRAM (Label Approaches)	<u>↑</u> North	Lront Street Fr	nda Road		nd—Place						
APPROACH	1	2	3	4	5	Total Peak Hourly					
DIRECTION :	NB	SB	EB	WB		Approach Volume					
PEAK HOURLY VOLUMES (PM) :	1,025	1,288	34	0		2,347					
"K" FACTOR :	0.090		ECTION ADT APPROACH		AL DAILY	26,078					
TOTAL # OF CRASHES :	13	AVERAGE # OF YEARS : 5 CRASHES PER YEAR (A) :			2.60						
CRASH RATE CALCU	ILATION :	0.27	0.27 RATE = (A * 1,000,000) (V * 365)								
Comments <u>Below Sta</u> Project Title & Date:		strict Crash Ra ar Wash Expa									



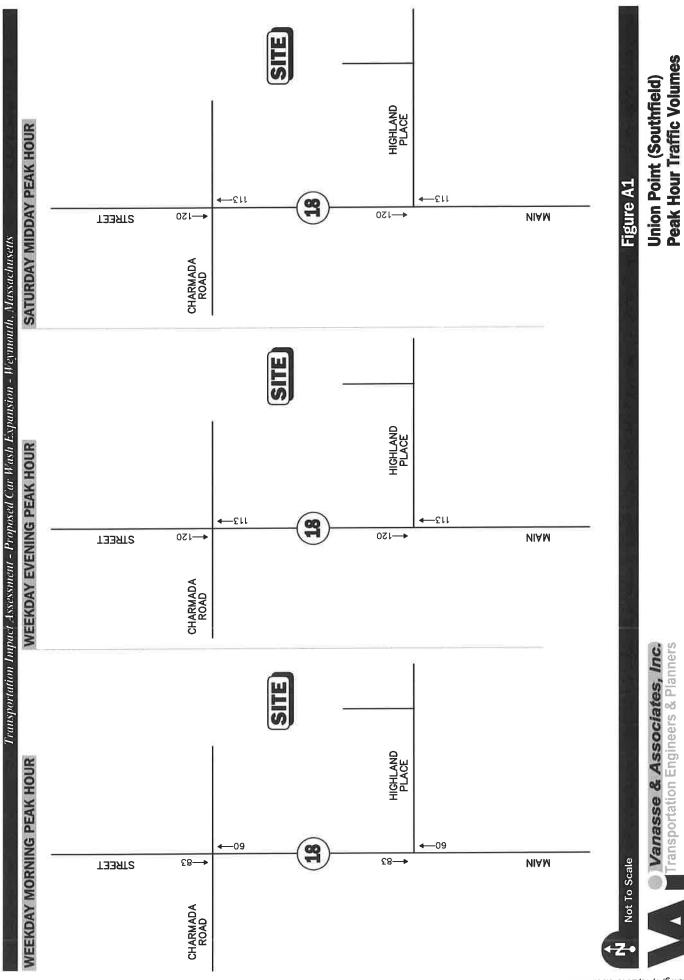
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN	Weymouth			COUNT DA	TE:	Jun-19
DISTRICT : 6	UNSIGN	ALIZED :	X	SIGNA	LIZED :	
		~ IN1	FERSECTION	DATA ~		non-manufacture and the second second
MAJOR STREET :	Route 18					
MINOR STREET(S)	Highland Pla	се				
INTERSECTION DIAGRAM (Label Approaches)	<u>↑</u> North	Charm Street Font Street	nada Road		Ind_Place	
		0			5	Total Peak
APPROACH	1	2	3	4	5	Hourly Approach
DIRECTION :	NB	SB	WB			Volume
PEAK HOURLY VOLUMES (PM) :	1,017	1,282	11			2,310
"K" FACTOR	0.090		ECTION ADT APPROACH		AL DAILY	25,667
TOTAL # OF CRASHES :	8	# OF YEARS :	5	CRASHES	GE # OF PER YEAR():	1.60
CRASH RATE CALCU	LATION :	0.17	RATE =	(A*1,0 (V)	000,000) * 365)	
Comments Below Stat	ewide and Dis	strict Crash Ra	ates			
Project Title & Date:	Proposed Ca	r Wash Expa	nsion			

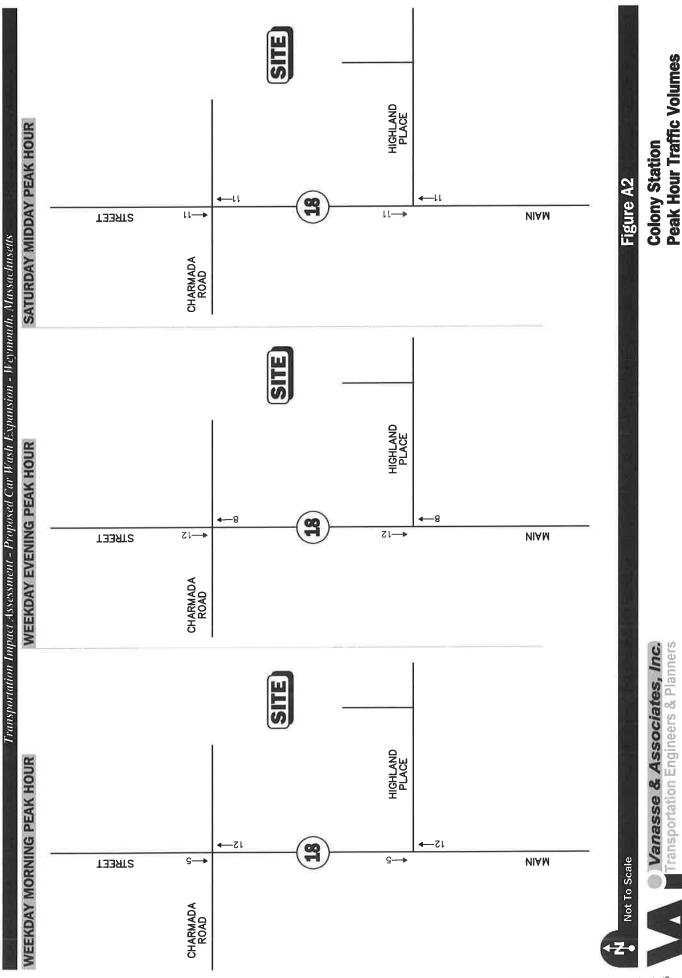


ArcGIS Web Map

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

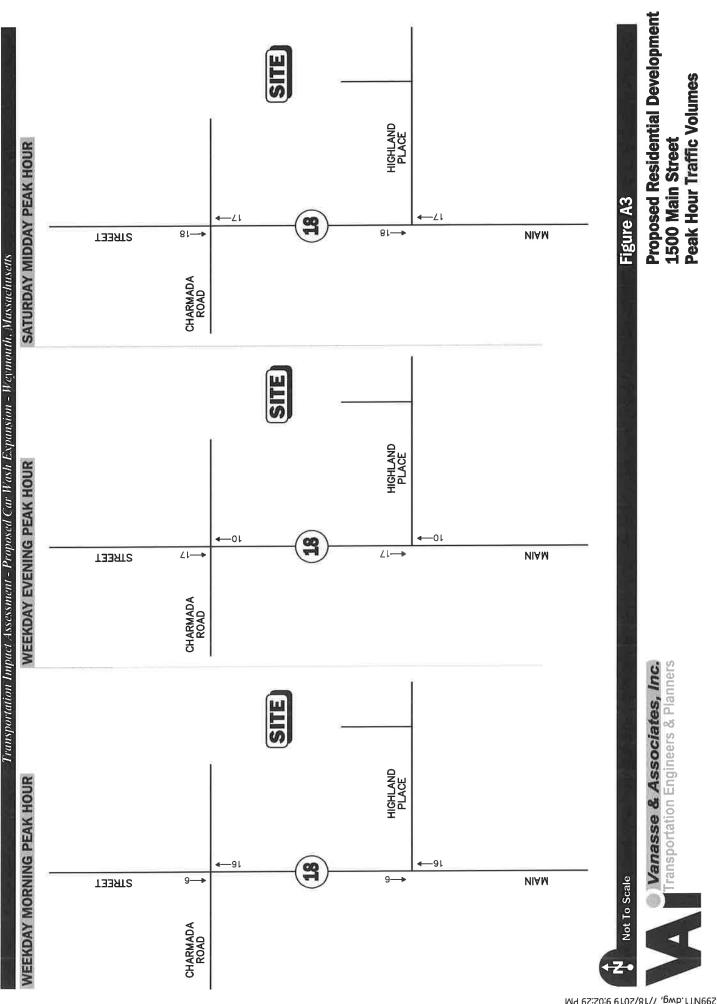


Mq 84:02:8 e102/81/7 ,ewb.17Nees8/ees8/:9

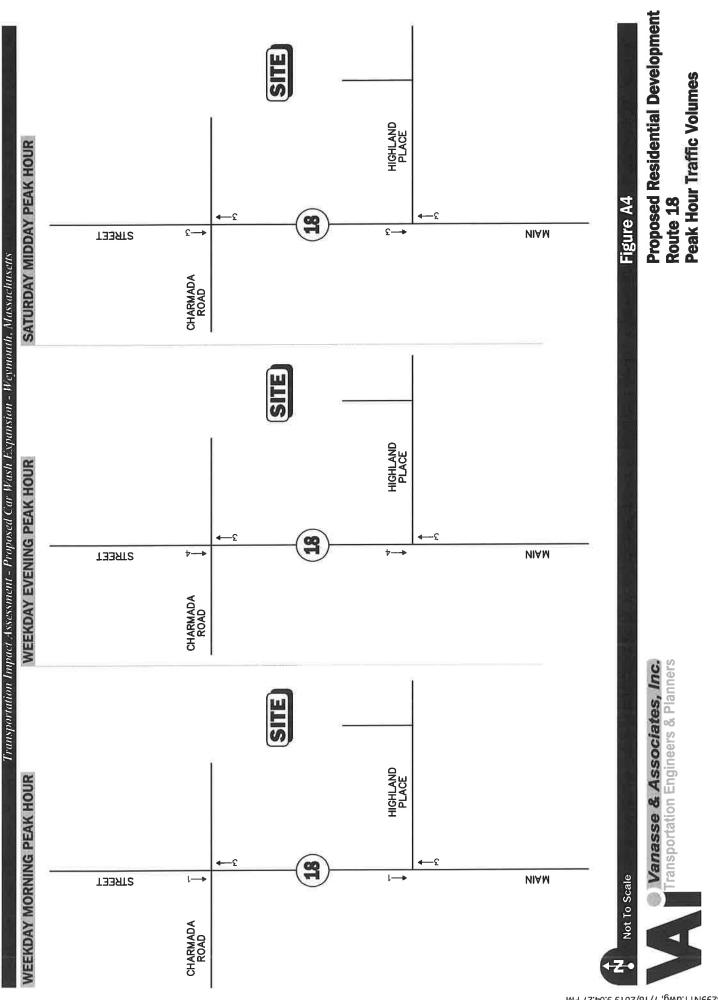


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M9 94:539 6103/81/7 ,gwb.11N6938/929/:8



M9 92:20:9 9102\81\7 ,pwb.17N9928/9928/:A



Mq 75:40:e e102/81/7 ,gwb.17Nee28/ee28/:9

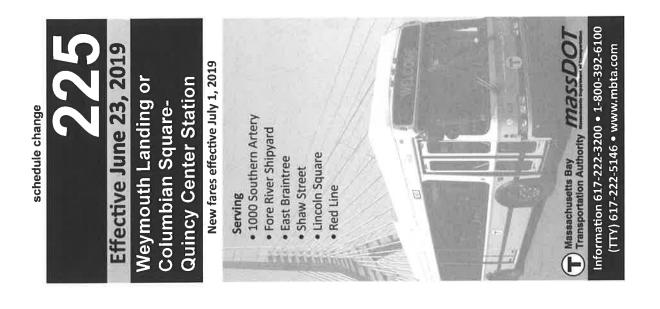
GENERAL BACKGROUND TRAFFIC GROWTH

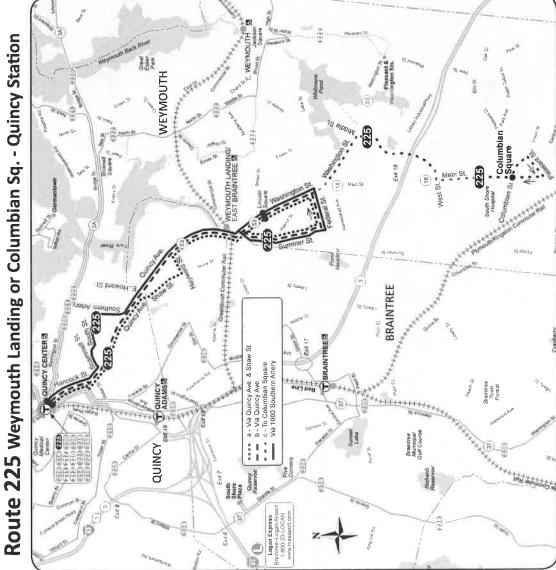
Proposed Car Wash Expansion, Weymouth, MA

General Background Traffic Growth - Daily Traffic Volumes

														Annual
CITY/TOWN	ROUTE/STREET	LOCATION	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Growth Rate
WEYMOUTH	PILGRIM HIGHWAY	NORTH OF RTE. 18	129,015	139,494	134,418	131,978	132,053	131,271	132,623	127,190	133,245	133,570	133,238	-0,03%
WEYMOUTH	RTE. 18	NORTH OF POND STREET	24252	25900	25991		25802	26052	27485	28351	28720	29,036	29,443	1.97%
														0.97%

PUBLIC TRANSPORTATION INFORMATION





Sunday	Outbound	Arrive Quincy Quincy	th Howard/ Center Howard/ W I Quincy Ave Station Quincy Ave L	A 7:56A 8:13A 7:20A 7:28A	8:56 9:13 8:20 8:28	9:56 10:13 9:20 9:28	10:56 11:13 10:20 10:28	11:50 11:56 12:13P 11:20 11:28 11:45		P 12:56P 1:13P 12:20P 12:28P 1	1:56 2:13 1:20 1:28	2:56 3:13 2:20 2:28	3:56 4:13 3:20 3:28	4:56 5:13 4:20 4:28	5:56 6:13 5:20		0:13 1:20 1:20		3.00 10.10 3.20 3.20 10.56 11.10 10.00 10.00 1	11.56 10:130 11:00 11:00 11:56 10:130 11:00 11:08			CZZ ANDR	Weymouth Landing or Columbian	Square-Quincy Center Station	7 All L	All buses are accessible to persons with disabilities	1 - California - C		CharlieCard \$1.70 \$1.70 \$2.40 \$2.40	\$2.00 \$2.90	1 \$2.00 \$4.00 \$2.90	• \$0.85 \$0.85 \$1.10	\$0.85 \$1.10	ss (\$90.00/mo-); Local Bus (\$55/mo-); "Student/You	(\$30.00/mo.]; ""Senior/TAP LinkPass (\$30/mo.); and express bus, commuter rail, and host passes	FREE FARES. Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.	 Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards 	are available through community partners in the Boston metro area. Visit www.mbta.com/youthaps/for datailable. •• Rennice Senior/RD CharlieCard available to Madirable archivelable.		Summer 2019 Holidays	
	_	Arrive	Weymouth Landing	6:22A	7:11	/7:/	67.8	00.0	0.28	10.00	10:31	11:06	11:35	12:06P	12:13		12:35P	1:06	1:35	1:20	22 92	2.55	3:16	3:35	3:44	3:56	4:14	4:53	5:13	5:33	6:02	0.50	2:00	7:55	8:55	9:53	11:51					
:	Outbound	Arrive	Howard/ Quincy Ave.	6:10A	7:06	01:7 01:7	۲:20 ۲:20	0.17	0.20	205.6	10-19	10.52	11:21	11:52	12:06P		12:21P	12:52		1:42	0.0	2:41	3.02	3:21	3:37	3:42	4:01	4:40	5:00	5:20	5:50	6.19	6:49	7:43	8:44	9:42	10:43 11:41		serve		et. & Saturday.	Malt
rday		Leave Quincy	Center Station	b 6:05A	c 7:00	a /:10	a 8:10 8:40	a 0.10	0-0E	0.40	a 10.10	10-40	a 11:10	11:40	c 11:55		a 12:10P	12:40	a 1:10	1:30	a 1.30	a 2:30	2:50	a 3:10	ca 3:25	3:30	a 3:50	a 4:30	4:50	a 5:10	5:40 140	c 0:00 a 6-10	6:40	b 7:35	8:35	b 9:35	b 11:35		Unless noted all other trips serve 1000 Southern Artery	i i	a - Via Quincy Avenue & Shaw Street b - Via Quincy Avenue. c - To Columbian Square weekday & Saturday.	at Quintree
Saturday		Arrive Quincy		10	7:56	4 0	8:50 20:55	0.56	10.05	10:35	10.56	11:33	12:03P		-	1:01	1:09	1:33	50	2.23	- 4 - 6 - 6	3:21	3:43	4:01	4:18	4:39	4:41	5:19	5:38	5:59	6:23	20.7	7:21	8:17	9:16	10:16	12:06A	i .	ss noted all 1000 Sout		iy Avenue & iy Avenue. bian Square	haw Street
ĺ	punoqu	Аліve	τg		7:39	80:7	8:39 0-00	00.0	00.01	10.09	10.39	11-14	11:44			12:44	12:54	1:14	1:44	2:04		105	3:24	3:44	4:03	4:24	4:26	5:04				6:49	7:08	8:03	9:03	10:02	11:57		Unle		a - Via Quincy Avenue b - Via Quincy Avenue. c - To Columbian Squa	- To/from S
225		Leave Leave	S	b 6:30A	പ	/:4UA /:54	ď	α	30.01	10-00 a 10-14	m t	11-10	5		12:10P	a 12:40	2:35P 12:51	1:10	a 1:40	00:2 00		a 3:00		g	4:00		4:07 a 4:22	a 5:00		a 5:40	6:07	6:32 6:46		۵	00:6	D 9:59	b 11:55				ο Ω Ω	
	Arrive		-	6:05A	35			-	•	10	2	8.24	_		_	10:16	-	•	_	1:06P	_		_	_	-	-						-	_				7.15	_	36	00:6	. <mark>Б</mark> .	-
	Arrive Ar	nouth Colui ding Squ	5:25A 5:40	6.10 6:		6.45			25	7:45	02			50	9:27		10:55				1:30		2-59				4:16					5:44		9				-	7:54		:56 :51 11:	
DaupheinO	Arrive Ar	< e	5:15A 5: 5:30 5:																																						9:46 9 10:44 . 11:41 11	
day		Center H Station Qu																																			a 6:30				9:40 0:35 1:35	
Weekday	Quincy	Center Station	-	_	_		_	_	-		-	-	_	_	_	-	9:57	_		_	٩.	-	-	_	_	-	4:21	_		-				-	54	86	_	15	8 S 6	8:12	8:23 8:46 9:35 10:18	11:35 12:11A
po	Arrive	Howard/ Quincy Ave.	5:34A 5:54	6:24 6:37	6:47	/c:0	7:17	at 7:32	7:37	7:49 at 7:52	7:58	8:15	8.22	at 8:35 8:37							12:17P	1:31	2-17 2-17	2:41	3:22	3:41 3:52	4:05	4:29	4:44 4:44	4:54 5:12	5:33	5:53	5:55	6:08 6:18	6:34	6:36 at 6:42	6:44	2:03	7:23	7:59	8:11 9:22 9:22 10:06	11:25 12:01A
panodal	Lv/Arrive	-		6:20 6:30	6.40				7:30		a 7:51		8:15		a 8:40 9:45						12:10P a 12:36	1:24	a 1:36 2:10	a 2:36	3:15	3:36 a 3-46	4:00	4:24	D 4:28 4:37	b 4:49 5:05	a 5:28	a 5:48	b 5:50 5:50	a 6:04	6:30	6:31	a 6:39 a 6:42	a 6:59	7:19 7:19	7:55	b 8:07 a 8:30 9:18 b 10:02	11:21 b 11:57
225	Leave	Columbian Square		6.15A		6.47				121					00.0			10:35				1:11P			3:02				_				5:37		6:17		6:32				9:05	11:10

TRIP GENERATION CALCULATIONS

Automated Car Wash

(948)

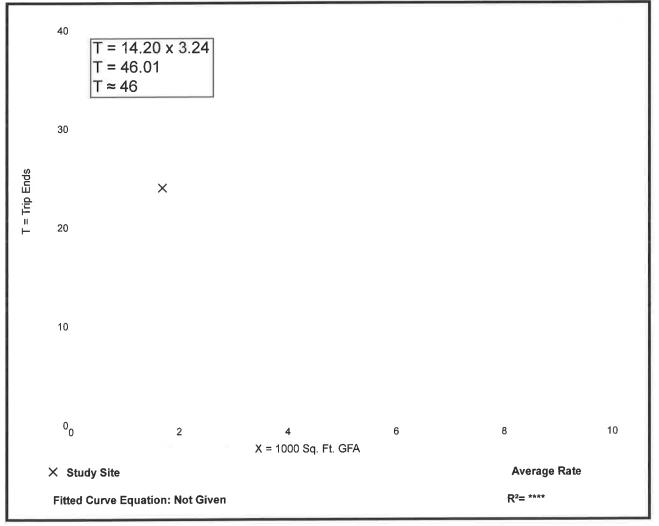
Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
Number of Studies: Avg. 1000 Sq. Ft. GFA:	

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.20	14.20 - 14.20	*

Data Plot and Equation

Caution – Small Sample Size



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

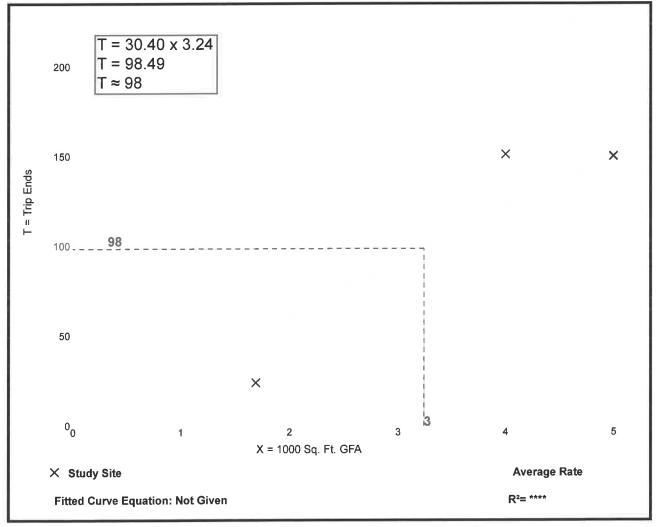
Number of Studies.	3
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

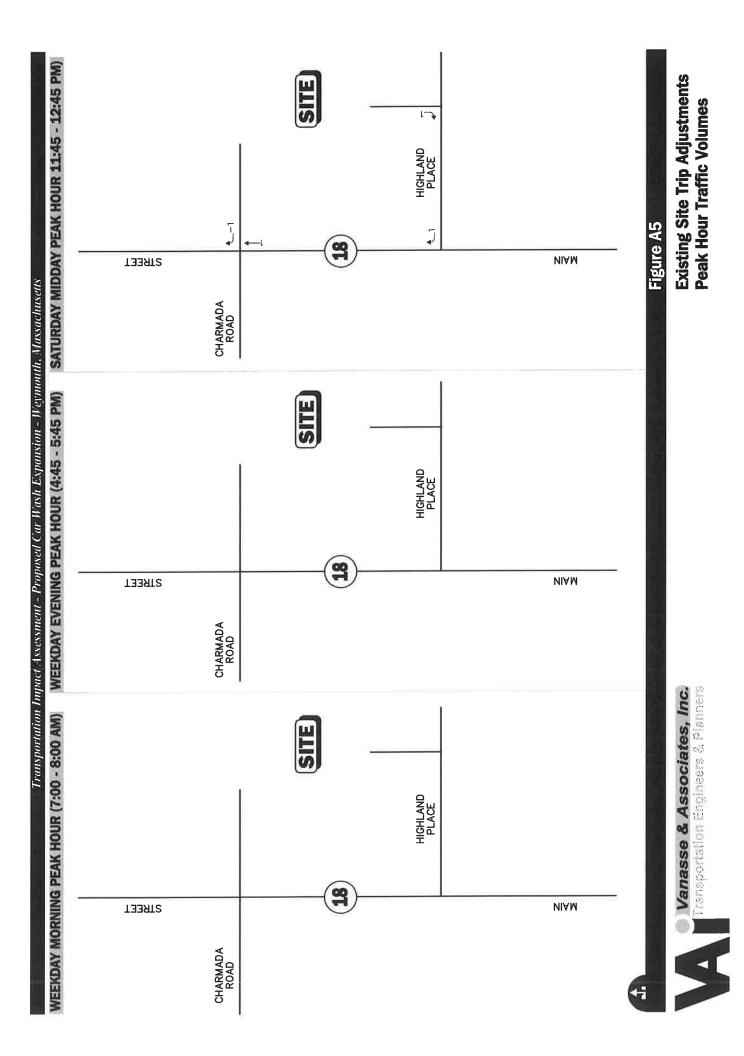
Average Rate	Range of Rates	Standard Deviation
30.40	14.20 - 37.75	9.63

Data Plot and Equation

Caution – Small Sample Size



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CAPACITY ANALYSIS WORKSHEETS

Route 18 at Charmada Road and the Site Driveway

Intersection	124	1 - A - 1	1311					<u>11 M.C.</u>	11.1		110		VII		-
Int Delay, s/veh	1.1														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Se li		9.2
Lane Configurations		4			4						- † Þ				
Traffic Vol, veh/h	0	0	9	0	0	0	52	1205	0	0	800	29			
Future Vol, veh/h	0	0	9	0	0	0	52	1205	0	0	800	29			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized	-		None	-	10 T T	None	122	14	None	-	-	None			
Storage Length		-	-	÷	-	8	4	÷	-	-	-	120			
Veh in Median Storage,	# -	0			0			0	-	-	0				
Grade, %	-	0	-	÷	0		1.5	0	-	-	0	.=.;			
Peak Hour Factor	38	38	38	92	92	92	94	94	94	95	95	95			
Heavy Vehicles, %	0	0	0	0	0	0	2	6	0	0	4	3			
Mvmt Flow	0	0	24	0	0	0	55	1282	0	0	842	31			

Major/Minor	Minor2	Re r		Vinor1		N	lajor1	1 M.L. 1	M	lajor2	14		1.1	2.132
Conflicting Flow All	1609	2250	437	1813	2265	641	873	0		1	ан 191	0		
Stage 1	858	858	•	1392	1392			- E		•	4	<i>4</i>		
Stage 2	751	1392	7	421	873	10	0.5					٠		
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-						
Critical Hdwy Stg 1	6.5	5.5	÷	6.5	5.5		1990	8 0 8		28	9 7 8	-		
Critical Hdwy Stg 2	6.5	5.5		6.5	5.5			-			(*)			
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	9 4 5	-	-				
Pot Cap-1 Maneuver	71	42	573	50	41	422	768	1.042	0	0	14	140		
Stage 1	322	376		152	211		12	2 2 1	0	0	1	-		
Stage 2	373	211		586	370)e		0	0				
Platoon blocked, %								051				Ξ.		
Mov Cap-1 Maneuver	57	32	573	39	31	422	768		-					
Mov Cap-2 Maneuver	57	32	-	39	31	-	-	200	: :: :	•	:*)	:•)		
Stage 1	242	376		114	158	•	-		-	-				
Stage 2	280	158	2	562	370		-	14	9 4 5		349	-		
Approach	EB			WB			NB			SB		17 Auro		81.15
HCM Control Delay, s	11.6			0	1.1		1.6			0	1.1			
HCM LOS	В			А										
Minor Lane/Major Myn	~ Å	NRI	NOT	EBI n1V		SBT	SBR							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1W	BLn1	SBT	SBR	
Capacity (veh/h)	768	-	573				
HCM Lane V/C Ratio	0.072	-	0.041	-	18		
HCM Control Delay (s)	10.1	1.2	11.6	0	- 22		
HCM Lane LOS	В	Α	В	Α	÷,	123	
HCM 95th %tile Q(veh)	0.2	-	0.1	· •)ē	

Int Delay, s/veh	2.4													
-							14 ama				007	000		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	ar Mulles,	- 1 A
Lane Configurations		4			- ()-			41>	•		† ‡	07		
Traffic Vol, veh/h	13	0	21	0	0	0	10	1015	0	0	1261	27		
Future Vol, veh/h	13	0	21	0	0	0	10	1015	0	0	1261	27		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized		-	None	-	-	None	-	· •	None		. ÷	None		
Storage Length	-	-	-	2	-	2	-	-	3 4	3 8 3	-	(*)		
Veh in Median Storage	e, # -	0			0	•	-	0	141		0			
Grade, %	-	0	-	-	0			0	19		0	-		
Peak Hour Factor	57	57	57	92	92	92	94	94	94	96	96	96		
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	0		
Mvmt Flow	23	0	37	0	0	0	11	1080	0	0	1314	28		
	Minor2			Minor1	nić Sa		Major1	1.2	N	Aajor2	5	111	14 J. (* 19	the.
Conflicting Flow All	1890	2430	671	1759	2444	540	1342	0	3 4 3		(#);	0		
Stage 1	1328	1328	-	1102	1102		-	14		-	(a)	÷.		
Stage 2	562	1102	-	657	1342	-	-	- 19 A	2 - 2		a			
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	13	8			3		
Critical Hdwy Stg 1	6.5	5.5		6.5	5.5	-		0.56		270		5 3 0		
Critical Hdwy Stg 2	6.5	5.5		6.5	5.5	· · ·	1.000		100			-		
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2		-	-		-		
Pot Cap-1 Maneuver	44	32	404	55	32	491	520		0	0	(+)			
Stage 1	167	226	2	229	290	-	100	14	0	0	:00	543		
Stage 2	484	290	-	425	223	-	14	12	0	0		-		
Platoon blocked, %								-			÷.			
Mov Cap-1 Maneuver	42	30	404	48	30	491	520	-		•				
Mov Cap-2 Maneuver	42	30	-	48	30	-	-					17.1		
Stage 1	158	226	-	217	275			(*)				-		
Stage 2	458	275	-	386	223	-	-							
		2.0												
Approach	EB			WB			NB		15.5	SB			10 24.5	
HCM Control Delay, s	94.1			0			0.4			0				
HCM LOS	F			А										
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1V	VBLn1	SBT	SBR					17/1		
Capacity (veh/h)		520		94										
HCM Lane V/C Ratio		0.02	-	0.635	-	. e:	100							
HCM Control Delay (s)		12.1	0.3	94.1	0		-							
HCM Lane LOS		В	A	F	A		145							
HCM 95th %tile Q(veh)		0.1		3										

								bi yr m	a 10			0. 1. 1.	14 A A A A A A A A A A A A A A A A A A A	1 - 1 - 2
1.1														
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	4	read a	
	4			4										
4	0	7	0	0	1	16	1230	0	0	1288				
4	0	7	0	0	1	16	1230	0	0	1288	10			
0	0	0	0	0	0	0	0	0	0	0	0			
Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
-	-	None		-	None	-		None	-	-	None			
-	-		-	-	*	-	-		-	-	-			
.# -	0	-	-	0		-	0	-	-	0	-			
-	0	-	<u></u>	0	-	-	0	-	-	0	-			
55	55	55	25	25	25	90	90	90	95	95	95			
	0	0	0	0	0	0	2	0	0	3	0			
7	0	13	0	0	4	18	1367	0	0	1356	11			
			-						1001-00-					_
	1.4.5						NY N	٨	/lajor2				1.1	- Vie -
		684			684	1367	0		-		0			
					-	-			-					
720	1403	-			-	-	100		-) .)	(\mathbf{e})			
7.5	6.5	6.9			6.9	4.1		1	-	(a)	-			
6.5	5.5	÷	6.5		02	121	1		-	-	÷			
6.5	5.5	-	6.5	5.5		1.1		-	-		340			
3.5	4	3.3	3.5	4	3.3	2.2		-	-		÷.			
31	20	396	31	20	396	509		0	0	-				
159	218		150	208		-		0	0	:*3	3723			
390	208	-	413	217	-	-		0	0					
							190 (M)				:•0			
27	17	396	27	17	396	509	-	-	. 20	1				
27	17	-	27	17	-	20	9 2 9	14	1.	743)	5 4 77			
136	218	-	128	177	-	-	۲			1.2	-			
329	177	-	400	217	-	0.50	87		<i>.</i>	1				
					-									
EB		200						3.1			11-1-1-			0.1
81.7						1			0					
F			В											
t	NBI	NBT	EBLn1V	VBLn1	SBT	SBR								
		1.011					-							
						1								
						074								
						15								
	В	A	г	В		(.								
	EBL 4 4 0 Stop - - 55 0 7 55 0 7 2082 1362 720 7.5 6.5 6.5 3.5 31 159 390 27 27 136 329 EB 81.7 F at	EBL EBT 4 0 4 0 0 0 Stop Stop - - - - - 0 55 55 0 0 55 55 0 0 7 0 2082 2765 1362 1362 720 1403 7.5 6.5 6.5 5.5 6.5 5.5 3.5 4 31 20 159 218 390 208 277 17 136 218 390 208 277 17 136 218 329 177 EB 81.7 F	EBL EBT EBR 4 0 7 4 0 7 0 0 0 Stop Stop Stop - - None - 0 0 5 55 55 0 0 0 7 0 13 Minor2 1 1 2082 2765 684 1362 1362 - 720 1403 - 720 1403 - 720 1403 - 7.5 6.5 6.9 6.5 5.5 - 3.5 4 3.3 31 20 396 159 218 - 390 208 - 27 17 396 27 17 - 136 218 - 329 177	EBL EBT EBR WBL 4 0 7 0 4 0 7 0 0 0 0 0 5top Stop Stop Stop - - None - - 0 - - - 0 - - - 0 - - - 0 - - - 0 0 0 0 - 0 0 0 0 - 0 13 0 0 - 0 13 0 0 70 13 0 0 0 70 1362 2765 684 2081 1362 1362 - 1403 - 7.5 6.5 6.9 7.5 6.5 6.5 5.5 - 6.5 3	EBL EBT EBR WBL WBT 4 0 7 0 0 4 0 7 0 0 4 0 7 0 0 4 0 7 0 0 500 Stop Stop Stop Stop - - - - - - 0 - - 0 - 0 - - 0 - 0 - - 0 - 0 0 0 0 55 55 25 25 0 0 0 0 0 70 13 0 0 0 70 13 0 0 0 70 1362 1362 - 1403 1403 70 1403 - 675 5.5 5.5 5.5 5.5	EBL EBT EBR WBL WBT WBR 4 0 7 0 0 1 4 0 7 0 0 1 4 0 7 0 0 1 4 0 7 0 0 1 0 0 0 0 0 0 0 50p Stop Stop Stop Stop Stop - - - - - 0 - - 0 - 0 - - 0 - - - 55 55 25 25 25 25 0 0 0 55 55 55 25 25 25 25 0 0 0 0 70 13 0 0 0 0 0 0 1403 - 15 165 165	EBL EBT EBR WBL WBT WBR NBL 4 0 7 0 0 1 16 4 0 7 0 0 1 16 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Free - - - - None - - - 0 - - 0 - - - 0 - - 0 - - - 0 - - 0 - - - 0 - - 0 - - - 0 - - 0 0 0 0 0 0 0 0 0 0 0 0 2082 2765 668 2081 2770	EBL EBT EBR WBL WBT WBR NBL NBT 4 0 7 0 0 1 16 1230 4 0 7 0 0 1 16 1230 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Free Free - - - 0 - - 0 - - 0 - - - 0 - 0 - 0 13 0 0 14 18 1367 - -	EBL EBT EBR WBL WBT WBR NBL NBT NBR 4 0 7 0 0 1 16 1230 0 4 0 7 0 0 1 16 1230 0 4 0 7 0 0 1 16 1230 0 4 0 7 0 0 1 16 1230 0 0 0 0 0 0 0 0 0 0 0 10 - - - - NONE - NONE - NONE - 0 - - 0 - - 0 - - 0 - - NONE - NONE - NONE - - - - - - - - - - - - - -	EBL EBR WBL WBT WBR NBL NBT NBR SBL 4 0 7 0 0 1 16 1230 0 0 4 0 7 0 0 1 16 1230 0 0 4 0 7 0 1 1 0 0 0<	EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT 4 0 7 0 0 1 16 1230 0 0 1288 4 0 7 0 0 1 16 1230 0 0 1288 0	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBR SBR 4 0 7 0 0 1 16 1230 0 0 1288 10 4 0 7 0 0 1 16 1230 0 0 1288 10 4 0 7 0 0 1 16 1230 0 0 1288 10 4 0 7 0 0 1 16 1230 0 0 1288 10 0 13	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 4 0 7 0 0 1 16 1230 0 0 1288 10 4 0 7 0 0 1 16 1230 0 0 1288 10 4 0 7 0 0 1 16 1230 0 0 1288 10 0 <td< td=""><td>EBL EBR WBL WBR NBR NBR SBL SBT SBR 4 0 7 0 0 1 16 1230 0 0 1288 10 4 0 7 0 0 1 16 1230 0 0 1288 10 0 1288 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1288 10 0 0 130 0 0 0 0<!--</td--></td></td<>	EBL EBR WBL WBR NBR NBR SBL SBT SBR 4 0 7 0 0 1 16 1230 0 0 1288 10 4 0 7 0 0 1 16 1230 0 0 1288 10 0 1288 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1288 10 0 0 130 0 0 0 0 </td

								_							
Intersection			Lit L	18.0	100	12.14	. 14				1-21			N SELV	
Int Delay, s/veh	1.8														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	a itali	PROFESSION IN	
Lane Configurations		4			\$			{î†			* î>				
Traffic Vol, veh/h	0	0	10	0	0	0	56	1396	0	0	961	31			
Future Vol, veh/h	0	0	10	0	0	0	56	1396	0	0	961	31			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized	-	F	None	- 1	Eitzia	None		-	None		-	None			
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-			
/eh in Median Storage	.# -	0			0		-	0	100 00-		0				
Grade, %		0	-	-	0	-	-	0	-		0	-			
Peak Hour Factor	38	38	38	92	92	92	94	94	94	95	95	95		1	
Heavy Vehicles, %	0	0	0	0	0	0	2	6	0	0	4	3			
Mvmt Flow	0	0	26	0	0	0	60	1485	Ő	Ő	1012	33			
	U	v	20	U	v	v	00	1400	•	v					
Major/Minor M	Minor2	1 100.00		Minor1	- A		Major1	2.3	P	Aajor2	dina in	10-10	1000		1.25
Conflicting Flow All	1892	2634	523	2111	2650	743	1045	0		-	-	0			
Stage 1	1029	1029	-	1605	1605	110		-				-			
Stage 2	863	1605		506	1045				10	-	-				
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	141		11 24	-1			
Critical Hdwy Stg 1	6.5	5.5	0.9	6.5	5.5	0.0	-		-		-				
	6.5	5.5		6.5	5.5										
Critical Hdwy Stg 2	0.0 3.5	5.5 4	3.3	3.5	5.5	3.3	2.22		-	-					
Follow-up Hdwy	3.5 44	4 24	504	3.5 30	23	362	661		0	0	-				
Pot Cap-1 Maneuver					166	302	001		0	0	-	-	3.2		
Stage 1	254	314	2	112		-			0	0	5112				
Stage 2	320	166	·	522	308		•		U	U					
Platoon blocked, %		10	PA /	47		000	004	-							
Nov Cap-1 Maneuver	26	12	504	17	11	362	661	٠							
Nov Cap-2 Maneuver	26	12	-	17	11)±		10						
Stage 1	122	314	-	54	80		200				-				
Stage 2	154	80	-	495	308	:=: 1. 5		*		(#)	;#) 				
Approach	EB			WB	Para Internet	15320	NB	8 0		SB	-		ALC: N		1.0
Approach	and the second se	100						1 2 0	1.0.1.0	0		1	No.		1000
HCM Control Delay, s	12.5			0			2.9			U					
HCM LOS	В			A											
Minor Lane/Major Mvm	it	NBL	NBT	EBLn1V	VBI n1	SBT	SBR	1. 20	1.1.1	75	84.1 F		-1.42	1014	2.80
	W	661	nor	504	The sector is	001	-		19.1				1		
Capacity (veh/h)															
HCM Lane V/C Ratio		0.09		0.052	-	1.	6 • :								
HCM Control Delay (s)		11	2.6	12.5	0		-								2
HCM Lane LOS		B	Α	B	A		•								
HCM 95th %tile Q(veh)	1.00	0.3		0.2											

Intersection	A second	d since	14 N	1.	Sint	12.7-			100.450	- 24			S - 3.
Int Delay, s/veh	8.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	- and the
Lane Configurations		4			4			-4 †			朴臣		
Traffic Vol veh/h	14	0	23	0	0	0	11	1233	0	0	1518	29	

I ramic Vol, ven/n	14	0	23	U	0	U	H.	1233	0	0	1010	29		
Future Vol, veh/h	14	0	23	0	0	0	11	1233	0	0	1518	29		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized		2.5-	None			None	-	nijo-	None		-	None		
Storage Length	-	-	H	4	¥41	51 4 7	1941	-	843	*	÷	200		
Veh in Median Storage,	# -	0	- 1	-	0	1. se	2.04	0		-	0	10.00		
Grade, %	=	0		-	0	-	۲	0	-	•	0	-		
Peak Hour Factor	57	57	57	92	92	92	94	94	94	96	96	96		
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	0		
Mvmt Flow	25	0	40	0	0	0	12	1312	0	0	1581	30		

Major/Minor	Minor2		14/14/1	Minor1		6.3	Major1	- <u>v</u> _xo 1=	M	ajor2		19.2.5	51 - 201 B	2-1-
Conflicting Flow All	2276	2932	806	2127	2947	656	1611	0	(a)	(a .)	342	0		
Stage 1	1596	1596	1. J. P.	1336	1336	-	10.4	1	-	1.00	-	-		
Stage 2	680	1336		791	1611			1	(iii)	7 4 2	-	140		
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-		3			
Critical Hdwy Stg 1	6.5	5.5	Ħ	6.5	5.5		5.85		12	3	20	255		
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5		1.126			1.00		-		
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	(3 9)	-	-	(m)	9 85		
Pot Cap-1 Maneuver	~ 22	15	329	29	15	413	411	1.00	0	0				
Stage 1	113	168	-	165	224	3 2 3	243	846	0	0	345	540		
Stage 2	412	224	1	353	165	-			0	0	- 141			
Platoon blocked, %											÷	<u>نه</u>		
Mov Cap-1 Maneuver	~ 20	13	329	23	13	413	411	-				-		
Mov Cap-2 Maneuver	~ 20	13	-	23	13				3			1 7 (
Stage 1	101	168	6. E.	147	200	-		-						
Stage 2	368	200	-	310	165	-			*			1 00		
Approach	EB	1000	8.19/6	WB		N. C	NB	12.00	1.1%	SB	10 de	5. je	SR VELS	301.84
HCM Control Delay, s	\$ 387.1	जीव करेंगी		0	1.1	1	0.8		1.8	0		210		
HCM LOS	F			A										
Minor Lane/Major Mvr	nt	NBL	NBT	EBLn1V	VBI n1	SBT	SBR		N ^a		1270	2.9.9	1. M. C. 1	S. Acres
Capacity (veh/h)		411	-	48	-	-	-	1.1	100		2181	2.7	1000	100
HCM Lane V/C Ratio		0.028		1.352	-									
HCM Control Delay (s	1	14		387.1	0									
HCM Lane LOS	/	B	0.7¢	F	A	243	24							
HCM 95th %tile Q(ver	1)	0.1	-	6.1	E Site								1000	
Notes		1.11	4.845	4.2°. L		in the second	No Sh		18	1.	1.1.1	111		
Notes ~: Volume exceeds ca	apacity	\$: De	elay exc	eeds 3	00s +	⊦: Com	putation I	Not Defi	ned	*: All m	ajor vol	ume in	olatoon	197

4.2

- Ir	nters	secti	on		
				 _	

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	C-24.4-24	
Lane Configurations		4			4			41						
Traffic Vol, veh/h	4	0	8	0	0	1	17	1476	0	0	1547	11		
Future Vol, veh/h	4	0	8	0	0	1	17	1476	0	0	1547	11		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	0.2164	118.2	None	-		None		11.8	None	· •		None		
Storage Length	-		9	8	-	<u> </u>	4	-	2	÷.	-	3 4 5		
Veh in Median Storage,	# -	0		1	0	1.1.2	-	0	Ξ.	1.112	0			
Grade, %	-	0			0	-		0		÷	0			
Peak Hour Factor	55	55	55	25	25	25	90	90	90	95	95	95		
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0		
Mvmt Flow	7	0	15	0	0	4	19	1640	0	0	1628	12		

Major/Minor	Minor2		14-11	Minor1	0.21		Major1		Ma	ajor2	1-21/2-1	S PILL	1.1.1	1000	87.5
Conflicting Flow All	2492	3312	820	2492	3318	820	1640	0	2		S. B.C.	0			
Stage 1	1634	1634	1.	1678	1678	1.2	•	2.18			4	-			
Stage 2	858	1678		814	1640	Ŧ		5		2	۲	124			
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	1.0							
Critical Hdwy Stg 1	6.5	5.5	æ	6.5	5.5			π.	=						
Critical Hdwy Stg 2	6.5	5.5		6.5	5.5	-				•		-			
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	×		9 9 0			
Pot Cap-1 Maneuver	15	9	322	15	9	322	400	-	0	0	-				
Stage 1	107	161	3	101	153	-	2	<u>~</u>	0	0	(1 2)	2 4)			
Stage 2	322	153	-	342	160				0	0	1004	14			
Platoon blocked, %								Ξ.							
Mov Cap-1 Maneuver	9	4	322	8	4	322	400		1.1	· •]		÷.			
Mov Cap-2 Maneuver	9	4	-	8	4		-		-	×	17	355			
Stage 1	50	161	· ·	47	71	-	- 1 C	di tela							
Stage 2	148	71	-	327	160	-	-	*		*					
Approach	EB	WI SS		WB	COLUMN ROW	20.	NB			SB	100	1.1.1.0	A STREET	2. 3.13	ana II
HCM Control Delay, s	_	-		16.3		11.51	3.9		5.542	0		they are		110.5-11	200
HCM LOS	φ 330.0 Ε			10.5 C			0.0			U					
TIOM LOS				U											
Minor Lane/Major Mvr	mt	NBL	NBT	EBLn1	VBLn1	SBT	SBR	18 ° -	1.1	1.5	13.77	-36	- 1 d	6.3.8	1
Capacity (veh/h)	2231.3	400	114	26	322										
HCM Lane V/C Ratio		0.047	-	0.839	0.012	×	×								
HCM Control Delay (s	5)	14.4	3.8\$	338.8	16.3	-	1.2.1								
HCM Lane LOS		В	А	F	С	4	<u></u>								
HCM 95th %tile Q(veh	n)	0.1	114	2.6	0										
Notes	1.73		1.1.1	**) s'h	E IS A		Fritz	ير اللغان	91.1			5. A.		Nu St	Keele-
~: Volume exceeds ca	apacity	\$: De	alay exc	eeds 3	00s +	: Com	putation	Not Defi	ined	*: All m	ajor vol	ume in p	latoon		

·						
Intersection	Ellas.	C	5 62	3.1		S-117
Int Delay, s/veh	1.8					
-		mmm	100	Almar	ODT	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			A î∳	41	
Traffic Vol, veh/h	0	10	56	1396	961	31
Future Vol, veh/h	0	10	56	1396	961	31
Conflicting Peds, #/hr	0	. 0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	n 845 -	None		None
Storage Length	0	-	-	-	04	723
Veh in Median Storage	e, # 0	1.14		0	0	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	94	94	95	95
Heavy Vehicles, %	0	0	2	6	4	3
Mvmt Flow	0	26	60	1485	1012	33
	U	20	00	1100	1016	~~
Major/Minor	Minor2	1	Major1	1	Major2	5.5
Conflicting Flow All	1892	523	1045	0	14	0
Stage 1	1029	114	12 -	14.14	-	1.74
Stage 2	863				-	100
Critical Hdwy	6.8	6.9	4.14			-
Critical Hdwy Stg 1	5.8	-	-			
Critical Hdwy Stg 2	5.8	- 12	-			
Follow-up Hdwy	3.5	3.3	2.22	2	-	
	63	504	661			
Pot Cap-1 Maneuver			001		-	
Stage 1	310	-	-	-		
Stage 2	378	-		5	1	
Platoon blocked, %						
Mov Cap-1 Maneuver	30	504	661	1.		100
Mov Cap-2 Maneuver	30		*			::•:
Stage 1	149	100	-			
Stage 2	378	2	2		-	:/#i
olugo L						
Approach	EB	1.1.1	NB	8 yr.	SB	1000
HCM Control Delay, s	12.5		2.9		0	
HCM LOS	В					
	24	NIDI	NIDT	CDLad	ODT	000
Minor Lane/Major Mvn	nt	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		661	5 Q.			
HCM Lane V/C Ratio		0.09	-	0.052	*	000
HCM Control Delay (s)	1.24	11	2.6	12.5	10.14	
HCM Lane LOS		В	Α	В	-	
HCM 95th %tile Q(veh)	0.3		0.2		
the second second second	/	4.4				

Intersection	de la composición de la composicinda composición de la composición de la composición	4 jill	n roll		및 특별	
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
and an		EDR	NDL	the second second second		ODR
Lane Configurations	¥* 14	02	11	4 † 1249	↑ ↑→ 1534	29
Traffic Vol, veh/h		23		1249	1534	29
Future Vol, veh/h	14		11			
Conflicting Peds, #/hr	0	0	0	0	· 0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-	None		None
Storage Length	0	-	-	-	-	2
Veh in Median Storage		-		0	0	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	94	94	96	96
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	25	40	12	1329	1598	30
Major/Minor I	Minor2		Major1		Major2	1.18
And an a state of the second se						0
Conflicting Flow All	2302	814	1628	0	2	
Stage 1	1613	100	1.18			
Stage 2	689	-		-		-
Critical Hdwy	6.8	6.9	4.1			-
Critical Hdwy Stg 1	5.8		9	*	3	
Critical Hdwy Stg 2	5.8		4	•	di le	
Follow-up Hdwy	3.5	3.3	2.2	-	×	÷
Pot Cap-1 Maneuver	33	325	405	00.14		10.4
Stage 1	152) je	3	<u>14</u>	2
Stage 2	465		-		-	
Platoon blocked, %				-		-
Mov Cap-1 Maneuver	29	325	405		6. C	
Mov Cap-2 Maneuver	29		-			
Stage 1	135					
	465	100.00			-	
Stage 2	400	-				
Approach	EB	12.2	NB		SB	1.12
HCM Control Delay, s	204.9		0.9		0	19. J.
HCM LOS	F					
			-		-	
Minor Lane/Major Mvm	it	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1.13	405	- 1	67		· · ·
HCM Lane V/C Ratio		0.029	-	0.969	-	
HCM Control Delay (s)		14.2	0.8	204.9		-
HCM Lane LOS		В	А		-	
HCM 95th %tile Q(veh)	711.5.	0.1	-			
I ON OVER MUC OUVER		0.1		TIV		

Intersection		CALLE		NWI -		12151	C. C	100
Int Delay, s/veh	4.1							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		20
Lane Configurations	Y	La La I	(and the	±	作	(and (
Traffic Vol, veh/h	4	.8	17		1551	11		
Future Vol, veh/h	4	8	17	1490	1551	11		
Conflicting Peds, #/hr	. 0	0	. 0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	None	-	None	-			1
Storage Length	0	-		-	-	-		
Veh in Median Storage	-	2.	-	0	0	- 12		
Grade, %	0, 11 0			0	0	-		
Peak Hour Factor	55	55	90	90	95	95		
Heavy Vehicles, %	0	0	0	2	3	0		
Mvmt Flow	7	-	19	1656	1633	12		
	1	10	10					
Major/Mines	Minor		Iniort	0	Vaior?	- 2.00		A South The
	Minor2 2505	823	Major1 1645	0	Major2	0	and the second sec	
Conflicting Flow All	2505 1639			-		-		
Stage 1				-	10115	-		
Stage 2	866	6.9	4.1	17 17				
Critical Hdwy	6.8			1		100		
Critical Hdwy Stg 1	5.8		-	-				
Critical Hdwy Stg 2	5.8		- 2.2			100		
Follow-up Hdwy	3.5	3.3	398		-			
Pot Cap-1 Maneuver	24	321	290		3 C *			
Stage 1	147	-						
Stage 2	377	•	1.1					
Platoon blocked, %	40	204	398					
Mov Cap-1 Maneuver		321	390					
Mov Cap-2 Maneuver			-	9 1				
Stage 1	60	-	-		•			
Stage 2	377		-					
the second second						12 12 1		
Approach	EB		NB		SB	17/2		1 months
HCM Control Delay, s	\$ 302		4.3		0			
HCM LOS	F							
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)		398	-	28	1 1 14	10.1		
HCM Lane V/C Ratio		0.047	-	0.779		4		
HCM Control Delay (s))	14.5		\$ 302				
HCM Lane LOS		В	A	F		-		
HCM 95th %tile Q(veh)	0.1		2.5		41 8		
			1.00	1. 1. 1. 1. I. I.	100	Arres 1	THE SHARE NO REAL PROPERTY.	
Notes	ma all	A. D.	lau ere	ande O	000	4.000	utation Nat Defeed	
~: Volume exceeds ca	pacity	\$: De	ay exc	ceeds 3	UUS	T: COM	outation Not Defined	*: All major vo

Route 18 at Highland Place

(field)	8 . 8	S			194
0.1					
WBL	WBR	NBT	NBR	SBL	SBT
					1
0	6	1251	6	8	801
0	6	1251	6	8	801
0	0	0	0	0	0
Stop	Stop	Free	Free	Free	Free
-	None	-	None	-	None
0	-	-	Ξ.	0	=
e,# 0	-	0	$(1,1) \in \mathbb{R}^{n}$		0
0	-	0	-	-	0
38	38	94	94	95	95
				0	4
					843
				4-1-0	
	669	0	0	1337	0
		-		-	-
		2	2	2	2
	6.9	1.8		4.1	÷.
	5	5	Π.		8
	-	-		-	
	405	-		522	
214	12	2	×	-	÷
440			ш. Ш	-	2
418		-			
418	2	-	2		2
418	405	-	2 10	522	2
	405		-	522	
44 44	405		-	522	* **
44	405		2 8 8 8	522	
44 44 214	405	•	•	522	
44 44 214 412	405	- - - -			
44 44 214 412 WB	405 - -	- - - - NB		- - - SB	
44 44 214 412 WB 14.2	405	- - - - - - - - - - - - - - - - - - -	*		
44 44 214 412 WB	405		-	- - - SB	
44 44 214 412 WB 14.2	405				-
44 44 214 412 WB 14.2	- 405 - - - NBT	0	- - - - VBLn1	- - - SB	- - - - - - - - -
44 44 214 412 WB 14.2 B		0	- - - - - - - - - - - - - - - - - - -		- - - - - - - - - - - - - - - - - - -
44 44 214 412 WB 14.2 B		0		- - - - - - - - - - - - - - - - - - -	_
44 44 214 412 WB 14.2 B		0	405	- - - - - - - - - - - - - - - - - - -	_
44 44 214 412 WB 14.2 B		0	405 0.039	- - - 0.1 SBL 522 0.016	_
	• # 0 0 0 5top - 0 0 38 0 0 0 38 0 0 0 8 5 8 5 9 6.6 5.8 5.4 3.5 45 214	WBL WBR 0 6 0 6 0 0 Stop Stop Stop Stop - None 0 - 0 - 0 - 0 - 38 38 0 0 0 16 Minor1 I 2193 669 1334 - 859 - 6.6 6.9 5.8 - 5.4 - 3.5 3.3 45 405 214 -	WBL WBR NBT 0 6 1251 0 6 1251 0 0 0 0 5top Stop None - 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 38 38 94 0 0 5 0 16 1331 Minor1 Major1 - 2193 669 0 1334 - - 859 - - 5.8 - - 5.4 - - 3.5 3.3 - 45 405 -	WBL WBR NBT NBR 0 6 1251 6 0 6 1251 6 0 0 1251 6 0 0 0 0 0 Stop Stop Free Free - None - 0 - - 0 - 0 - - 0 - 0 - - 0 - 0 - - 2 #0 - 0 - 38 38 94 94 0 - 0 0 5 0 0 - 38 38 94 94 0 0 5 0 0 5 0 0 0 16 1334 - - - - - - 5.8 - - -	WBL WBR NBT NBR SBL M 1251 6 8 0 6 1251 6 8 0 0 1251 6 8 0 0 0 0 0 0 Stop Stop Free Free Free Free None - 0 - 0 - 0 - 0 - 0 - - 0 - 0 - - 0 - - 0 - 0 - 0 - - - 0 - 0 5 0 0 0 1337 38 38 94 94 95 0 0 0 1337 1334 - - - - - - - - - - - - - -

						w 197
Intersection	0.4					
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		† Þ		٦	1
Traffic Vol, veh/h	2	9	1016	1	11	1271
Future Vol, veh/h	2	9	1016	1	11	1271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0		14		0	
Veh in Median Storage		-	0	-	-	0
Grade, %	0		0		-	0
Peak Hour Factor	55	55	94	94	96	96
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	4	16	1081	1	11	1324
	4	10	1001			1524
Major/Minor	Minor1		Major1		Major2	st-he-
Conflicting Flow All	2428	541	0	0	1082	0
Stage 1	1082	-		-	1	-
Stage 2	1346		-	-		
Critical Hdwy	6.6	6.9		-	4.1	
Critical Hdwy Stg 1	5.8	0.5	3			
		-	271	-7/		
Critical Hdwy Stg 2	5.4	-	-			
Follow-up Hdwy	3.5	3.3	(*)	-	2.2	-
Pot Cap-1 Maneuver	31	491	-	-	652	-
Stage 1	291	-	-	: i z (-	14
Stage 2	245		۲		-	-
Platoon blocked, %				-7.		
Mov Cap-1 Maneuver	30	491		-	652	
Mov Cap-2 Maneuver	30	-				
Stage 1	291			-	-	-
Stage 2	241		-		-	
Oldge 2	271					
Approach	WB	1,1,1	NB		SB	
HCM Control Delay, s	38		0		0.1	
HCM LOS	E					
Minor Lane/Major Mvn	nt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)				129	652	
HCM Lane V/C Ratio				0.155	0.018	
HCM Control Delay (s))		-	38	10.6	
HCM Lane LOS		120	(2)	E	В	2
HCM 95th %tile Q(veh)			0.5	0.1	-
	/			0.0	.	

Intersection		Ľ.	71.2	- 12-2	1.1	чё П.
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		†	RUIN	<u>ី</u>	4
Traffic Vol, veh/h	5	35	1211	20	32	1263
Future Vol, veh/h	5	35	1211	20	32	1263
	0	35 0	0	20	0	1203
Conflicting Peds, #/hr						Free
Sign Control	Stop	Stop	Free	Free	Free	
RT Channelized	-	None	-	None	-	None
Storage Length	0	. 	-		0	
Veh in Median Storage		-	0			0
Grade, %	0	-	0	2	4	0
Peak Hour Factor	77	77	90	90	95	95
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	6	45	1346	22	34	1329
N 4 - 1 /h 41	Mag-4		Interd		Malan0	
	Minor1		Major1		Major2	
Conflicting Flow All	2754	684	0	0	1368	0
Stage 1	1357			-	-	-
Stage 2	1397	(a)	3		¥	<u>11</u>
Critical Hdwy	6.6	6.9		- , -	4.1	
Critical Hdwy Stg 1	5.8	÷.	4	2	4	2
Critical Hdwy Stg 2	5.4	-	-			2
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	19	396			508	
	208	000			000	
Stage 1		-			Ē	0
Stage 2	231	-		-	-	
Platoon blocked, %			-	•		-
Mov Cap-1 Maneuver	18	396	-		508	-
Mov Cap-2 Maneuver	18	-	3			8
Stage 1	208	-		-		•
Stage 2	216	-				
Approach	WB		NB		SB	
Approach						
HCM Control Delay, s	65		0		0.3	
HCM LOS	F					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-	109	508	-
HCM Lane V/C Ratio		÷.	1	0.477		
			1			5
HCM Control Delay (s)			-	65	12.6	
HCM Lane LOS				F	B	5
HCM 95th %tile Q(veh))	-	-	2.1	0.2	+

	_					
Intersection		²⁰ л. п	6	10	nt.)	
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
		VVDR		NDR) J	1
Lane Configurations	W	C	1 446	G	9	962
	. 0	6	1446	6	9	962 962
Future Vol, veh/h	0	6	1446	6		902
Conflicting Peds, #/hr	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	- 0.4		-	
Storage Length	0	-	-	ŝ	0	-
Veh in Median Storage		1.1	0	8	-	0
Grade, %	0	-	0		-	0
Peak Hour Factor	38	38	94	94	95	95
Heavy Vehicles, %	0	0	5	0	0	4
Mvmt Flow	0	16	1538	6	9	1013
Major/Minor	Minor1	Ň	/lajor1	1. 2.	Major2	
Conflicting Flow All	2572	772	0	0	1544	0
	1541	-	0	-	- 1044	-
Stage 1	1031					
Stage 2		6.9			4.1	1.1
Critical Hdwy	6.6					
Critical Hdwy Stg 1	5.8		*			-
Critical Hdwy Stg 2					-	
Follow-up Hdwy	3.5	3.3	¥		2.2	
Pot Cap-1 Maneuver	25	347	4		436	-
Stage 1	166	-	÷	-	<u></u>	2
Stage 2	347			1 - Ê	8	
Platoon blocked, %						×.
Mov Cap-1 Maneuver	24	347	-		436	
Mov Cap-2 Maneuver	24	-		-		
Stage 1	166	1.1	•	+	- 11 m	
Stage 2	340	-	32	-	4	-
Annanah	16/10	100	NB		SB	
Approach	WB					-
HCM Control Delay, s	15.9		0		0.1	
HCM LOS	С					
Minor Lane/Major Mvm	nt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)			-		436	-
HCM Lane V/C Ratio		-		0.046		
HCM Control Delay (s)		4	14	15.9	13.4	
HCM Lane LOS				10.9 C	B	2
	1				0.1	-
HCM 95th %tile Q(veh)	÷.,	7	0.1	0.1	

Intersection		121	ر الد تقل	21.E	. Uu	. Hereite
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	TICIN	≜ ₽	11011	ĥ	1
Traffic Vol, veh/h	2	10	1234	1	12	1529
Future Vol, veh/h	2	10	1234	1	12	1529
Conflicting Peds, #/hr	0	0	0		0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	18	None		None
Storage Length	0	4	-	2	0	2
Veh in Median Storage	,# 0	•	0		10-2	0
Grade, %	0		0	-		0
Peak Hour Factor	55	55	94	94	96	96
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	4	18	1313	1	13	1593
Major/Minor	Minor1		Major1	1	Major2	-
		657			1314	0
Conflicting Flow All	2933		0			-
Stage 1	1314				1.1	5 () () 2
Stage 2	1619	-	-		4.1	
Critical Hdwy	6.6	6.9	1 (C) •			
Critical Hdwy Stg 1	5.8		•		-	
Critical Hdwy Stg 2	5.4	-	2001-		-	
Follow-up Hdwy	3.5	3.3		*	2.2	×
Pot Cap-1 Maneuver	14	412	-		533	•
Stage 1	219	2	2	-	-	-
Stage 2	180				-	
Platoon blocked, %				•	500	ŝ
Mov Cap-1 Maneuver	14	412	ं ह		533	•
Mov Cap-2 Maneuver	14	-				
Stage 1	219	WV=0		10.1	100	
Stage 2	176	-	9	-	*	~
- With the						
Approach	WB	0.50	NB	No.	SB	1.1
HCM Control Delay, s	75.4		0		0.1	1.0
HCM LOS	F		v			
HOWLOO	1					
		10000				
Minor Lane/Major Mvm	t	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		(72	533	
HCM Lane V/C Ratio			-	0.303		=
HCM Control Delay (s)		20.24	4	75.4	11.9	
HCM Lane LOS		2	-	F	В	÷
HCM 95th %tile Q(veh)	이 작가면,	1 8		1.1	0.1	1.015

Intersection	15/5	1.8	1 and	and the	141	- 10 A
Int Delay, s/veh	4.7					
-		14/00	NIDT	NIDO	CDI	ODT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		† î>		1	1500
Traffic Vol, veh/h	5	38	1455	22	35	1520
Future Vol, veh/h	5	38	1455	22	35	1520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	16.00	None	2.24	None		None
Storage Length	0		3	-	0	-
Veh in Median Storage	,# 0	1.2 1	0	-		0
Grade, %	0	•	0		-	0
Peak Hour Factor	77	77	90	90	95	95
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	6	49	1617	24	37	1600
1 4 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			10.00		Next Sector	
Contraction of the second s	Minor1		Major1		Major2	
Conflicting Flow All	3303	821	0	0	1641	0
Stage 1	1629	11 门后	-			18
Stage 2	1674	-	17		5	
Critical Hdwy	6.6	6.9			4.1	-
Critical Hdwy Stg 1	5.8		×	-		
Critical Hdwy Stg 2	5.4				1	
Follow-up Hdwy	3.5	3.3	2	4	2.2	×
Pot Cap-1 Maneuver	8	322	1		400	1.14
Stage 1	149	-		2		
Stage 2	169		CUNE.			100
Platoon blocked, %	103	- 11 - <u>2</u> 0	-		6	-
	7	322			400	
Mov Cap-1 Maneuver			0.00		400	
Mov Cap-2 Maneuver	7					
Stage 1	149	-		1	+	- 1 H
Stage 2	153	-	34 14	-	2	-
Approach	WB	5 - 5	NB	1917	SB	- 19 mar
		the Real Property lies	0	- 0	0.3	
HCM Control Delay, s			0		0.5	
HCM LOS	F					
Minor Lane/Major Mvm	1t	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	1.5.57	-	-		400	-
HCM Lane V/C Ratio		-	-	1.074		
				274.5	14.9	
HCM Control Delay (s)				214.5 F	14.9 B	-
HCM Lane LOS			-			
HCM 95th %tile Q(veh)			4.8	0.3	100

Intersection		8.1	Sec. 12		5101	1.1.49
Int Delay, s/veh	0.1					
	WBL	WBR	NBT	NBR	SBL	SBT
Movement		WDR		NDR	and the second se	<u>SB1</u>
Lane Configurations	Y	c	† ‡	6	٦	962
Traffic Vol, veh/h	0	6	1446	6	9	962
Future Vol, veh/h	0	6	1446	6	9	
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	- 20		•	
Storage Length	0		3	2	0	14
Veh in Median Storage		-	0		•	0
Grade, %	0	-	0			0
Peak Hour Factor	38	38	94	94	95	95
Heavy Vehicles, %	0	0	5	0	0	4
Mvmt Flow	0	16	1538	6	9	1013
Major/Minor	Minor1		Major1	1.77	Major2	1 12
Conflicting Flow All	2572	772	0	0	1544	0
Stage 1	1541	-	-		-	-
Stage 2	1031	-	-			
Critical Hdwy	6.6	6.9		~	4.1	100
Critical Hdwy Stg 1	5.8	0.5	-	-	-	-
	5.4					12.
Critical Hdwy Stg 2	3.5	- 3.3	-	-	2.2	
Follow-up Hdwy			-	-	436	1.1.2
Pot Cap-1 Maneuver	25	347		881 B.	430	
Stage 1	166	•	•	-		141
Stage 2	347	-	•			
Platoon blocked, %			ħ			
Mov Cap-1 Maneuver		347	1000		436	S inter
Mov Cap-2 Maneuver	24	-		-		ಿಕಾ
Stage 1	166	-		1 i -	-	1.1-
Stage 2	340	-	Ц.	-	2	200
Approach	WB	1000	NB	1 1 1 1	SB	14 1-20
			0	Contrast.	0.1	11.5
HCM Control Delay, s			0		0.1	
HCM LOS	С					
Minor Lane/Major Mvr	nt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)			-		436	-
HCM Lane V/C Ratio		2		0.046		-
HCM Control Delay (s	1	179		15.9	13.4	
HCM Lane LOS	7		2	10.0 C	B	141
				0.1	0.1	11. 12
HCM 95th %tile Q(veh	1)			0.1	0.1	100

Intersection	-		1003	- 3.#4	11.81	
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL	WUIN	₩D1	HUN	SDL M	A
Traffic Vol, veh/h	-T 6	26	1234	5	28	1529
Future Vol, veh/h	6	20	1234	5	28	1529
Conflicting Peds, #/hr	0	20	1234	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	Fiee	None	Fiee	We open upon
Storage Length	0	NUNE	-	NUILE -	0	NUILE -
		51.5 5	•		-	0
Veh in Median Storage			0	1.05	-	0
Grade, %	0 55	- 55	94	.94	96	96
Peak Hour Factor		50 0	94	. 94	90	90
Heavy Vehicles, %	0	-			-	
Mvmt Flow	11	47	1313	5	29	1593
Major/Minor	Minor1	1	Major1	1211	Major2	Happel.
Conflicting Flow All	2967	659	0	0	1318	0
Stage 1	1316				11 - 2	1.1
Stage 2	1651	-	-			-
Critical Hdwy	6.6	6.9		17.	4.1	1.5.
Critical Hdwy Stg 1	5.8		÷		-	
Critical Hdwy Stg 2	5.4	-	-		-	1
Follow-up Hdwy	3.5	3.3	2	2	2.2	
Pot Cap-1 Maneuver	14	411			531	-
Stage 1	219	-	-	4	-	12
Stage 2	174	-	10.0		0.01	16 15
Platoon blocked, %	1/4	8	-			
	13	411			531	
Mov Cap-1 Maneuver	13	411			001	
Mov Cap-2 Maneuver		-	*		-	
Stage 1	219	-				
Stage 2	164	-	-		-	
Approach	WB		NB	201	SB	
HCM Control Delay, s		1.10	0		0.2	
HCM LOS	F					
	13-15					
		110.77	LIDEL	UDI of	0.01	ODT
Minor Lane/Major Mvm	N	NBT	10 10 10 10 10 10 10 10 10 10 10 10 10 1	WBLn1	SBL	SBT
Capacity (veh/h)		+	11. 4	61	531	
HCM Lane V/C Ratio		¥		0.954		
HCM Control Delay (s)	Sant			213.1	12.2	
HCM Lane LOS				F	В	-
HCM 95th %tile Q(veh))			4.5	0.2	

Intersection Int Delay, s/veh Movement Lane Configurations	12.5	(1947) 1947 - 1947 - 1947 1947 - 194	4			
Movement	12.5				-	
	. 2.0					
	WBL	WBR	NBT	NBR	SBL	SBT
	W	VV DI V	1 1 1	THEIT	5	1
Traffic Vol, veh/h	8	52	1455	23	39	1520
	8	52	1455	23	39	1520
Future Vol, veh/h				23	0	0
Conflicting Peds, #/hr		0	0			
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None	-	
Storage Length	0	1.2			0	
Veh in Median Storag			0	•	1.1	0
Grade, %	0	1.00	0	-		0
Peak Hour Factor	77	77	90	90	95	95
Heavy Vehicles, %	0	0	2	0	0	3
Mymt Flow	10	68	1617	26	41	1600
						12
Major/Minor	Minor1		Major1		Major2	-
Conflicting Flow All	3312	822	0	0	1643	0
Stage 1	1630	1000		-	1.11.1	-
Stage 2	1682	(1)	(.	-		
Critical Hdwy	6.6	6.9		-	4.1	
Critical Hdwy Stg 1	5.8	263	: (#C	-		
Critical Hdwy Stg 2	5.4	1.1	(a)	2 -		
Follow-up Hdwy	3.5	3.3	121	~	2.2	
Pot Cap-1 Maneuver	~ 8	321	1		399	5 18-5
Stage 1	148	-		-		-
Stage 2	168					
	100				0.0	
Platoon blocked, %	-	004	(. .)	1.5	200	
Mov Cap-1 Maneuver		321	(+)		399	
Mov Cap-2 Maneuver		-	3 9 5	:#)	1	•
Stage 1	148	-			-	1.4
Stage 2	151		10	24. 1	8 4 3	8
Annranah	WB	10000	NB	11 M	SB	Service .
Approach		-	0		0.4	
HCM Control Delay, s			U		0.4	
HCM LOS	F					
Minor Lane/Major Mv	mt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-		399	
HCM Lane V/C Ratio		125	-	1.694		
second	4			529.3	15.1	
HCM Control Delay (s	1		V	F	C	
HCM Lane LOS	-)	-				
HCM 95th %tile Q(vel	1)			7.8	0.3	
		1.2 12	The last	Sec. 1.		
Notes						+: Comp

Highland Place at the Site Driveway

÷						
Intersection		7.	2.11			101
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		÷.	ĥ		Y	
Traffic Vol, veh/h	1	13	5	0	0	1
Future Vol, veh/h	1	13	5	0	0	1
Conflicting Peds, #/hr	0	0	0	0	Ő	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length		None		Nono	0	Hone
		0	0		0	
Veh in Median Storage	;# -	0	0	5	0	
Grade, %	70		42	42	92	92
Peak Hour Factor	70	70				
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	19	12	0	0	1
Major/Minor	Major1	-	Major2	1	Minor2	3
Conflicting Flow All	12	0	2	0	33	12
Stage 1					12	
Stage 2	-	-	-	-	21	
Critical Hdwy	4.1				6.4	6.2
Critical Hdwy Stg 1	4.1				5.4	
Critical Hdwy Stg 2	-				5.4	
Follow-up Hdwy	2.2				3.5	3.3
	1620			-	986	1074
Pot Cap-1 Maneuver	1020			-	1016	1074
Stage 1	-			-		-
Stage 2	-	30		-	1007	
Platoon blocked, %	1000	7		2	005	4074
Mov Cap-1 Maneuver	1620			•	985	1074
Mov Cap-2 Maneuver	19	-		-	985	-
Stage 1			-	1.1	1015	-
Stage 2		54	2	-	1007	-
Approach	EB		WB		SB	a de
HCM Control Delay, s	0.5		0		8.4	
HCM LOS					A	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1620				1074
HCM Lane V/C Ratio		0.001	_	34		0.001
HCM Control Delay (s)		7.2	0		-	8.4
HOM Long LOC		1.2	0		-	۰.4

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HCM Lane LOS

HCM 95th %tile Q(veh)

1.9

In	ter	se	ctic	n

Int Delay, s	/veh
--------------	------

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations			र्भ	e (Y		
Traffic Vol, veh/h	3	3	6	5	0	0	3	
Future Vol, veh/h	3	3	6	5	0	0	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	•	None	-	None	-	None	
Storage Length	-	-	-	-	-	0	ž	
Veh in Median Storage,	# -	-	0	0	-	0		
Grade, %	-	-	0	0	-	0		
Peak Hour Factor	92	75	75	42	42	38	38	
Heavy Vehicles, %	2	0	0	0	0	0	0	
Mvmt Flow	3	4	8	12	0	0	8	

Major/Minor	Major1		Ma	ajor2	134	Minor2	164. ft	
Conflicting Flow All		12	0	9	0	28	12	
Stage 1						12		
Stage 2		.=:	37		1	16	-	
Critical Hdwy		4.1			-	6.4	6.2	
Critical Hdwy Stg 1	3 8 2					5.4	ж	
Critical Hdwy Stg 2			1.4	*	-	5.4		
Follow-up Hdwy	-	2.2	3 2	2	12	3.5	3.3	
Pot Cap-1 Maneuver	-	1620			2	992	1074	
Stage 1		÷.	5	3		1016	÷	
Stage 2	1.00	:*:			-	1012		
Platoon blocked, %								
Mov Cap-1 Maneuver	~	~				992	1074	
Mov Cap-2 Maneuver				æ	-	992	-	
Stage 1		248			-	1016		
Stage 2	742	12V	<u>i</u>	:2	2	1012	*	

Approach	EB	WB	SB	
HCM Control Delay, s		0	8.4	
HCM LOS			A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBL	1		Sec. 1		
Capacity (veh/h)	~			+ 107	74				
HCM Lane V/C Ratio	~	1	-	- 0.00)7				
HCM Control Delay (s)	÷.	-	-	- 8	.4				
HCM Lane LOS				jë -	А				
HCM 95th %tile Q(veh)	~		ę	ž.	0				
Notes		-							1.2. 20. 2. 1

Notes

~: Volume exceeds capacity

\$: Delay exceeds 300s +: Computation Not Defined *: All majo

*: All major volume in platoon

HCM 2010 TWSC AJA/Vanasse & Assoc., Inc.

Intersection	5.53					1.5
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		با	4		Y	
Traffic Vol, veh/h	44	8	9	0	1	31
Future Vol, veh/h	44	8	9	0	1	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	-	None
Storage Length		-	-		0	
Veh in Median Storage,	.# -	0	0	·	0	
Grade, %	-	0	0		0	-
Peak Hour Factor	68	68	42	42	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	65	12	21	0	1	39
	00	12	21	U		00
	Aajor1		Aajor2		Minor2	
Conflicting Flow All	21	0		0	163	21
Stage 1	1.00			-	21	
Stage 2	32	<u>;</u>	÷	2	142	×
Critical Hdwy	4.1		-		6.4	6.2
Critical Hdwy Stg 1		÷		2	5.4	-
Critical Hdwy Stg 2	-	-			5.4	-
Follow-up Hdwy	2.2	-		-	3.5	3.3
Pot Cap-1 Maneuver	1608			-	832	1062
Stage 1	1000			+	1007	-
Stage 2					890	
Platoon blocked, %		2		-	000	
	1608	-			798	1062
Mov Cap-1 Maneuver	1000		-		798	1002
Mov Cap-2 Maneuver	5		•			
Stage 1				•	966	
Stage 2					890	
Approach	EB	50	WB	S. 1.	SB	
HCM Control Delay, s	6.2		0		8.6	
HCM LOS					A	
		501	COT	MOT	MDD	
Minor Lane/Major Mvm1	t	EBL	EBT	WBT	WBR	
Capacity (veh/h)		1608		•		1051
HCM Lane V/C Ratio		0.04		-		0.038
HCM Control Delay (s)		7.3	0		12	8.6
HCM Lane LOS		Α	Α	=	-	Α
						0.1

Intersection	1125		1 X		144	
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
and all a second a second second	- التانيا	<u> </u>		TUN	- ODL	ODIN
Lane Configurations	4	୍ୟ 14	۲÷ 5	0	-T'	1
Traffic Vol, veh/h	1	14	5	0	0	1
Future Vol, veh/h	1	14 0	0 0	0	0	0
Conflicting Peds, #/hr	0					
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	•		-	None	-	None
Storage Length	-	-	-	•	0	2
Veh in Median Storage,	# -	0	0	6 - C	0	10.5
Grade, %	-	0	0	-	0	
Peak Hour Factor	70	70	42	42	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	20	12	0	0	1
Major/Minor	Iniced		Anine?		dinor?	2.00
the second s	Aajor1		Major2		Minor2	40
Conflicting Flow All	12	0	14	0	34	12
Stage 1			1		12	1
Stage 2	-				22	-
Critical Hdwy	4.1	u bila			6.4	6.2
Critical Hdwy Stg 1		-		-	5.4	-
Critical Hdwy Stg 2	-	× .		5 I	5.4	-
Follow-up Hdwy	2.2	3			3.5	3.3
Pot Cap-1 Maneuver	1620	1012	- 4		984	1074
Stage 1	-	-		-	1016	-
Stage 2		1.1.1	1		1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1620		1.01.		983	1074
Mov Cap-2 Maneuver	1020	-		-	983	- 10/-
Stage 1	•			20. R	1015	
Stage 2	-	<u>ن</u>	2	-	1006	-
Approach	EB		WB	1.5-1	SB	st in
HCM Control Delay, s	0.5		0		8.4	
HCM LOS	0.0		0		A	
					^	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1620	-		224	1074
HCM Lane V/C Ratio		0.001				0.001
HCM Control Delay (s)		7.2	0	÷.	- 1 -	8.4
HCM Lane LOS		A	A	4	4	A
HCM 95th %tile Q(veh)		Õ	-	-		0
		U	-			U

Delay, s/veh 1.7 rement EBU EBL EBT WBT WBR SBL SBR e Configurations -4 P Yet Teck Yet file/ong Pods, #hr 0 0 0 0 3 ifficing Pods, #hr 0 0 0 0 0 0 Channelized - None - 0 0 - ifficing Pods, #hr 0 0 0 0 - - ifficing Fods, #hr 0 0 0 0 - - - ifficing Fods, #hr - - 0 0 - - - ifficing Fods, #hr 0 0 0 0 0 0 - ifficing Flow All - - - 14 0 0 8 orrMinor Major Minor2 Minor2 - - 14 - Ifficting															_
Lement EBL EBL EBT WBT WBT SBL SBR e Configurations 41 1/2 1/1	itersection	14	11. 1	1.1	Zery.	1.12	12	1 3				1.5		H. H.	
e Configurations 4 1/2 1/4 Tile Vol, veh/h 3 3 7 6 0 0 re Vol, veh/h 3 3 7 6 0 0 re Vol, veh/h 3 3 7 6 0 0 ifilicting Peds, #hr 0 0 0 0 0 0 Channelized - None None None - rage Length - - 0 - 0 - in Median Storage, # - 0 0 - 0 - in Median Storage, % 2 0 0 0 0 0 ot/Minor Major1 Major2 Minor2 - - - 14 - Stage 1 - - - 14 - - 54 - - - 144 - - - 54 - - - - 144 - - - - - - - - <	nt Delay, s/veh	1.7													
file Vol, veh/h 3 3 7 6 0 3 rev Vol, veh/h 3 3 7 6 0 0 ing Vol, veh/h 3 3 7 6 0 0 ing Vol, veh/h 3 3 7 6 0 0 ing Vol, veh/h 3 3 7 6 0 0 in Control Free Free Free Free Stop Stop Channelized - None None None - 0 - in Median Storage, # - - 0 0 - 0 - is Median Storage, # - - 0 0 - 0 - is Median Storage, # - - 0 0 1 -	ovement	EBU	EBL	EBT	WBT	WBR		SBR		15	più la v		14	3.24	1
file Vol, veh/h 3 3 7 6 0 0 3 inge Log, wh/h 3 3 7 6 0 0 3 inge Log, wh/h 0 0 0 0 0 0 0 1 Control Free Free Free Free Stop Stop Channelized - None - None - None in Median Storage, # - 0 0 - 0 - in Median Storage, # - 0 0 - 0 - in Median Storage, # - 0 0 - 0 - in Median Storage, # - 0 0 0 0 0 in Median Storage, # - 0 0 0 0 0 in Median Storage, # - 0 0 0 0 0 in Median Storage, # - 0 0 1 0 0 1 ide Mdwy 1 - 6.4	ne Configurations			र्भ	ţ,		Y								
Midching Pade, #hr 0 0 0 0 0 0 0 Control Free Free Free Free Stop None None Channelized - None - None None None in Median Storage, # - - 0 - 0 - in Median Storage, # - 0 0 0 - - in Median Storage, # - 0 0 0 - - in Median Storage, # - 0 0 0 0 - in Median Storage, # - 0 0 0 0 0 in Median Storage, # - 0 0 0 0 0 in Median Storage, # - 0 0 0 0 0 in Median Storage, # - 0 0 0 0 0 in Median Storage, # - 0 3 1 1 1 ical Hdwy Stg 1 - - 5 3	affic Vol, veh/h	3	3		6	0	0	3							
Control Free Free Free Free Free Free Stop Channelized - None None None None rage Length - - 0 - - in Median Storage, # - 0 0 - - de, % - 0 0 0 - - de, % - 0 0 0 - - de, % - 0 0 0 0 - de, % - 0 0 0 0 0 nore wy Vehicles, % 2 0 0 0 14 0 0 8 or/Minor Major1 Major2 Minor2 - 14 - 14 Stage 1 - - 14 0 0 3 14 Stage 2 - - 5.4 - - - cal Hdwy Stg 2 - - - 1014 - - Stage 1 <td< td=""><td>uture Vol, veh/h</td><td>3</td><td>3</td><td>7</td><td>6</td><td>0</td><td>0</td><td>3</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	uture Vol, veh/h	3	3	7	6	0	0	3							
Control Free Free Free Free Free Stop Channelized - None - None - None rage Length - - 0 0 - - rage Length - - 0 0 - - de, % - - 0 0 0 0 non wy Vehicles, % 2 0 0 0 31 14 Stage 1 - - 14 - Stage 2 - - 17 cical Hdwy Stg 2 - - - 5.4 - - - cical Hdwy Stg 2 - - - 1014 - Stage 1 - - 1014 - Stage 1 - - 1014	onflicting Peds, #/hr	0	0	0	0	0	0	0							
Channelized - None - None - None - None rage Length 0 - in Median Storage, # - 0 0 0 - 0 - de % - 0 0 0 - 0 - k Hour Factor 92 75 75 42 42 38 38 vy Vehicles, % 2 0 0 0 0 0 0 0 ont Flow 3 4 9 14 0 0 8 or/Minor Major1 Major2 Minor2 filicting Flow All - 14 0 - 0 31 14 Stage 1 14 - Stage 2 17 - ical Howy 51 1 54 - ical Howy Stg 1 54 - ical Howy Stg 2 54 - ical Howy Stg 2 554 - ical Howy Stg 2 554 - ical Howy Stg 2 554 - ical Howy Stg 2 1014 - Stage 2 / Cap-1 Maneuver - 1617 988 1072 Stage 1 / Cap-2 Maneuver / Cap-2 Maneuver Stage 1 / Cap-2 Maneuver	gn Control		Free	Free	Free	Free	Stop	Stop							
in Median Storage, # - - 0 0 - 0 - - 0 - - 0 - - - 0 - - 0 - - - 0 0 - - - 0 0 - 0 - - - 0 0 - 0 - - - - 0	T Channelized		-	None		None	-	None							
In Median Storage, # - 0 0 - 0 - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - 0 - - 0 - 0 - - - 0 0 - - - 0	torage Length	-	-	-	-	-	0	-							
de, % - - 0 - 0 - ki Hour Factor 92 75 75 42 42 38 38 vy Vehicles, % 2 0 0 0 0 0 0 nt Flow 3 4 9 14 0 0 8 or/Minor Major1 Major2 Minor2 - - 14 - Stage 1 - - - 14 - Stage 2 - - - 14 - stage 2 - - - 6.4 6.2 -		e,# -	-	0	0	1.1.4	0	·							
ki Hour Factor 92 75 75 42 42 38 38 vy Vehicles, % 2 0 0 0 0 0 0 mt Flow 3 4 9 14 0 0 0 0 or/Minor Major1 Major2 Minor2	Grade, %		-	0	0	-	0	-							
wy Vehicles, % 2 0 0 0 0 0 nt Flow 3 4 9 14 0 0 8 or/Minor Major1 Major2 Minor2 Minor2 officing Flow All - 14 0 - 0 31 14 Stage 1 - - - 14 - 0 31 14 Stage 2 - - - 14 - 0 31 14 Stage 2 - - - 6.4 6.2 - <td>eak Hour Factor</td> <td>92</td> <td>75</td> <td>75</td> <td>42</td> <td>42</td> <td>38</td> <td>38</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	eak Hour Factor	92	75	75	42	42	38	38							
mt Flow 3 4 9 14 0 0 8 or/Minor Major1 Major2 Minor2 Mileting Flow All 14 0 0 31 14 Stage 1 - - - 14 - Stage 2 - - - 14 - ical Hdwy 9 4.1 - - 6.4 6.2 ical Hdwy Stg 1 - - - 5.4 - ical Hdwy Stg 2 - - - 5.4 - ow-up Hdwy 2.2 - - 5.4 - Ow-up Hdwy 2.2 - - 5.4 - Cap-1 Maneuver - 1011 - - Stage 2 - - - 988 1072 Stage 1 - - - 988 - Cap-1 Maneuver - - 988 1072 / Cap-2 Maneuver - - 988 - Stage 2 - - - 1011 - woach EB WB SB M LOS A	eavy Vehicles, %	2	0	0	0	0	0	0							
filiciting Flow All - 14 0 - 0 31 14 Stage 1 - - - 14 - Stage 2 - - - 14 - Stage 2 - - - 14 - Stage 2 - - - 6.4 6.2 ical Hdwy Stg 1 - - - 5.4 - cical Hdwy Stg 2 - - 3.5 3.3 Cap-1 Maneuver - 1617 - - 988 1072 Stage 1 - - - 1014 - - stage 2 - - - 1011 - - oon blocked, % - - - 988 1072 / Cap-1 Maneuver - - - 1014 - Stage 1 - - - 1014 - Stage 2 - - - 1014 - Stage 1 - - - <td< td=""><td>lvmt Flow</td><td></td><td>4</td><td>.9</td><td>14</td><td>0</td><td>0</td><td>8</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	lvmt Flow		4	.9	14	0	0	8							
filiciting Flow All - 14 0 - 0 31 14 Stage 1 - - - 14 - Stage 2 - - - 14 - Stage 2 - - - 14 - Stage 2 - - - 6.4 6.2 ical Hdwy Stg 1 - - - 5.4 - cical Hdwy Stg 2 - - 3.5 3.3 Cap-1 Maneuver - 1617 - - 988 1072 Stage 1 - - - 1014 - - stage 2 - - - 1011 - - oon blocked, % - - - 988 1072 / Cap-1 Maneuver - - - 1014 - Stage 1 - - - 1014 - Stage 2 - - - 1014 - Stage 1 - - - <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>															
Stage 1 - - - 14 - Stage 2 - - - 17 - ical Hdwy Y 4.1 - - 6.4 6.2 ical Hdwy Stg 1 - - - 5.4 - ical Hdwy Stg 2 - - - 5.4 - ow-up Hdwy 2.2 - - 3.5 3.3 Cap-1 Maneuver 1617 - 988 1072 Stage 2 - - - 1014 - stage 1 - - - 1011 - stage 2 - - - 1011 - stage 1 - - - 988 1072 / Cap-2 Maneuver - - 1014 - Stage 1 - - 1014 Stage 2 - - - 1014 - Stage 2 - - 1014 stage 2 - - - 1014 - - - - <td>ajor/Minor</td> <td>Major1</td> <td>-91 JF</td> <td></td> <td>Major2</td> <td></td> <td></td> <td>9-15-</td> <td>1 112</td> <td></td> <td></td> <td>- 25</td> <td>141</td> <td></td> <td>1</td>	ajor/Minor	Major1	-91 JF		Major2			9-15-	1 112			- 25	141		1
Stage 2 - - - 17 - ical Hdwy 4.1 - - 6.4 6.2 ical Hdwy Stg 1 - - 5.4 - ical Hdwy Stg 2 - - 5.4 - ow-up Hdwy - 2.2 - - 3.5 3.3 Cap-1 Maneuver 1617 - 988 1072 Stage 1 - - - 1014 - Stage 2 - - - 1014 - stage 1 - - - 1014 - stage 2 - - - 1014 - stage 1 - - - 1014 - Stage 1 - - - 1014 - Stage 2 - - -	onflicting Flow All	-	14												
ical Hdwy - 4.1 6.4 6.2 ical Hdwy Stg 1 5.4 - ical Hdwy Stg 2 5.4 - ow-up Hdwy - 2.2 3.5 3.3 Cap-1 Maneuver - 1617 988 1072 Stage 1 1014 - Stage 2 1011 - icon blocked, % / Cap-1 Maneuver ~ 988 1072 / Cap-2 Maneuver 988 - Stage 1 1014 - Stage 2	•					615.5		1.15							
ical Hdwy Stg 1 - - 5.4 - ical Hdwy Stg 2 - - 5.4 - ow-up Hdwy 2.2 - - 3.5 3.3 Cap-1 Maneuver - 1617 - - 988 1072 Stage 1 - - - 1014 - stage 2 - - - 1014 - oon blocked, % - - - - - / Cap-1 Maneuver - - - - - / Cap-1 Maneuver - - - - - / Cap-1 Maneuver - - - - - / Cap-2 Maneuver - - - 988 1072 / Cap-2 Maneuver - - 1014 - - Stage 1 - - - 1011 - wcoach EB WB SB - - - 1011 or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 </td <td></td>															
Ical Hdwy Stg 2 - - 5.4 - ow-up Hdwy - 2.2 - - 3.5 3.3 Cap-1 Maneuver - 1617 - - 988 1072 Stage 1 - - - 1014 - Stage 2 - - - 1011 - con blocked, % - - - 1011 - con blocked, % - - - 988 1072 / Cap-1 Maneuver ~ - - 988 1072 / Cap-2 Maneuver - - - 988 - Stage 1 - - - 1014 - Stage 2 - - - 1014 - stage 2 - - - 1014 - stage 2 - - - 1011 - vicach B WB SB - - - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 <td>itical Hdwy</td> <td></td> <td>4.1</td> <td>- ·</td> <td></td> <td></td> <td></td> <td>6.2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	itical Hdwy		4.1	- ·				6.2							
cow-up Hdwy 2.2 - 3.5 3.3 Cap-1 Maneuver 1617 - 988 1072 Stage 1 - - 1014 - Stage 2 - - 1014 - con blocked, % - - - 1011 - con blocked, % - - - 1011 - con blocked, % - - - 988 1072 / Cap-1 Maneuver - - - 988 - / Cap-2 Maneuver - - - 988 - / Cap-2 Maneuver - - - 1014 - Stage 1 - - - 1014 - Stage 2 - - - 1011 - voach EB WB SB - - 1011 - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 - - - 1072 V Lane V/C Ratio - - - -<	itical Hdwy Stg 1			÷	×	-									
Cap-1 Maneuver - 1617 - - 988 1072 Stage 1 - - - 1014 - Stage 2 - - - 1011 - coon blocked, % - - - 1011 - coon blocked, % - - - 988 1072 / Cap-1 Maneuver ~ - - 988 1072 / Cap-2 Maneuver - - - 988 - Stage 1 - - - 1014 - Stage 2 - - - 1011 - moach EB WB SB - - 1011 - moach EB WB SB - - 1011 - - - 1011 - moach EB WB SB - - - 1011 - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 - - - 0 -	ritical Hdwy Stg 2				-	I.									
Stage 1 - - 1014 - Stage 2 - - - 1011 - icon blocked, % - - - 1011 - icon blocked, % - - - 988 1072 iccap-1 Maneuver ~ - - 988 - iccap-2 Maneuver - - - 988 - Stage 1 - - - 1014 - Stage 2 - - - 1011 - proach EB WB SB - - MControl Delay, s 0 8.4 - - - M LOS A - - - 1072 M Lane V/C Ratio ~ - - 8.4 - M Lane LOS - - - A M 95th % tile Q(veh) ~ - 0 -	ollow-up Hdwy	-		÷	2	-									
Stage 2 - - - 1011 - icon blocked, % - - - - - - / Cap-1 Maneuver ~ - - 988 1072 - - - 988 - - - - 988 - - - 988 - - - - 988 - - - - 1014 - - Stage 1 - - - 1011 - - Stage 2 - - 1011 - - - 1011 - - - 1011 - - - 1011 - - - 1011 - - - 1011 - - - 1011 -	ot Cap-1 Maneuver	-	1617			1.07		1072							
coon blocked, % - - - / Cap-1 Maneuver - - 988 1072 / Cap-2 Maneuver - - 988 - / Cap-2 Maneuver - - 988 - Stage 1 - - - 1014 - Stage 2 - - - 1011 - proach EB WB SB - - - 1011 - proach EB WB SB - - - 1011 - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 -	Stage 1	2	1	2	i i	-		2							
/ Cap-1 Maneuver ~ ~ - 988 1072 / Cap-2 Maneuver - - 988 - Stage 1 - - - 1014 - Stage 2 - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 - - - 1072 V Lane V/C Ratio ~ - - 0.007 - - 8.4 M Lane LOS - - - A - - 0 es - <	Stage 2	9			12.8	-	1011	1						1.20	
/ Cap-2 Maneuver - - 988 - Stage 1 - - - 1014 - Stage 2 - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 - - - 1072 M Lane V/C Ratio ~ - - 0.007 - - 8.4 M Lane LOS - - - - 0 - - 0 es - - 0 - - 0 - - 0<	latoon blocked, %				17										
Stage 1 - - - 1014 - Stage 2 - - - 1011 - wroach EB WB SB - - 1011 - wroach EB WB SB - - - 1011 - wroach EB WB SB - - - 1011 - wroach EB EB WB SB - - - 1011 - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 - - - 1072 or Lane V/C Ratio ~ - - 1072 - - 8.4 M Lane LOS - - - A - - 0 - es = - - 0 - - 0 -	lov Cap-1 Maneuver	~ ~	~			-		1072							
Stage 2 - - - 1011 - proach EB WB SB - - 1011 - M Control Delay, s 0 8.4 - - - 1011 - or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 - - - 1072 or Lane V/C Ratio ~ - - 1072 - - - 1072 M Lane V/C Ratio ~ - - 8.4 - - - 8.4 M Lane LOS - - - - 0 - - 0 - es - - 0 - - 0 - - 0 -	lov Cap-2 Maneuver	-	×			-		-							
bits EB WB SB M Control Delay, s 0 8.4 M LOS A or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 pacity (veh/h) ~ - - 1072 M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th % tile Q(veh) ~ - - 0	Stage 1	1.00		á lux	•	-		•							
M Control Delay, s 0 8.4 M LOS A or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 pacity (veh/h) ~ - - 1072 M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th % tile Q(veh) ~ - - 0	Stage 2	1 <u>8</u> 7	4	2	2	-	1011								
M Control Delay, s 0 8.4 M LOS A or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 pacity (veh/h) ~ - - 1072 M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th % tile Q(veh) ~ - - 0	n sa Mala de Ja		1	V = 7				101/201	-	100					
M LOS A or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 pacity (veh/h) ~ - - 1072 M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A 95th % tile Q(veh) ~ - - 0	oproach		-	1000							-	2,203	16.1		8
or Lane/Major Mvmt EBL EBT WBT WBR SBLn1 bacity (veh/h) ~ - - 1072 M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th % tile Q(veh) ~ - - 0					0										
Dacity (veh/h) ~ - - 1072 M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th % tile Q(veh) ~ - - 0	CMLOS						A								
Dacity (veh/h) ~ - - 1072 M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th % tile Q(veh) ~ - - 0		mi	COL	EDT	WPT	WPP	CRI n1			-	The state	-	10.00		
M Lane V/C Ratio ~ - - 0.007 M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th %tile Q(veh) ~ - - 0		IIII			VVDI			CL PAULTE		1	-	1.00	-	-T-	
M Control Delay (s) - - - 8.4 M Lane LOS - - - A M 95th %tile Q(veh) ~ - - 0			~		-										
M Lane LOS A M 95th %tile Q(veh) ~ 0 es			~												
M 95th %tile Q(veh) ~ 0 es		5)	-	- 1 P											
es			-												
	-	n)	~			-	U				(Lika)	1.12	1	12 V	
'olume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	otes	1000	1.7		1.	the second	1111	Sec.	19 2 Y	83.7			5-1-		
	Volume exceeds ca	apacity	\$: De	elay exc	ceeds 3	00s	+: Com	putation	Not Defi	ined	": All ma	ajor vol	ume i	n platoo	n

Intersection	1413		1.73	162		121
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	untsons	र्भ	4	A.5 5443	W	
Traffic Vol, veh/h	44	13	12	0	1	31
Future Vol, veh/h	44	13	12	0	1	31
Conflicting Peds, #/hr	0	0	0	0	0	. 0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	544
Veh in Median Storage,	# -	0	0		0	
Grade, %	-	0	0		0	-
Peak Hour Factor	68	68	42	42	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	65	19	29	0	1	39
h Antonik Conner	Interio		tain		lineal	
the second s	lajor1		Major2		Minor2	K T
Conflicting Flow All	29	0	2	0	178	29
Stage 1	-	-	1013	-	29	
Stage 2		-	5	-	149	-
Critical Hdwy	4.1	nog Se			6.4	6.2
Critical Hdwy Stg 1	Ξ.	=	٠		5.4	-
Critical Hdwy Stg 2	-	1.1.4	•	-	5.4	1.1
Follow-up Hdwy	2.2	¥	R	÷	3.5	3.3
Pot Cap-1 Maneuver	1597	4		10.00	816	1052
Stage 1	-	Ξ.	2	53	999	-
Stage 2	-	-	1		884	1.1
Platoon blocked, %		-	•	5		
Mov Cap-1 Maneuver	1597	101.0	-		783	1052
Mov Cap-2 Maneuver		*			783	-
Stage 1		10.0			958	1.1.1
Stage 2	2	-	-	¥.	884	-
olugo r						
Approach	EB	1.1	WB	2.5	SB	-lai
HCM Control Delay, s	5.7		0		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1597	LUI			1041
HCM Lane V/C Ratio		0.041				0.038
HCM Control Delay (s)	1.1	7.3	0			8.6
HCM Lane LOS		7.3 A	A	-	100	0.0 A
		0.1		-	-	0.1
HCM 95th %tile Q(veh)		0.1	-			0.1

*						
Intersection	101	a ha k	12.		5	1335
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	In lotte	4	1	11211	¥.	0011
Traffic Vol, veh/h	1	14	5	0	0	1
Future Vol, veh/h	1	14	5	0	0	1
Conflicting Peds, #/hr	0	0	Ő	Ő	Ő	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	-	None
Storage Length		-	-	-	0	-
Veh in Median Storage,	# -	0	0		Ő	× .
Grade, %	,π ⁻ -	0	0		0	
Peak Hour Factor	70	70	42	42	92	92
	0	0	42	42	9 <u>2</u> 0	0
Heavy Vehicles, %	1	20	12	0	0	1
Mvmt Flow		20	12	U	0	
Major/Minor N	Aajor1	A second	Major2	1	Minor2	1.1
Conflicting Flow All	12	0	2	0	34	12
Stage 1		S. 1.			12	11 N.
Stage 2		-		-	22	
Critical Hdwy	4.1	124			6.4	6.2
Critical Hdwy Stg 1	-	-			5.4	-
Critical Hdwy Stg 2	1			-	5.4	1.110
Follow-up Hdwy	2.2		-	-	3.5	3.3
Pot Cap-1 Maneuver	1620				984	1074
Stage 1	1020		2	2	1016	- 101
					1006	100
Stage 2	-			C 10 18	1000	NOT VIET
Platoon blocked, %	4000	-	70		000	4074
Mov Cap-1 Maneuver	1620	- 11 I I I		2	983	1074
Mov Cap-2 Maneuver	-		*	-	983	
Stage 1	10.06	9.6		-	1015	1000
Stage 2	2	¥	<u>1</u>	-	1006	(#)
Approach	EB	12.5	WB	No. 1	SB	-
HCM Control Delay, s	0.5	11.2	0	Pro 15	8.4	11110
HCM LOS	0.0		•		A	
TIOW LOG					A	
	199					
Minor Lane/Major Mvm	t- Mile	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1620	-	13.14		1074
HCM Lane V/C Ratio		0.001	-	÷	-	0.001
HCM Control Delay (s)		7.2	0			
HCM Lane LOS		A	A	4	2	A
HCM 95th %tile Q(veh)		0		1.1		0
HOM SOUL YOUR MARIN		v				0

Intersection					N	122	- 14
Int Delay, s/veh	4.4						
Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	All south and	the local	Â	4		W	
Traffic Vol, veh/h	3	23	7	6	0	O	23
Future Vol, veh/h	3	23	7	6	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized			None	e., -	None	-	None
Storage Length	9	-	-	-	-	0	5
Veh in Median Storage	,# -		0	0	1914	0	1
Grade, %		-	0	0	-	0	-
Peak Hour Factor	92	75	75	42	42	38	38
Heavy Vehicles, %	2	0	0	0	0	0	0
Mvmt Flow	3	31	9	14	0	0	61
Major/Minor M	Major1	1.00	- V	Major2		Minor2	08.57
Conflicting Flow All		14	0	viajoi z	0	85	14
Stage 1		-	-		-	14	17
		1.1.1.5			-	71	
Stage 2	1	4.1		-	-	6.4	6.2
Critical Hdwy	•					0.4 5.4	0.2
Critical Hdwy Stg 1						5.4 5.4	•
Critical Hdwy Stg 2	-	•	-	-			3.3
Follow-up Hdwy	-	2.2	-		-	3.5 921	3.3 1072
Pot Cap-1 Maneuver	-	1617	с н ^н	-			
Stage 1				-	-	1014	141
Stage 2		-	1.118	itale 🗄		957	1/6
Platoon blocked, %	10	4.0				004	1070
Mov Cap-1 Maneuver	~ -10	~ -10			-	921	1072
Mov Cap-2 Maneuver	×	*	*	8	*	921	.(#)
Stage 1	10.74	-	•			1014	
Stage 2	÷	2	-	¥	<u>2</u>	957	3 8 1
Approach	EB		1 1 2 2 1	WB	7 Sul 7	SB	2.25%
HCM Control Delay, s		5722	10070	0		8.6	11
HCM LOS				v		A	
		1000				~	
Minor Lane/Major Mvm	t in	EBL	EBT	WBT	WBR		187.5
Capacity (veh/h)		+	•			1072	
HCM Lane V/C Ratio		2	-	¥	-	0.056	
HCM Control Delay (s)			-		10 P	8.6	
HCM Lane LOS		4		4	2	А	
HCM 95th %tile Q(veh)		1			1	0.2	
	_						

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Instantion Constant			2.00		-	
Intersection	5.0	Total and		15.18	Theorem .	1.111
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्भ	1.		Y	
Traffic Vol, veh/h	49	13	12	0	1	48
Future Vol, veh/h	49	13	12	0	1	48
Conflicting Peds, #/hr	0	0	0	0	0	. 0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	1.14	None	0.6	None	-	None
Storage Length	;e)	-	-	-	0	
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	42	42	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mymt Flow	72	19	29	0	1	60
14 ·	1.1. 4		1-1-0	201010	tin C	244
	lajor1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	192	29
Stage 1			-	1.1.4	29	
Stage 2	-				163	-
Critical Hdwy	4.1		10.0		6.4	6.2
Critical Hdwy Stg 1	12	-	32	2	5.4	-
Critical Hdwy Stg 2	-	1.1	-	6 - F	5.4	-
Follow-up Hdwy	2.2			9	3.5	3.3
Pot Cap-1 Maneuver	1597	214	-	COURT	801	1052
Stage 1					999	-
Stage 2		-	100	1.41.14	871	
Platoon blocked, %				-		
	1597				764	1052
Mov Cap-2 Maneuver	-	-		4	764	-
Stage 1				-	953	
			-		871	-
Stage 2	-	10152	-		0/1	-
					101	
Approach	EB	(- 1.3)	WB		SB	and the
HCM Control Delay, s	5.8	1.1.1	0		8.7	
HCM LOS					Α	
Minor Lane/Major Mvmt	CITE:	EBL	EBT	WBT	WRR	SBLn1
and the second se	1					
Capacity (veh/h)		1597	-	-		1044 0.059
HCM Lane V/C Ratio		0.045	-	-		
HCM Control Delay (s)		7.4	0		1.1.2	8.7
HCM Lane LOS		Α	Α	-		A
HCM 95th %tile Q(veh)		0.1	-			0.2