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:

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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.

Jeffrey S. Dirk

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

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EXECUTIVE SUMMARY

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 off-site 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.

[2] *Manual 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 STOP-sign 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.

INTRODUCTION

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± square feet (sf) to 3,240± sf. The Project site encompasses approximately 0.39± 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.

Source: Google Earth.

Figure 1

Site Location Map

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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.

EXISTING CONDITIONS

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
- A posted speed limit is not provided and, as such, the regulated travel speed[3] 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

[a]S = STOP-sign control.
[b]Combined 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,

[3]The 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.

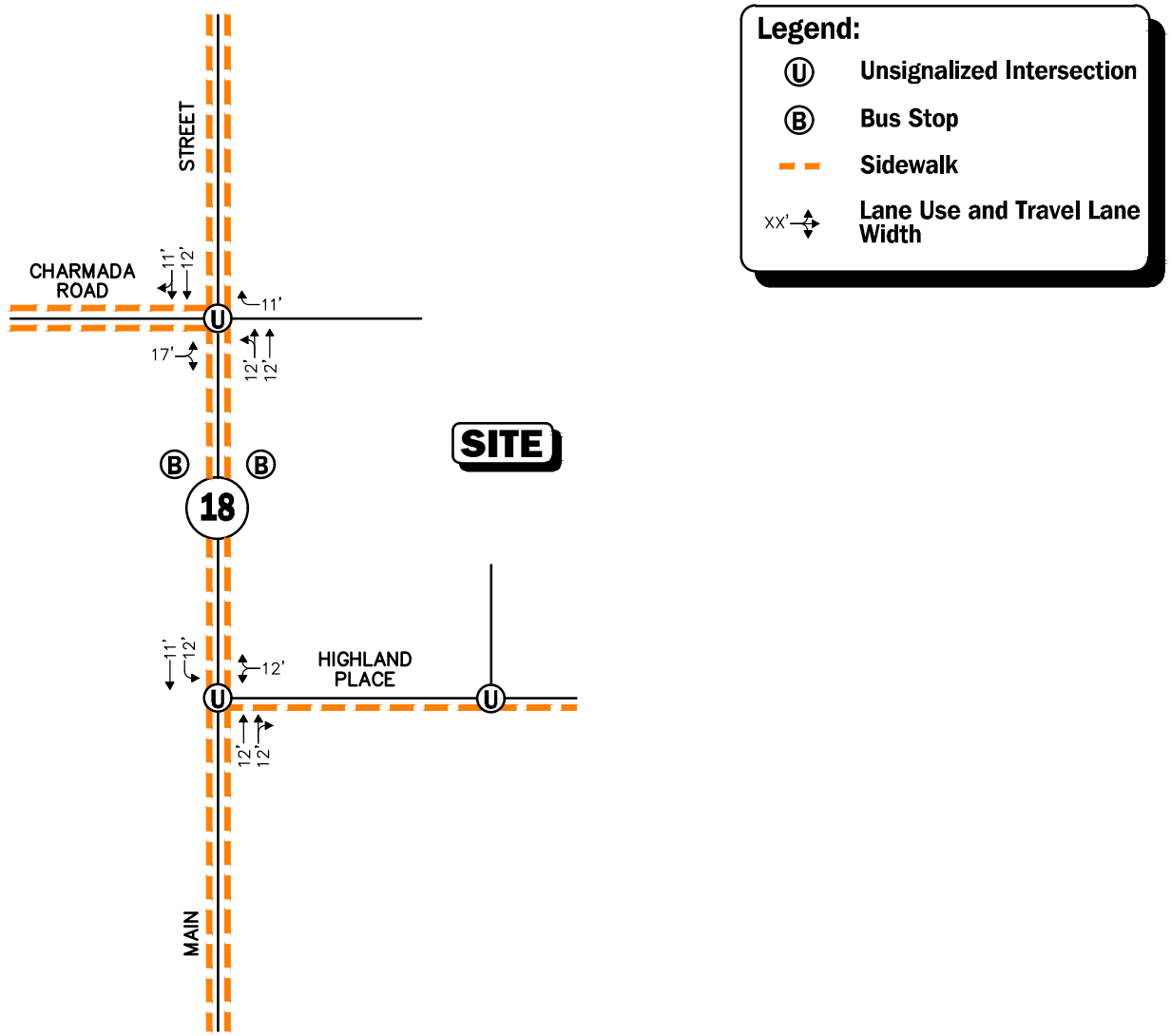

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Figure 2

Existing Intsection Lane Use, Travel Lane Width and Pedestrian Facilities

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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 above 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 2
2019 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

[a]Average weekday traffic in vehicles per day.
[b]Average Saturday traffic in vehicles.
[c]Vehicles per hour.
[d]Percent of daily traffic occurring during the peak hour.
[e]Percent traveling in peak direction.
EB = eastbound; WB = westbound.

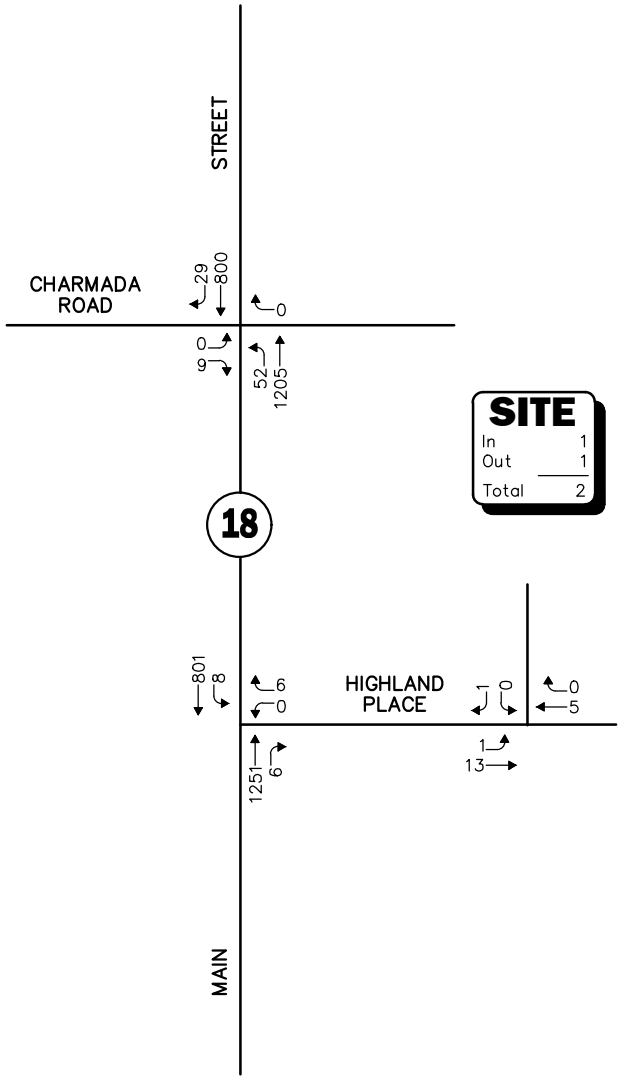
As can be seen in Table 2, Route 18 north of Charmada Road was found to accommodate approximately 35,280 vehicles on an average weekday and 34,675 vehicles on a Saturday (both two-way, 24-hour volumes), with approximately 2,034 vehicles per hour (vph) during the weekday morning peak-hour, 2,316 vph during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

PEDESTRIAN AND BICYCLE FACILITIES

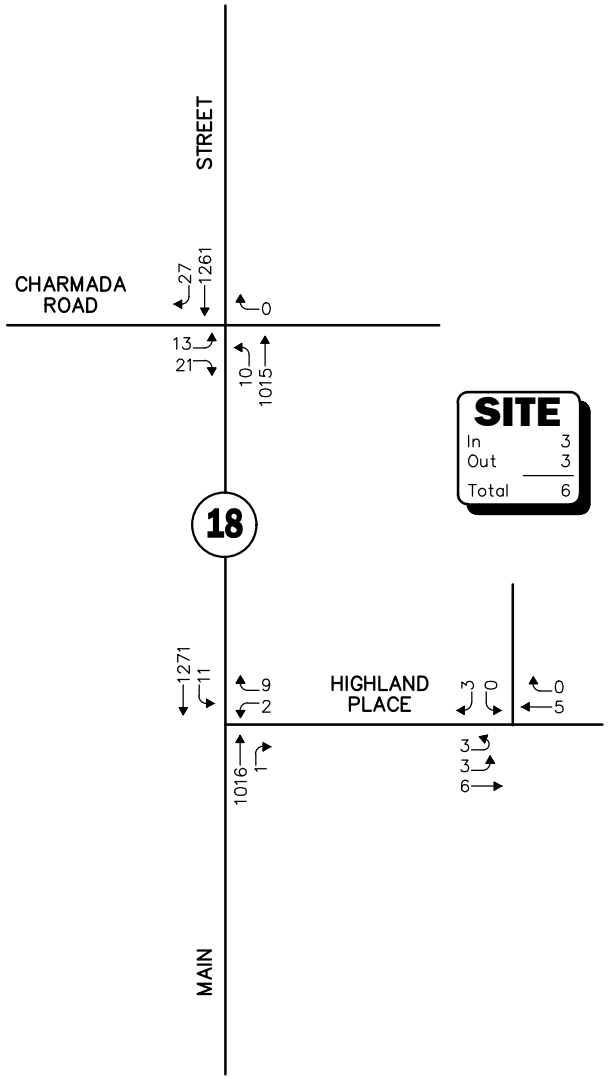
A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in June 2019. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadway and at the study intersections, as well as

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

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM)



SATURDAY MIDDAY PEAK HOUR 11:45 - 12:45 PM)

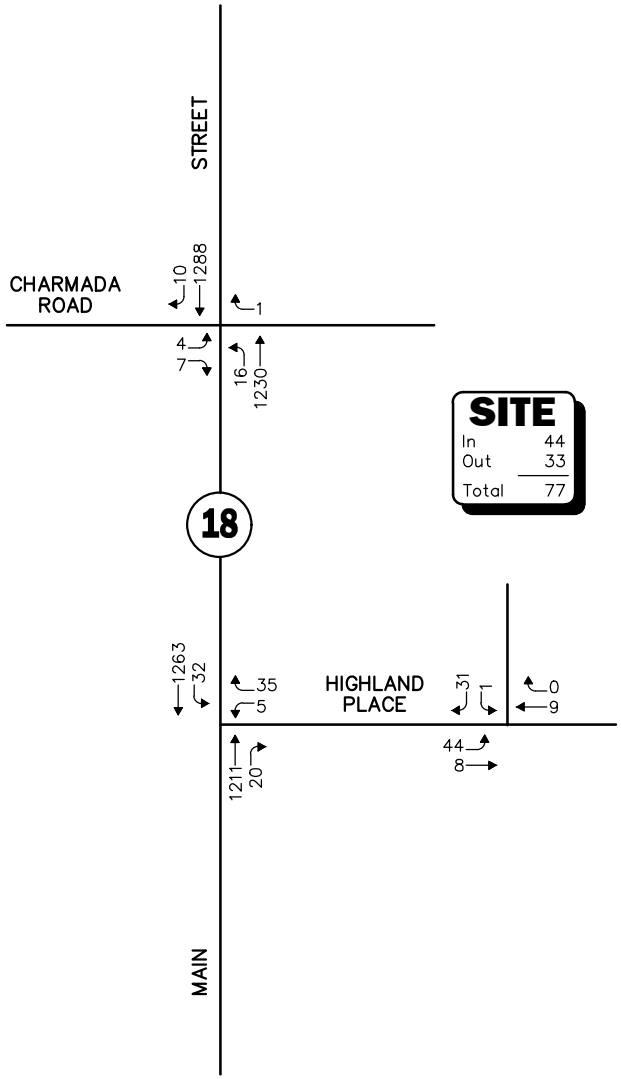


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Figure 3

2019 Existing
Peak Hour Traffic Volumes

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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.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Route 18	
	Northbound	Southbound
Mean Travel Speed (mph)	30	31
85th Percentile Speed (mph)	35	37
Posted Speed Limit (mph)	35	35

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

[5]A 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 below 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.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY[a]

	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	2	0
Total	13	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:			
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:			
Monday through Friday	10	7	0
Saturday	1	1	0
Sunday	2	0	0
Total	13	8	0
Severity:			
Property Damage Only	10	7	0
Personal Injury	3	1	0
Fatality	0	0	0
Total	13	8	0

[a]Source: MassDOT Safety Management/Traffic Operations Unit records, 2013 through 2017.
[b]Traffic Control Type: U = unsignalized.
[c]Crash rate per million vehicles entering the intersection.
[d]Statewide/District crash rate.
[e]The 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).

FUTURE CONDITIONS

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 ITE[6] 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 corridor[7] 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

[6]Ibid 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.

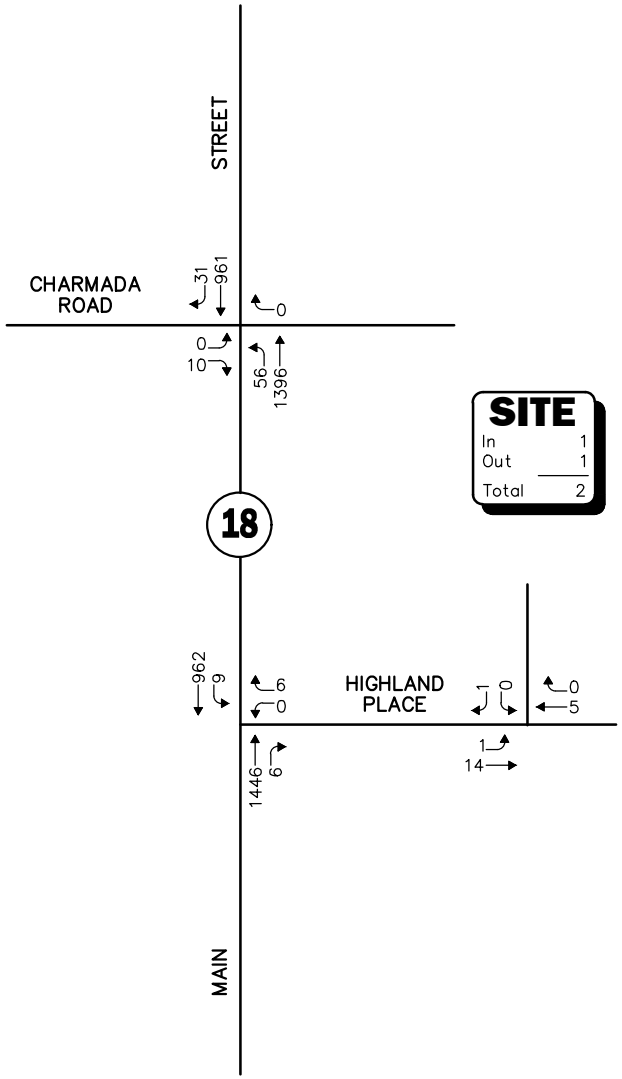
As proposed, the Project will entail the modernization of the existing car wash to include the reconstruction of the existing three (3) bay automatic car wash to accommodate a single tunnel, automated car wash. In order to accommodate the equipment associated with the automated car wash system, the footprint of the existing car wash will be expanded from 1,700± sf to 3,240± 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 ITE[8] 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.

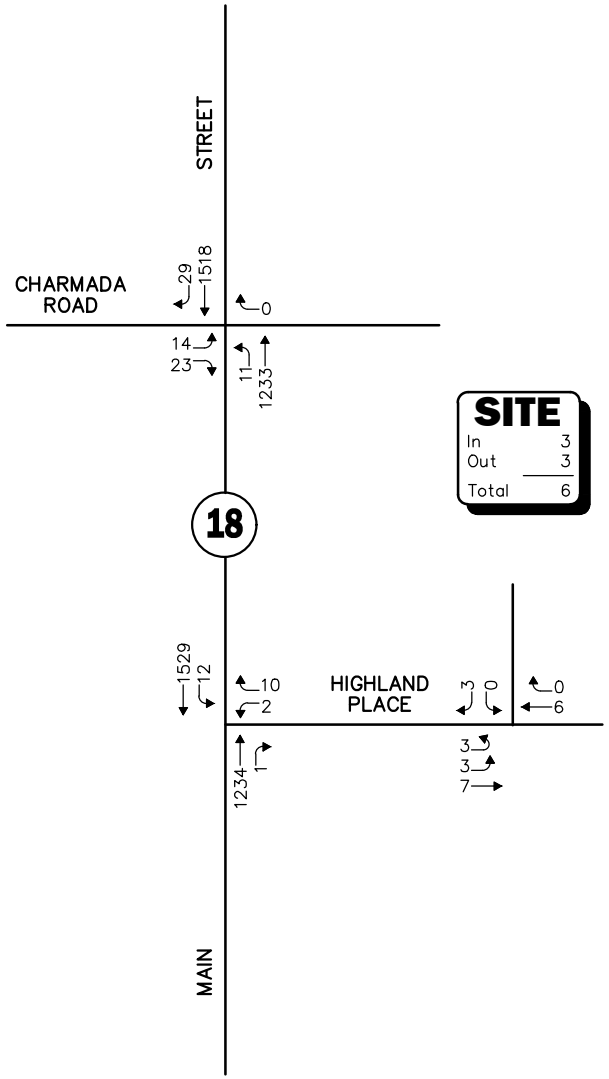
Table 5 summarizes the anticipated traffic characteristics of the Project using the above methodology.

[8]Ibid 1.

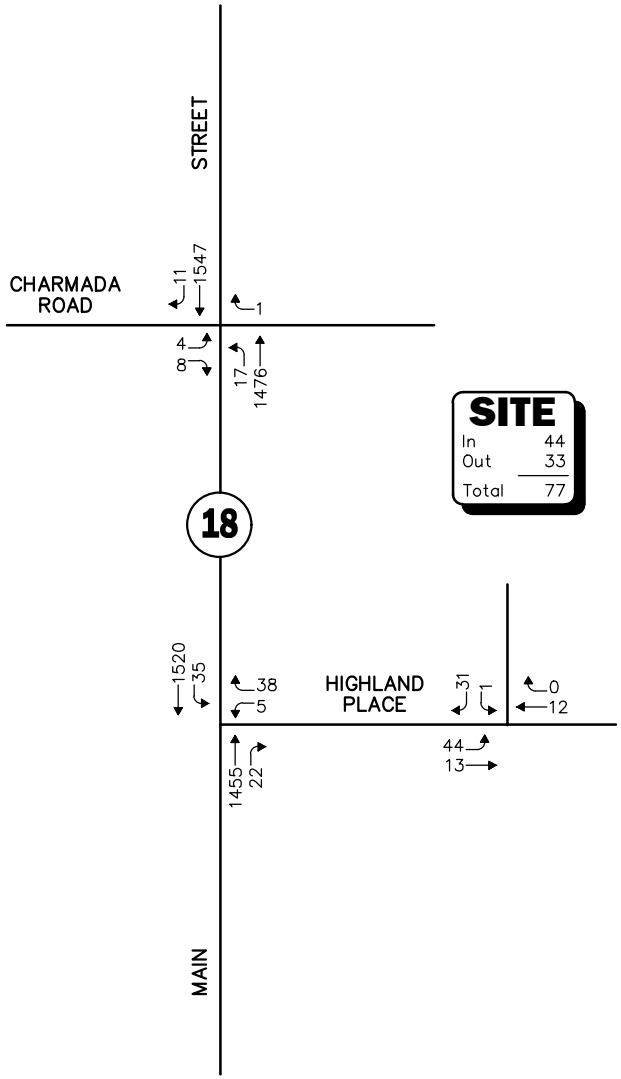
WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM)



SATURDAY MIDDAY PEAK HOUR 11:45 - 12:45 PM)



Not To Scale

Figure 4

2027 No-Build
Peak Hour Traffic Volumes

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Table 5
TRIP GENERATION SUMMARY

Time Period/Direction	Vehicle Trips (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]	1	0
Total		2	0
Weekday Evening Peak Hour:			
Entering	23	3	20
Exiting	23	3	20
Total	46	6	40
Saturday Midday Peak Hour:			
Entering	49	44	5
Exiting	49	33	16
Total	98	77	21

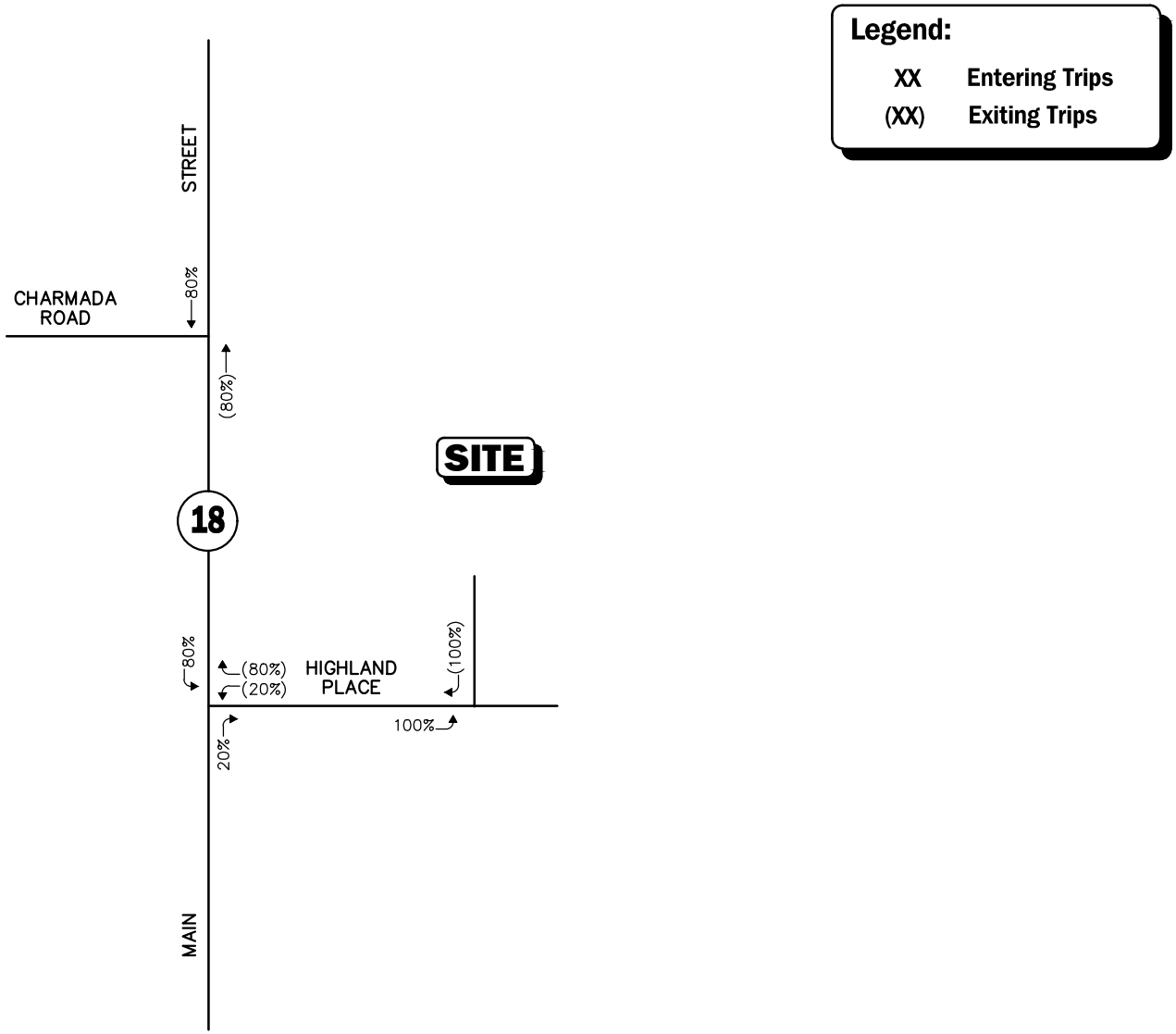
[a]Based on ITE LUC 948, *Automated Car Wash*; 3,240 sf
[b]As counted on June 20th and June 22nd, 2019.
[c]No values established.

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.



Not To Scale

Figure 5

Trip Distribution Map

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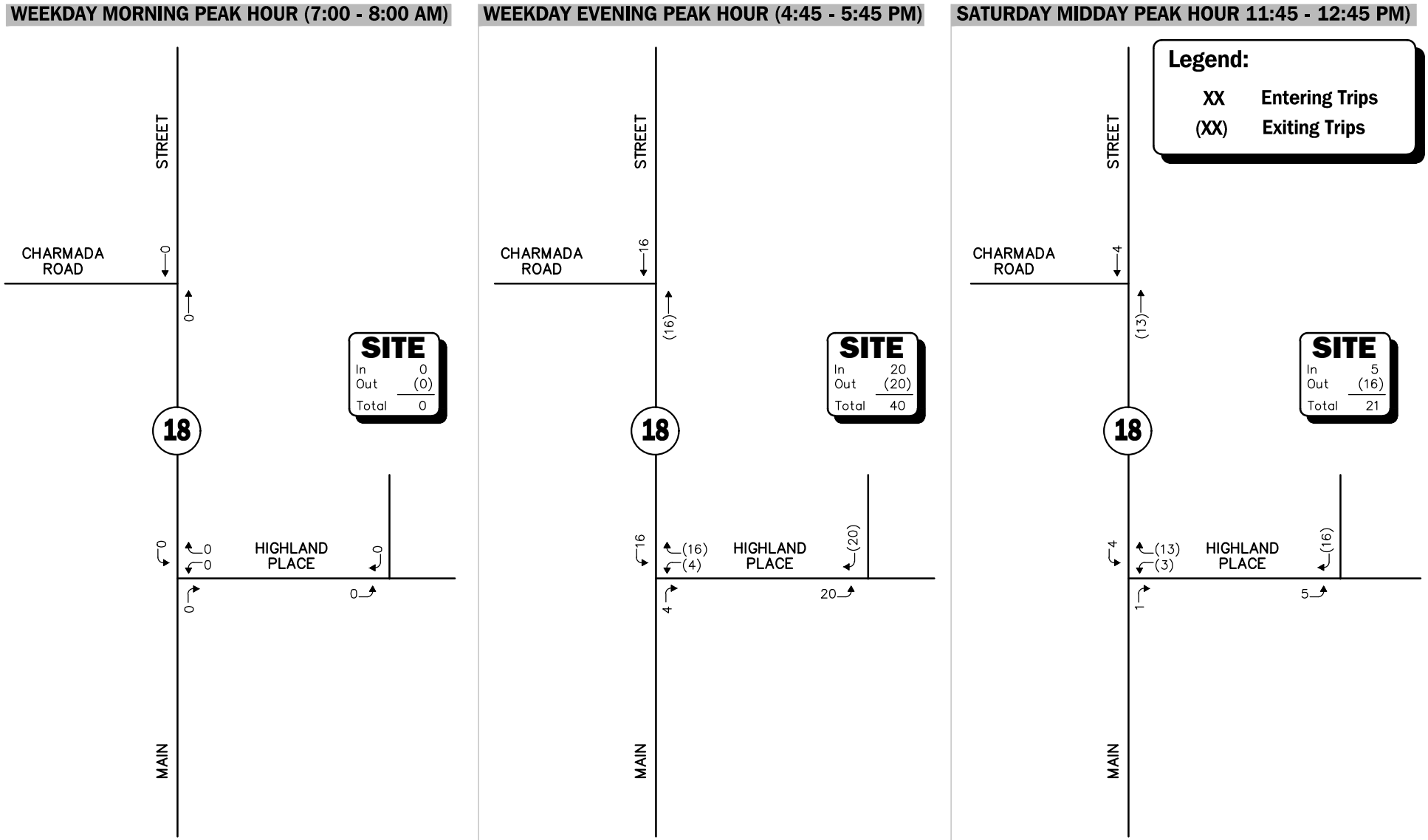

Not To Scale

Figure 6

Site Generated Peak Hour Traffic Volumes

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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.

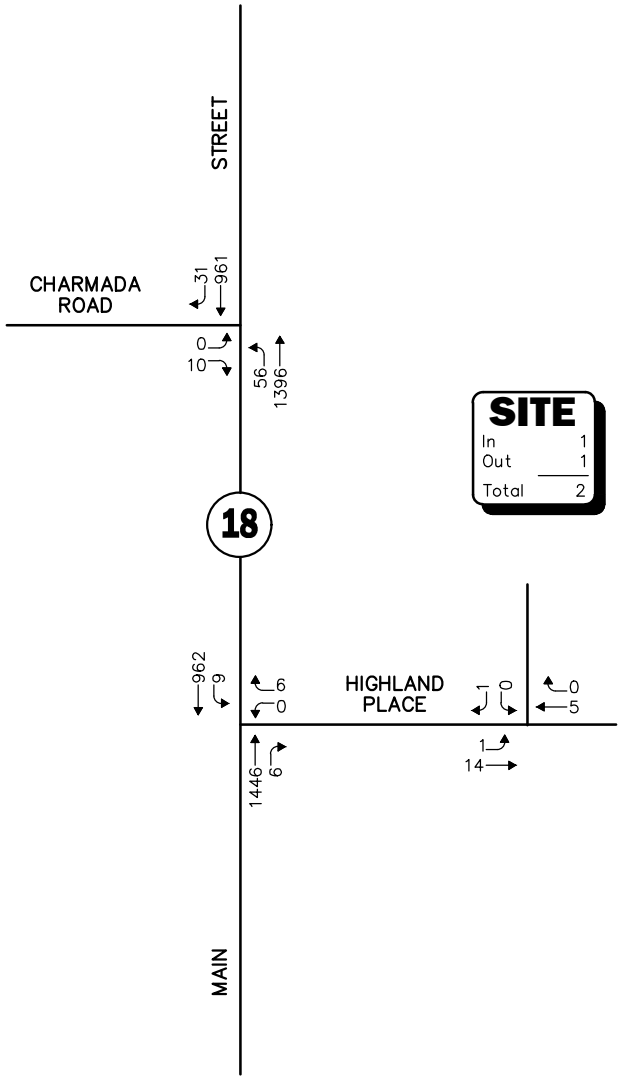
A summary of peak-hour projected traffic-volume increases outside of the study area that is the subject of this assessment is shown in Table 6. These volumes are based on the expected increases from the Project.

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES

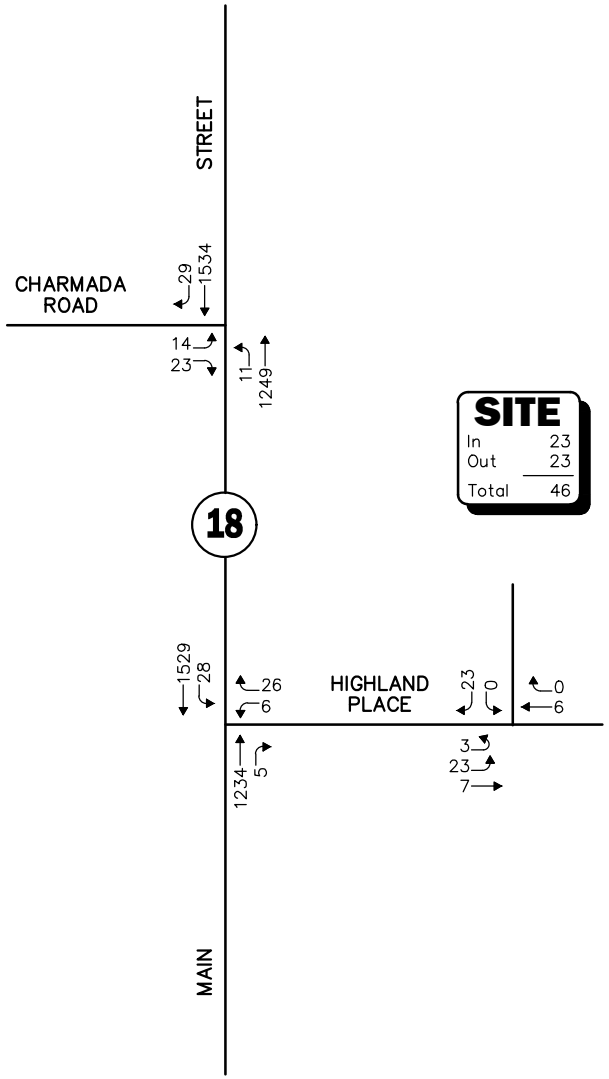
Location/Peak Hour	2019 Existing	2027 No-Build	2027 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
Route 18, north of Charmada Road:					
Weekday Morning	2,034	2,388	2,388	0	0.0
Weekday Evening	2,316	2,794	2,826	32	1.1
Saturday Midday	2,533	3,039	3,056	17	0.6
Route 18, south 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

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.***

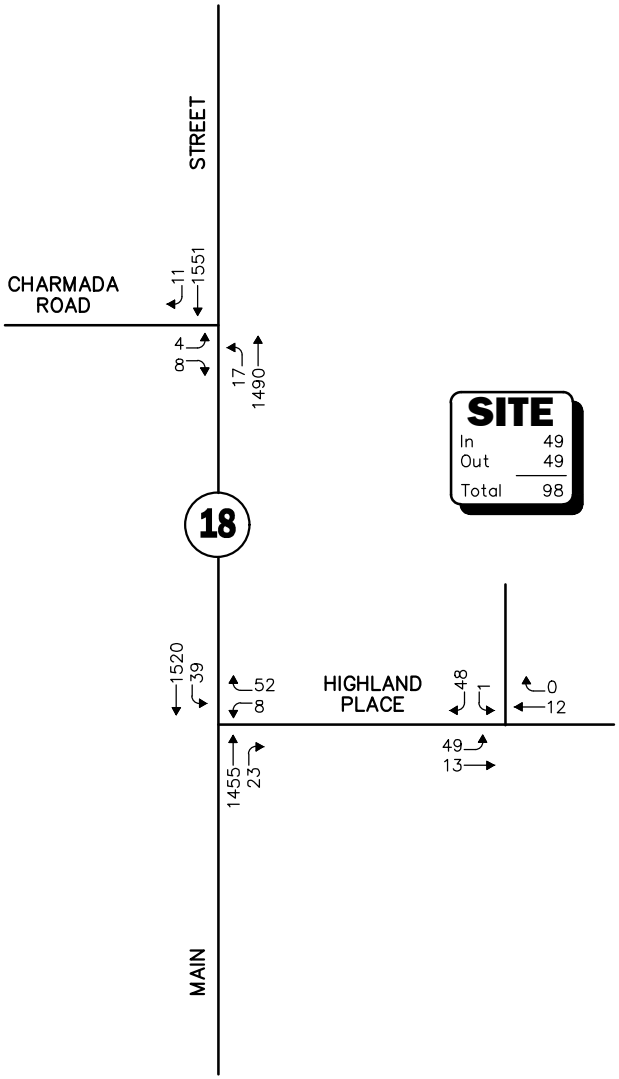
WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM)



SATURDAY MIDDAY PEAK HOUR 11:45 - 12:45 PM)



Not To Scale

Figure 7

2027 Build
Peak Hour Traffic Volumes

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TRAFFIC OPERATIONS ANALYSIS

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.

[9]The 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 includes the effects of initial deceleration delay approaching a STOP sign, stopped 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 Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	>50.0

[a]Source: *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 range from 0 to 5 vehicles during the peak hours, with no change in vehicle queuing 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

Unsignalized Intersection/ Peak Hour/Movement	2019 Existing				2027 No-Build				2027 Build			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
Route 18 at Charmada Road and Site Driveway												
Weekday Morning:												
Charmada Road EB LT/RT	9	11.6	B	0	10	12.5	B	1	10	12.5	B	1
Site Driveway WB LT/TH/RT	0	0.0	A	0	0	0.0	A	0	--	--	--	--
Route 18 NB LT/TH/RT	1,257	1.6	A	0	1,452	2.9	A	0	1,452	2.9	A	0
Route 18 SB LT/TH/RT	829	0.0	A	0	992	0.0	A	0	992	0.0	A	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	A	0	0	0.0	A	0	--	--	--	--
Route 18 NB LT/TH/RT	1,025	0.4	A	0	1,244	0.8	A	0	1,260	0.9	A	0
Route 18 SB LT/TH/RT	1,288	0.0	A	0	1,547	0.0	A	0	1,563	0.0	A	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	B	0	1	16.3	C	0	--	--	--	--
Route 18 NB LT/TH/RT	1,246	1.0	A	0	1,493	3.9	A	0	1,507	4.3	A	0
Route 18 SB LT/TH/RT	1,298	0.0	A	0	1,558	0.0	A	0	1,562	0.0	A	0
Route 18 at Highland Place												
Weekday Morning:												
Highland Place WB LT/RT	6	14.2	B	0	6	15.9	C	0	6	15.9	C	0
Route 18 NB TH/RT	1,257	0.0	A	0	1,452	0.0	A	0	1,452	0.0	A	0
Route 18 SB LT	8	12.0	B	0	9	13.4	B	0	9	13.4	B	0
Route 18 SB TH	801	0.0	A	0	962	0.0	A	0	962	0.0	A	0
Weekday Evening:												
Highland Place WB LT/RT	11	38.0	E	1	12	>50.0	F	1	32	>50.0	F	5
Route 18 NB TH/RT	1,017	0.0	A	0	1,234	0.0	A	0	1,239	0.0	A	0
Route 18 SB LT	11	10.6	B	0	12	11.9	B	0	28	12.2	B	0
Route 18 SB TH	1,271	0.0	A	0	1,529	0.0	A	0	1,529	0.0	A	0
Saturday Midday:												
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	1	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

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

[a]Demand in vehicles per hour.
[b]Average control delay per vehicle (in seconds).
[c]Level-of-Service.
[d]Queue 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.

[11] *A 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]

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD)[b]	Measured
Highland 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[c]
Highland 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[c]
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[c]

[a]Recommended 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.
[b]Values 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.
[c]Clear 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 AND RECOMMENDATIONS

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 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 below 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.

[12] Ibid 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 off-site 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 STOP-sign 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.

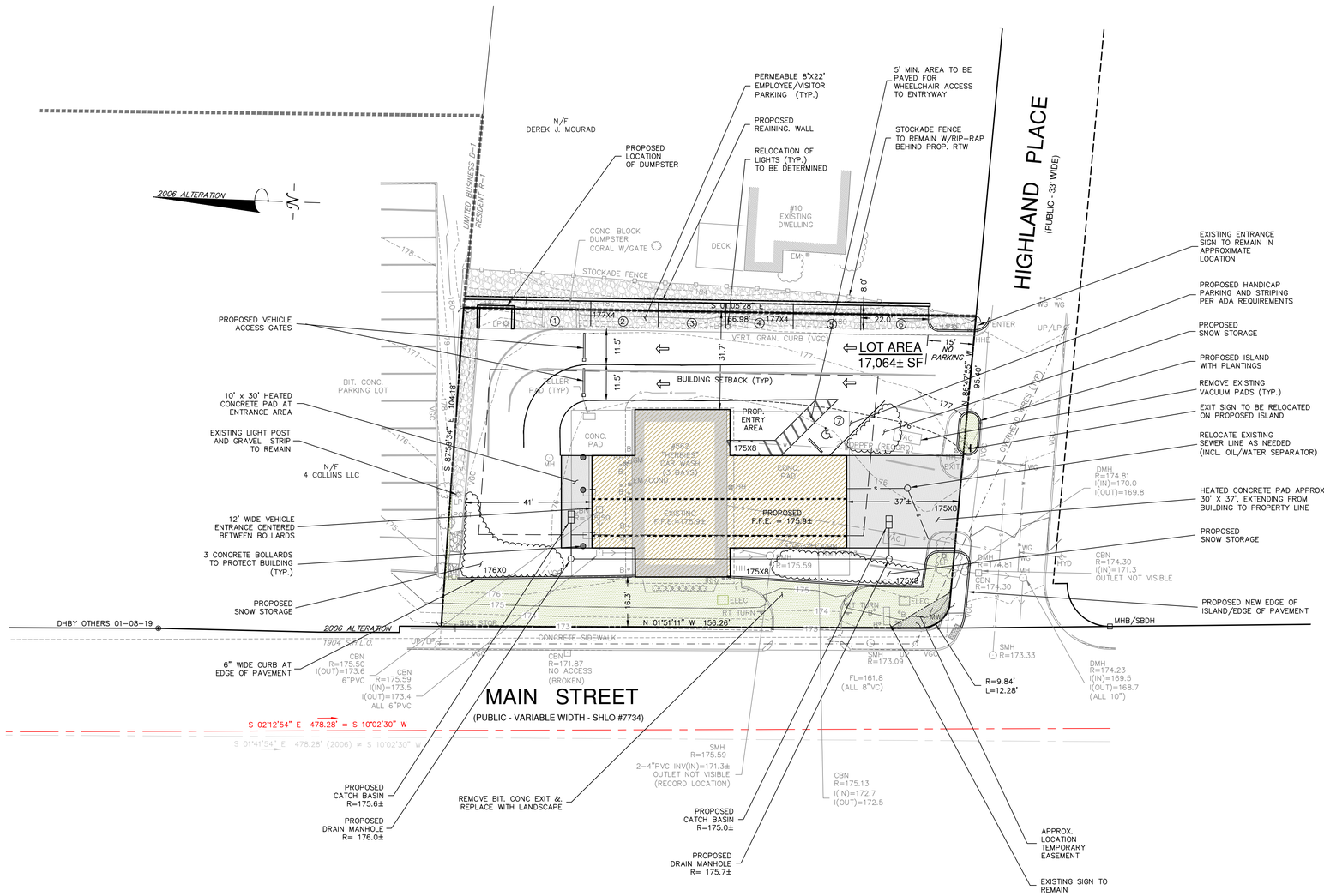
[13]Ibid 2.

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



LEGEND
NOT TO SCALE

EM	ELECTRIC METER	TRANS	TRANSFORMER
DMH	DRAIN MANHOLE	HH	HAND HOLE
SMH	SEWER MANHOLE	RD	ROOF DRAIN
CBN	CATCH BASIN	55	EXIST. CONTOUR
HYD	HYDRANT		WETLAND BUFFER ZONE
WG	WATER GATE		FLOOD ZONE
WS	WATER SERVICE		OVERHEAD WIRES
UP	UTILITY POLE		STONE WALL
LP	LIGHT		EXISTING TREES AND SHRUBS
YD	YARD LIGHTING		TREELINE/LANDSCAPE
GV	GAS VALVE		WETLAND LINE
IRR	IRRIGATION VALVE		

DIG SAFE
MA-RI-ME-NH-VT
CALL TOLL FREE
1-888-344-7233
UTILITIES UNDERGROUND PLANT DAMAGE PREVENTION SYSTEM

SCALE: 1" = 20'
0' 10' 20' 40' 60'

DRAWING REVISIONS

ACTION	DATE	DESCRIPTION

FEMA:

LOCUS LIES IN F.I.R.M. ZONE X AS SHOWN ON COMMUNITY PANEL NO. 25021C0229E DATED JULY 17, 2012.

OWNER OF RECORD:

THE MOURAD COMPANY, LLC
815 GALLIVAN BOULEVARD
BOSTON, MA 02122
ASSESSOR'S PARCEL: #37-463-6
DEED BOOK: 21563, PAGE: 1
PLAN #487 OF 1951

UTILITIES:

UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON VISIBLE ABOVE GROUND UTILITIES AND RECORD INFORMATION OF BELOW GROUND UTILITIES AND ARE APPROXIMATE ONLY. CONTRACTOR IS RESPONSIBLE FOR TAKING ALL NECESSARY PRECAUTIONS BEFORE BEGINNING ANY EXCAVATION. (DIGSAFE 1-800-322-4844)

SURVEY NOTES:

1. ALL MONUMENTS SHOWN HEREON WERE FOUND AND FIELD LOCATED BY CAVANARO CONSULTING, INC. ON JANUARY 8, 2019.

2. ANY EASEMENTS SHOWN HEREON ARE IN ACCORDANCE WITH CURRENT DEED DESCRIPTIONS AND/OR THOSE THAT ARE VISIBLE OR OF PUBLIC RECORD. LEGAL STATUS OF SAID EASEMENTS ARE NOT KNOW.

SITE PLAN NOTE:

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 NOT SHOWN HEREON IS TO BE PROVIDED BY OTHERS.

draft

CAVANARO CONSULTING
687 MAIN STREET
P.O. BOX 5175
NORWELL, MASSACHUSETTS 02061
PHONE: 781.659.8187
FAX: 781.659.8186

PROPOSED CONDITIONS

HERBIE'S CAR WASH
562 MAIN STREET
WEYMOUTH, MA 02190

PREPARED FOR:
MOURAD ENTERPRISES, INC.
815 GALLIVAN BOULEVARD
BOSTON, MA 02122

PROJECT NO. :	18.209	DRAWING NO.	PC
SCALE :	AS SHOWN		
DATE :	1/20/20		
DESIGNED BY :	DB/CR		
DRAWN BY :	BPS	SHEET NO.	3 OF 4
CHECKED BY :	BPS/JCC	FILENAME:	X:\PROJ\2018\18005\DWG\SP 4-11-19.DWG

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Main Street (Route 18) NB
north of Charmada Road
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@pdillc.com

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

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		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		271												
03:15	28		240												
03:30	28		292												
03:45	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		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											
07:00	304		213												
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												
09:45	255	1079	129	555											
10:00	255		111												
10:15	239		121												
10:30	234		98												
10:45	277	1005	83	413											
11:00	298		64												
11:15	289		70												
11:30	264		70												
11:45	260	1111	67	271											
Total	8479		9739												
Percent			100.0%		0.0%		0.0%								
Day Total		18218													
Peak	06:45	-	12:00	-	-	-	-	-	-	-	-	-	-	-	
Vol.	1219	-	1054	-	-	-	-	-	-	-	-	-	-	-	
P.H.F.	0.943		0.934												

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

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

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	21	116	267	882											
02:00	16		263												
02:15	16		220												
02:30	19		278												
02:45	18	69	278	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												
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		142												
10:15	226		131												
10:30	221		147												
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		11225												
Percent			100.0%		0.0%		0.0%								
Day Total		17060													
Peak	10:45	-	04:30	-	-	-	-	-	-	-	-	-	-	-	
Vol.	962	-	1245	-	-	-	-	-	-	-	-	-	-	-	
P.H.F.	0.878		0.967												

Main Street (Route 18) NB
north of Charmada Road
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@pdillc.com

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											
01:00	39		291												
01:15	38		272												
01:30	34		294												
01:45	34	145	289	1146											
02:00	20		298												
02:15	11		290												
02:30	21		276												
02:45	14	66	248	1112											
03:00	16		239												
03:15	21		292												
03:30	18		273												
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	283	1149	89	416											
Total	6903		10800												
Percent			100.0%		0.0%		0.0%								
Day Total		17703													
Peak	10:15	-	12:00	-	-	-	-	-	-	-	-	-	-	-	
Vol.	1175	-	1236	-	-	-	-	-	-	-	-	-	-	-	
P.H.F.	0.933		0.920												

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

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

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		277												
01:15	57		260												
01:30	48		283												
01:45	46	219	295	1115											
02:00	36		268												
02:15	42		290												
02:30	29		286												
02:45	28	135	294	1138											
03:00	25		273												
03:15	28		294												
03:30	20		263												
03:45	24	97	257	1087											
04:00	16		246												
04:15	14		246												
04:30	16		247												
04:45	35	81	268	1007											
05:00	33		198												
05:15	26		223												
05:30	69		274												
05:45	67	195	237	932											
06:00	64		242												
06:15	98		211												
06:30	144		255												
06:45	141	447	236	944											
07:00	125		219												
07:15	153		211												
07:30	148		178												
07:45	154	580	218	826											
08:00	188		226												
08:15	185		203												
08:30	195		197												
08:45	207	775	194	820											
09:00	195		185												
09:15	231		170												
09:30	233		199												
09:45	223	882	169	723											
10:00	264		163												
10:15	284		170												
10:30	299		147												
10:45	268	1115	150	630											
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		16971													
Peak	11:00	-	12:00	-	-	-	-	-	-	-	-	-	-	-	
Vol.	1158	-	1174	-	-	-	-	-	-	-	-	-	-	-	
P.H.F.	0.975		0.947												

MANUAL TURNING MOVEMENT COUNT DATA

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**
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**
Class:

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

Cars and Heavy Vehicles (Combined)

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	4	191	1	0	0	196	0	0	0	0	0	0	0	2	0	0	0	2	1	0	300	4	0	305	1	0	0	0	0	1	504
7:15 AM	12	198	1	0	0	211	0	0	0	0	0	0	0	1	0	0	0	1	0	0	293	7	0	300	2	0	0	0	0	2	514
7:30 AM	5	195	0	0	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299	16	0	315	0	0	0	0	0	0	515
7:45 AM	8	208	1	0	0	217	0	0	0	0	0	0	0	0	0	0	0	0	1	0	307	25	0	333	6	0	0	0	0	6	556
Total	29	792	3	0	0	824	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1199	52	0	1253	9	0	0	0	0	9	2089
8:00 AM	10	186	1	0	0	197	0	0	0	0	0	0	0	0	0	0	0	0	2	0	270	15	0	287	3	0	0	0	0	3	487
8:15 AM	8	208	3	0	0	219	0	0	0	0	0	0	0	0	0	0	0	0	2	0	245	30	0	277	1	0	0	0	0	1	497
8:30 AM	20	197	1	0	0	218	0	0	0	0	0	0	0	3	0	0	0	3	2	0	238	29	0	269	7	0	0	0	0	7	497
8:45 AM	20	237	0	0	0	257	0	0	0	0	0	0	0	3	0	0	0	3	3	0	239	26	0	268	6	0	0	1	0	7	535
Total	58	828	5	0	0	891	0	0	0	0	0	0	0	6	0	0	0	6	9	0	992	100	0	1101	17	0	0	1	0	18	2016
Grand Total	87	1620	8	0	0	1715	0	0	0	0	0	0	0	9	0	0	0	9	11	0	2191	152	0	2354	26	0	0	1	0	27	4105
Approach %	5.1	94.5	0.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.5	0.0	93.1	6.5	0.0		96.3	0.0	0.0	3.7	0.0		
Total %	2.1	39.5	0.2	0.0	0.0	41.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.3	0.0	53.4	3.7	0.0	57.3	0.6	0.0	0.0	0.0	0.0	0.7	
Exiting Leg Total						2201						0						19						1646						239	4105
Cars	85	1541	8	0	0	1634	0	0	0	0	0	0	0	9	0	0	0	9	11	0	2082	147	0	2240	26	0	0	1	0	27	3910
% Cars	97.7	95.1	100.0	0.0	0.0	95.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	100.0	0.0	95.0	96.7	0.0	95.2	100.0	0.0	0.0	100.0	0.0	100.0	95.2
Exiting Leg Total						2092						0						19						1567						232	3910
Heavy Vehicles	2	79	0	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	5	0	114	0	0	0	0	0	0	195
% Heavy Vehicles	2.3	4.9	0.0	0.0	0.0	4.7	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	5.0	3.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.8
Exiting Leg Total						109						0						0						79						7	195

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

7:00 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	4	191	1	0	0	196	0	0	0	0	0	0	0	2	0	0	0	2	1	0	300	4	0	305	1	0	0	0	0	1	504
7:15 AM	12	198	1	0	0	211	0	0	0	0	0	0	0	1	0	0	0	1	0	0	293	7	0	300	2	0	0	0	0	2	514
7:30 AM	5	195	0	0	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299	16	0	315	0	0	0	0	0	0	515
7:45 AM	8	208	1	0	0	217	0	0	0	0	0	0	0	0	0	0	0	0	1	0	307	25	0	333	6	0	0	0	0	6	556
Total Volume	29	792	3	0	0	824	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1199	52	0	1253	9	0	0	0	0	9	2089
% Approach Total	3.5	96.1	0.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.2	0.0	95.7	4.2	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.604	0.952	0.750	0.000	0.000	0.949	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.500	0.000	0.976	0.520	0.000	0.941	0.375	0.000	0.000	0.000	0.000	0.375	0.939
Cars	28	762	3	0	0	793	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1132	51	0	1185	9	0	0	0	0	9	1990
Cars %	96.6	96.2	100.0	0.0	0.0	96.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	100.0	0.0	94.4	98.1	0.0	94.6	100.0	0.0	0.0	0.0	0.0	100.0	95.3
Heavy Vehicles	1	30	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	0	68	0	0	0	0	0	0	99
Heavy Vehicles %	3.4	3.8	0.0	0.0	0.0	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	5.6	1.9	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4.7
Cars Enter Leg	28	762	3	0	0	793	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1132	51	0	1185	9	0	0	0	0	9	1990
Heavy Enter Leg	1	30	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	0	68	0	0	0	0	0	0	99
Total Entering Leg	29	792	3	0	0	824	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1199	52	0	1253	9	0	0	0	0	9	2089
Cars Exiting Leg						1135						0						5						771						79	1990
Heavy Exiting Leg						67						0						0						30						2	99
Total Exiting Leg						1202						0						5						801						81	2089

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**
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**
Class:

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

Cars

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	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	1	0	287	4	0	292	1	0	0	0	0	1	480
7:15 AM	12	192	1	0	0	205	0	0	0	0	0	0	0	1	0	0	0	1	0	0	273	7	0	280	2	0	0	0	0	2	488
7:30 AM	4	189	0	0	0	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284	15	0	299	0	0	0	0	0	0	492
7:45 AM	8	201	1	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	1	0	288	25	0	314	6	0	0	0	0	6	530
Total	28	762	3	0	0	793	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1132	51	0	1185	9	0	0	0	0	9	1990
8:00 AM	10	176	1	0	0	187	0	0	0	0	0	0	0	0	0	0	0	0	2	0	259	14	0	275	3	0	0	0	0	3	465
8:15 AM	8	191	3	0	0	202	0	0	0	0	0	0	0	0	0	0	0	0	2	0	235	29	0	266	1	0	0	0	0	1	469
8:30 AM	19	183	1	0	0	203	0	0	0	0	0	0	0	3	0	0	0	3	2	0	229	28	0	259	7	0	0	0	0	7	472
8:45 AM	20	229	0	0	0	249	0	0	0	0	0	0	0	3	0	0	0	3	3	0	227	25	0	255	6	0	0	1	0	7	514
Total	57	779	5	0	0	841	0	0	0	0	0	0	0	6	0	0	0	6	9	0	950	96	0	1055	17	0	0	1	0	18	1920
Grand Total	85	1541	8	0	0	1634	0	0	0	0	0	0	0	9	0	0	0	9	11	0	2082	147	0	2240	26	0	0	1	0	27	3910
Approach %	5.2	94.3	0.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.5	0.0	92.9	6.6	0.0		96.3	0.0	0.0	3.7	0.0		
Total %	2.2	39.4	0.2	0.0	0.0	41.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.3	0.0	53.2	3.8	0.0	57.3	0.7	0.0	0.0	0.0	0.0	0.7	
Exiting Leg Total						2092						0						19						1567						232	3910

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

7:00 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	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	1	0	287	4	0	292	1	0	0	0	0	1	480
7:15 AM	12	192	1	0	0	205	0	0	0	0	0	0	0	1	0	0	0	1	0	0	273	7	0	280	2	0	0	0	0	2	488
7:30 AM	4	189	0	0	0	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284	15	0	299	0	0	0	0	0	0	492
7:45 AM	8	201	1	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	1	0	288	25	0	314	6	0	0	0	0	6	530
Total Volume	28	762	3	0	0	793	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1132	51	0	1185	9	0	0	0	0	9	1990
% Approach Total	3.5	96.1	0.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.2	0.0	95.5	4.3	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.583	0.948	0.750	0.000	0.000	0.944	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.500	0.000	0.983	0.510	0.000	0.943	0.375	0.000	0.000	0.000	0.000	0.375	0.939
Entering Leg	28	762	3	0	0	793	0	0	0	0	0	0	0	3	0	0	0	3	2	0	1132	51	0	1185	9	0	0	0	0	9	1990
Exiting Leg						1135						0						5						771						79	1990
Total						1928						0						8						1956						88	3980

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**
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**
Class:

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

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

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	24
7:15 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	26
7:30 AM	1	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	23
7:45 AM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	26
Total	1	30	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	0	68	0	0	0	0	0	0	99
8:00 AM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	0	22
8:15 AM	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	28
8:30 AM	1	14	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	25
8:45 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	21
Total	1	49	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4	0	46	0	0	0	0	0	0	96
Grand Total	2	79	0	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	5	0	114	0	0	0	0	0	0	195
Approach %	2.5	97.5	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	0.0	95.6	4.4	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	1.0	40.5	0.0	0.0	0.0	41.5	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	55.9	2.6	0.0	58.5	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						109						0						0						79						7	195
Buses	1	17	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	3	0	21	0	0	0	0	0	0	39
% 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	16.5	60.0	0.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0	20.0
Exiting Leg Total						18						0						0						17						4	39
Single-Unit Trucks	1	47	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	2	0	73	0	0	0	0	0	0	121
% 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	65.1	40.0	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0	62.1
Exiting Leg Total						71						0						0						47						3	121
Articulated Trucks	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	35
% Articulated	0.0	19.0	0.0	0.0	0.0	18.5	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	18.3	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	17.9
Exiting Leg Total						20						0						0						15						0	35

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

7:45 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:45 AM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	26
8:00 AM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	0	22
8:15 AM	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	28
8:30 AM	1	14	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	25
Total Volume	1	48	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	3	0	52	0	0	0	0	0	0	101
% Approach Total	2.0	98.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	94.2	5.8	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.706	0.000	0.000	0.000	0.721	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.645	0.750	0.000	0.684	0.000	0.000	0.000	0.000	0.000	0.000	0.902
Buses	1	11	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	21
Buses %	100.0	22.9	0.0	0.0	0.0	24.5	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	16.3	33.3	0.0	17.3	0.0	0.0	0.0	0.0	0.0	0.0	20.8
Single-Unit Trucks	0	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	2	0	37	0	0	0	0	0	0	64
Single-Unit %	0.0	56.3	0.0	0.0	0.0	55.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	66.7	0.0	71.2	0.0	0.0	0.0	0.0	0.0	0.0	63.4
Articulated Trucks	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	16
Articulated %	0.0	20.8	0.0	0.0	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	15.8

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**
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**
Class:

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

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

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
Buses	1	11	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	21
Single-Unit Trucks	0	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	2	0	37	0	0	0	0	0	0	64
Articulated Trucks	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	16
Total Entering Leg	1	48	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	3	0	52	0	0	0	0	0	0	101
Buses						8						0						0						11						2	21
Single-Unit Trucks						35						0						0						27						2	64
Articulated Trucks						6						0						0						10						0	16
Total Exiting Leg						49						0						0						48						4	101

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**
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**
Class:

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

Buses

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	15
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12
8:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
8:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6
Total	1	13	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	24
Grand Total	1	17	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	3	0	21	0	0	0	0	0	0	39
Approach %	5.6	94.4	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	2.6	43.6	0.0	0.0	0.0	46.2	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	46.2	7.7	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						18						0						0						17						4	39

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

8:00 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12
8:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
8:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6
Total Volume	1	13	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	24
% Approach Total	7.1	92.9	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.406	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	13	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	24
Exiting Leg						8						0						0						13						3	24
Total						22						0						0						23						3	48

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**
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**
Class:

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

Single-Unit Trucks

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13
7:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	16
7:30 AM	1	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15
7:45 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	20
Total	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	64
8:00 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	15
8:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	14
8:30 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	15
8:45 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13
Total	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2	0	31	0	0	0	0	0	0	57
Grand Total	1	47	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	2	0	73	0	0	0	0	0	0	121
Approach %	2.1	97.9	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	97.3	2.7	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.8	38.8	0.0	0.0	0.0	39.7	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	58.7	1.7	0.0	60.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						71						0						0						47						3	121

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

7:15 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	16
7:30 AM	1	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15
7:45 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	20
8:00 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	15
Total Volume	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	1	0	44	0	0	0	0	0	0	66
% Approach Total	4.5	95.5	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	0.0	97.7	2.3	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.875	0.000	0.000	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.768	0.250	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.825
Entering Leg	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	1	0	44	0	0	0	0	0	0	66
Exiting Leg						43						0						0						21						2	66
Total						65						0						0						65						2	132

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**
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**
Class:

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

Articulated Trucks

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	20
8:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	15
Grand Total	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	35
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						20						0						0						15						0	35

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

7:00 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total Volume	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	20
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.536	0.000	0.000	0.536	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	20
Exiting Leg						15						0						0						5						0	20
Total						20						0						0						20						0	40

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**
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**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
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	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	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								1								1								0								0	2

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

8:00 AM	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	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	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg								0								1								1								0								0	2
Total								0								2								2								0								0	4

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**
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**
Class:

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

Pedestrians

	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0	0		0	0	0	0	0	100	0		0	0	0	0	0	100	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	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total								0								1								1								0								0	2

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

7:30 AM	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	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	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
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	0.250	0.000	0.250	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	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg								0								1								1								0								0	2
Total								0								2								2								0								0	4

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

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

Cars and Heavy Vehicles (Combined)

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	11	305	1	0	0	317	0	0	0	0	0	0	0	2	0	0	0	2	0	0	211	5	0	216	10	0	0	2	0	12	547
4:15 PM	13	327	0	0	0	340	0	0	0	0	0	0	0	0	0	0	0	0	1	0	214	8	0	223	3	0	0	2	0	5	568
4:30 PM	4	311	2	0	0	317	0	0	0	0	0	0	0	1	0	0	0	1	1	0	230	2	0	233	6	0	0	4	0	10	561
4:45 PM	8	311	4	0	0	323	0	0	0	0	0	0	0	3	0	2	0	5	0	0	228	3	0	231	5	0	0	3	0	8	567
Total	36	1254	7	0	0	1297	0	0	0	0	0	0	0	6	0	2	0	8	2	0	883	18	0	903	24	0	0	11	0	35	2243
5:00 PM	6	324	2	0	1	333	0	0	0	0	0	0	0	4	0	0	0	4	1	0	258	0	0	259	8	0	0	7	0	15	611
5:15 PM	5	314	0	0	0	319	0	0	0	0	0	0	0	1	0	0	0	1	0	0	264	6	0	270	3	0	0	0	0	3	593
5:30 PM	8	302	1	0	0	311	0	0	0	0	0	0	0	1	0	0	0	1	0	0	256	1	0	257	5	0	0	3	0	8	577
5:45 PM	1	329	3	0	0	333	0	0	0	0	0	0	0	3	0	0	0	3	0	0	218	5	0	223	3	0	0	2	0	5	564
Total	20	1269	6	0	1	1296	0	0	0	0	0	0	0	9	0	0	0	9	1	0	996	12	0	1009	19	0	0	12	0	31	2345
Grand Total	56	2523	13	0	1	2593	0	0	0	0	0	0	0	15	0	2	0	17	3	0	1879	30	0	1912	43	0	0	23	0	66	4588
Approach %	2.2	97.3	0.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	88.2	0.0	11.8	0.0		0.2	0.0	98.3	1.6	0.0		65.2	0.0	0.0	34.8	0.0		
Total %	1.2	55.0	0.3	0.0	0.0	56.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.1	0.0	41.0	0.7	0.0	41.7	0.9	0.0	0.0	0.5	0.0	1.4	
Exiting Leg Total						1918						0						16						2568						86	4588
Cars	55	2466	13	0	1	2535	0	0	0	0	0	0	0	15	0	2	0	17	3	0	1849	29	0	1881	43	0	0	23	0	66	4499
% Cars	98.2	97.7	100.0	0.0	100.0	97.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	98.4	96.7	0.0	98.4	100.0	0.0	0.0	100.0	0.0	100.0	98.1
Exiting Leg Total						1888						0						16						2511						84	4499
Heavy Vehicles	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	0	89
% Heavy Vehicles	1.8	2.3	0.0	0.0	0.0	2.2	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	1.6	3.3	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Exiting Leg Total						30						0						0						57						2	89

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

4:45 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:45 PM	8	311	4	0	0	323	0	0	0	0	0	0	0	3	0	2	0	5	0	0	228	3	0	231	5	0	0	3	0	8	567
5:00 PM	6	324	2	0	1	333	0	0	0	0	0	0	0	4	0	0	0	4	1	0	258	0	0	259	8	0	0	7	0	15	611
5:15 PM	5	314	0	0	0	319	0	0	0	0	0	0	0	1	0	0	0	1	0	0	264	6	0	270	3	0	0	0	0	3	593
5:30 PM	8	302	1	0	0	311	0	0	0	0	0	0	0	1	0	0	0	1	0	0	256	1	0	257	5	0	0	3	0	8	577
Total Volume	27	1251	7	0	1	1286	0	0	0	0	0	0	0	9	0	2	0	11	1	0	1006	10	0	1017	21	0	0	13	0	34	2348
% Approach Total	2.1	97.3	0.5	0.0	0.1		0.0	0.0	0.0	0.0	0.0		0.0	81.8	0.0	18.2	0.0		0.1	0.0	98.9	1.0	0.0		61.8	0.0	0.0	38.2	0.0		
PHF	0.844	0.965	0.438	0.000	0.250	0.965	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.250	0.000	0.550	0.250	0.000	0.953	0.417	0.000	0.942	0.656	0.000	0.000	0.464	0.000	0.567	0.961
Cars	27	1223	7	0	1	1258	0	0	0	0	0	0	0	9	0	2	0	11	1	0	992	10	0	1003	21	0	0	13	0	34	2306
Cars %	100.0	97.8	100.0	0.0	100.0	97.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	98.6	100.0	0.0	98.6	100.0	0.0	0.0	100.0	0.0	100.0	98.2
Heavy Vehicles	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	42
Heavy Vehicles %	0.0	2.2	0.0	0.0	0.0	2.2	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	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Cars Enter Leg	27	1223	7	0	1	1258	0	0	0	0	0	0	0	9	0	2	0	11	1	0	992	10	0	1003	21	0	0	13	0	34	2306
Heavy Enter Leg	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	42
Total Entering Leg	27	1251	7	0	1	1286	0	0	0	0	0	0	0	9	0	2	0	11	1	0	1006	10	0	1017	21	0	0	13	0	34	2348
Cars Exiting Leg						1015						0						8						1246						37	2306
Heavy Exiting Leg						14						0						0						28						0	42
Total Exiting Leg						1029						0						8						1274						37	2348

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

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

Cars

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	11	299	1	0	0	311	0	0	0	0	0	0	0	2	0	0	0	2	0	0	205	5	0	210	10	0	0	2	0	12	535
4:15 PM	12	318	0	0	0	330	0	0	0	0	0	0	0	0	0	0	0	0	1	0	210	7	0	218	3	0	0	2	0	5	553
4:30 PM	4	302	2	0	0	308	0	0	0	0	0	0	0	1	0	0	0	1	1	0	226	2	0	229	6	0	0	4	0	10	548
4:45 PM	8	306	4	0	0	318	0	0	0	0	0	0	0	3	0	2	0	5	0	0	224	3	0	227	5	0	0	3	0	8	558
Total	35	1225	7	0	0	1267	0	0	0	0	0	0	0	6	0	2	0	8	2	0	865	17	0	884	24	0	0	11	0	35	2194
5:00 PM	6	310	2	0	1	319	0	0	0	0	0	0	0	4	0	0	0	4	1	0	254	0	0	255	8	0	0	7	0	15	593
5:15 PM	5	309	0	0	0	314	0	0	0	0	0	0	0	1	0	0	0	1	0	0	259	6	0	265	3	0	0	0	0	3	583
5:30 PM	8	298	1	0	0	307	0	0	0	0	0	0	0	1	0	0	0	1	0	0	255	1	0	256	5	0	0	3	0	8	572
5:45 PM	1	324	3	0	0	328	0	0	0	0	0	0	0	3	0	0	0	3	0	0	216	5	0	221	3	0	0	2	0	5	557
Total	20	1241	6	0	1	1268	0	0	0	0	0	0	0	9	0	0	0	9	1	0	984	12	0	997	19	0	0	12	0	31	2305
Grand Total	55	2466	13	0	1	2535	0	0	0	0	0	0	0	15	0	2	0	17	3	0	1849	29	0	1881	43	0	0	23	0	66	4499
Approach %	2.2	97.3	0.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	88.2	0.0	11.8	0.0		0.2	0.0	98.3	1.5	0.0		65.2	0.0	0.0	34.8	0.0		
Total %	1.2	54.8	0.3	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.1	0.0	41.1	0.6	0.0	41.8	1.0	0.0	0.0	0.5	0.0	1.5	
Exiting Leg Total						1888						0						16						2511						84	4499

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

4:45 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:45 PM	8	306	4	0	0	318	0	0	0	0	0	0	0	3	0	2	0	5	0	0	224	3	0	227	5	0	0	3	0	8	558
5:00 PM	6	310	2	0	1	319	0	0	0	0	0	0	0	4	0	0	0	4	1	0	254	0	0	255	8	0	0	7	0	15	593
5:15 PM	5	309	0	0	0	314	0	0	0	0	0	0	0	1	0	0	0	1	0	0	259	6	0	265	3	0	0	0	0	3	583
5:30 PM	8	298	1	0	0	307	0	0	0	0	0	0	0	1	0	0	0	1	0	0	255	1	0	256	5	0	0	3	0	8	572
Total Volume	27	1223	7	0	1	1258	0	0	0	0	0	0	0	9	0	2	0	11	1	0	992	10	0	1003	21	0	0	13	0	34	2306
% Approach Total	2.1	97.2	0.6	0.0	0.1		0.0	0.0	0.0	0.0	0.0		0.0	81.8	0.0	18.2	0.0		0.1	0.0	98.9	1.0	0.0		61.8	0.0	0.0	38.2	0.0		
PHF	0.844	0.986	0.438	0.000	0.250	0.986	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.250	0.000	0.550	0.250	0.000	0.958	0.417	0.000	0.946	0.656	0.000	0.000	0.464	0.000	0.567	0.972
Entering Leg	27	1223	7	0	1	1258	0	0	0	0	0	0	0	9	0	2	0	11	1	0	992	10	0	1003	21	0	0	13	0	34	2306
Exiting Leg						1015						0						8						1246						37	2306
Total						2273						0						19						2249						71	4612

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

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

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

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12
4:15 PM	1	9	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	15
4:30 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13
4:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9
Total	1	29	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	0	49
5:00 PM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	18
5:15 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
5:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
5:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7
Total	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	40
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	0	89
Approach %	1.7	98.3	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	0.0	96.8	3.2	0.0		0.0	0.0	0.0	0.0	0.0		
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	33.7	1.1	0.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						30						0						0						57						2	89
Buses	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	19
% Buses	0.0	14.0	0.0	0.0	0.0	13.8	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	33.3	100.0	0.0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	21.3
Exiting Leg Total						10						0						0						8						1	19
Single-Unit Trucks	1	37	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	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	53.3	0.0	0.0	51.6	0.0	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	0	0	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	13.3	0.0	0.0	12.9	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:

4:15 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:15 PM	1	9	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	15
4:30 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13
4:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9
5:00 PM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	18
Total Volume	1	37	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	55
% Approach Total	2.6	97.4	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	94.1	5.9	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.661	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.250	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.764
Buses	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	8
Buses %	0.0	8.1	0.0	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	100.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	14.5
Single-Unit Trucks	1	26	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	37
Single-Unit %	100.0	70.3	0.0	0.0	0.0	71.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0	67.3
Articulated Trucks	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
Articulated %	0.0	21.6	0.0	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	18.2

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

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

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

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
Buses	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	8
Single-Unit Trucks	1	26	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	37
Articulated Trucks	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
Total Entering Leg	1	37	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	55
Buses						4						0						0						3						1	8
Single-Unit Trucks						10						0						0						26						1	37
Articulated Trucks						2						0						0						8						0	10
Total Exiting Leg						16						0						0						37						2	55

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

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

Buses

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
Grand Total	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	19
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	42.1	0.0	0.0	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.6	5.3	0.0	57.9	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						10						0						0						8						1	19

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

4:00 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total Volume	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	13
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	87.5	12.5	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.250	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.650
Entering Leg	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	13
Exiting Leg						7						0						0						5						1	13
Total						12						0						0						13						1	26

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

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

Single-Unit Trucks

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
4:15 PM	1	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10
4:30 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Total	1	18	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	28
5:00 PM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14
5:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
5:30 PM	0	3	0	0	0	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	3
5:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Total	0	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	26
Grand Total	1	37	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	54
Approach %	2.6	97.4	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	1.9	68.5	0.0	0.0	0.0	70.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.6	0.0	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						16						0						0						37						1	54

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

4:15 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:15 PM	1	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10
4:30 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
5:00 PM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14
Total Volume	1	26	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	37
% Approach Total	3.7	96.3	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	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.591	0.000	0.000	0.000	0.614	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.661
Entering Leg	1	26	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	37
Exiting Leg						10						0						0						26						1	37
Total						37						0						0						36						1	74

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

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

Articulated Trucks

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8
5:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8
Grand Total	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	0	0	0	0	16
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	75.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4						0						0						12						0	16

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

4:15 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Total Volume	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
Exiting Leg						2						0						0						8						0	10
Total						10						0						0						10						0	20

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

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

Bicycles (on Roadway and Crosswalks)

	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	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	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
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	100.0		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	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	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								1								1								0								0								0	2

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

4:15 PM	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		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	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	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Exiting Leg								1								1								0								0								0	2
Total								1								2								0								1								0	4

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

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

Pedestrians

	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	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	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
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	0

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

4:00 PM	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	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	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg								0								0								0								0								0	0
Total								0								0								0								0								0	0

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	6	294	4	0	0	304	0	0	0	0	0	0	0	11	0	1	0	12	6	0	285	1	0	292	1	0	0	3	0	4	612
11:15 AM	3	297	4	0	0	304	0	0	0	0	0	0	0	7	0	5	0	12	2	0	275	6	0	283	1	0	0	0	0	1	600
11:30 AM	6	281	7	0	0	294	2	0	0	0	0	2	0	5	0	2	0	7	5	0	283	2	0	290	1	0	0	0	0	1	594
11:45 AM	1	332	7	0	0	340	0	0	0	0	0	0	0	8	0	1	0	9	4	0	277	4	0	285	1	0	0	0	0	1	635
Total	16	1204	22	0	0	1242	2	0	0	0	0	2	0	31	0	9	0	40	17	0	1120	13	0	1150	4	0	0	3	0	7	2441
12:00 PM	3	302	6	0	0	311	1	0	0	0	0	1	0	8	0	1	0	9	4	0	291	4	0	299	2	0	0	3	0	5	625
12:15 PM	4	301	11	0	0	316	0	0	0	0	0	0	0	10	1	2	0	13	10	0	326	5	0	341	1	0	0	0	0	1	671
12:30 PM	2	321	5	0	0	328	0	0	0	0	0	0	0	8	0	1	0	9	0	0	302	2	0	304	3	0	0	1	0	4	645
12:45 PM	4	330	8	0	0	342	0	0	0	0	0	0	0	9	0	1	0	10	5	0	275	0	0	280	2	0	0	1	0	3	635
Total	13	1254	30	0	0	1297	1	0	0	0	0	1	0	35	1	5	0	41	19	0	1194	11	0	1224	8	0	0	5	0	13	2576
1:00 PM	0	283	1	0	0	284	0	0	0	0	0	0	0	9	1	3	0	13	3	0	280	2	0	285	1	0	0	0	0	1	583
1:15 PM	4	295	3	0	0	302	1	0	0	0	0	1	0	6	0	0	0	6	1	0	262	2	0	265	0	0	0	0	0	0	574
1:30 PM	2	297	2	0	0	301	0	0	0	0	0	0	0	3	0	1	0	4	0	0	282	0	0	282	0	0	0	0	0	0	587
1:45 PM	6	302	10	0	0	318	0	0	0	0	0	0	0	2	0	4	0	6	4	0	273	2	0	279	0	0	0	1	0	1	604
Total	12	1177	16	0	0	1205	1	0	0	0	0	1	0	20	1	8	0	29	8	0	1097	6	0	1111	1	0	0	1	0	2	2348
Grand Total	41	3635	68	0	0	3744	4	0	0	0	0	4	0	86	2	22	0	110	44	0	3411	30	0	3485	13	0	0	9	0	22	7365
Approach %	1.1	97.1	1.8	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	78.2	1.8	20.0	0.0		1.3	0.0	97.9	0.9	0.0		59.1	0.0	0.0	40.9	0.0		
Total %	0.6	49.4	0.9	0.0	0.0	50.8	0.1	0.0	0.0	0.0	0.0	0.1	0.0	1.2	0.0	0.3	0.0	1.5	0.6	0.0	46.3	0.4	0.0	47.3	0.2	0.0	0.0	0.1	0.0	0.3	
Exiting Leg Total						3510						0						112						3670						73	7365
Cars	41	3548	68	0	0	3657	4	0	0	0	0	4	0	86	2	22	0	110	43	0	3358	29	0	3430	13	0	0	9	0	22	7223
% Cars	100.0	97.6	100.0	0.0	0.0	97.7	100.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	97.7	0.0	98.4	96.7	0.0	98.4	100.0	0.0	0.0	100.0	0.0	100.0	98.1
Exiting Leg Total						3457						0						111						3583						72	7223
Heavy Vehicles	0	87	0	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	1	0	53	1	0	55	0	0	0	0	0	0	142
% Heavy Vehicles	0.0	2.4	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	1.6	3.3	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Exiting Leg Total						53						0						1						87						1	142

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
11:45 AM	1	332	7	0	0	340	0	0	0	0	0	0	0	8	0	1	0	9	4	0	277	4	0	285	1	0	0	0	0	1	635
12:00 PM	3	302	6	0	0	311	1	0	0	0	0	1	0	8	0	1	0	9	4	0	291	4	0	299	2	0	0	3	0	5	625
12:15 PM	4	301	11	0	0	316	0	0	0	0	0	0	0	10	1	2	0	13	10	0	326	5	0	341	1	0	0	0	0	1	671
12:30 PM	2	321	5	0	0	328	0	0	0	0	0	0	0	8	0	1	0	9	0	0	302	2	0	304	3	0	0	1	0	4	645
Total Volume	10	1256	29	0	0	1295	1	0	0	0	0	1	0	34	1	5	0	40	18	0	1196	15	0	1229	7	0	0	4	0	11	2576
% Approach Total	0.8	97.0	2.2	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	85.0	2.5	12.5	0.0		1.5	0.0	97.3	1.2	0.0		63.6	0.0	0.0	36.4	0.0		
PHF	0.625	0.946	0.659	0.000	0.000	0.952	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.850	0.250	0.625	0.000	0.769	0.450	0.000	0.917	0.750	0.000	0.901	0.583	0.000	0.000	0.333	0.000	0.550	0.960
Cars	10	1222	29	0	0	1261	1	0	0	0	0	1	0	34	1	5	0	40	18	0	1177	15	0	1210	7	0	0	4	0	11	2523
Cars %	100.0	97.3	100.0	0.0	0.0	97.4	100.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	98.4	100.0	0.0	98.5	100.0	0.0	0.0	100.0	0.0	100.0	97.9
Heavy Vehicles	0	34	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	53
Heavy Vehicles %	0.0	2.7	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Cars Enter Leg	10	1222	29	0	0	1261	1	0	0	0	0	1	0	34	1	5	0	40	18	0	1177	15	0	1210	7	0	0	4	0	11	2523
Heavy Enter Leg	0	34	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	53
Total Entering Leg	10	1256	29	0	0	1295	1	0	0	0	0	1	0	34	1	5	0	40	18	0	1196	15	0	1229	7	0	0	4	0	11	2576
Cars Exiting Leg						1216						0						47						1234						26	2523
Heavy Exiting Leg						19						0						0						34						0	53
Total Exiting Leg						1235						0						47						1268						26	2576

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Cars

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	6	291	4	0	0	301	0	0	0	0	0	0	0	11	0	1	0	12	5	0	283	1	0	289	1	0	0	3	0	4	606
11:15 AM	3	292	4	0	0	299	0	0	0	0	0	0	0	7	0	5	0	12	2	0	272	6	0	280	1	0	0	0	0	1	592
11:30 AM	6	273	7	0	0	286	2	0	0	0	0	2	0	5	0	2	0	7	5	0	280	2	0	287	1	0	0	0	0	1	583
11:45 AM	1	324	7	0	0	332	0	0	0	0	0	0	0	8	0	1	0	9	4	0	274	4	0	282	1	0	0	0	0	1	624
Total	16	1180	22	0	0	1218	2	0	0	0	0	2	0	31	0	9	0	40	16	0	1109	13	0	1138	4	0	0	3	0	7	2405
12:00 PM	3	291	6	0	0	300	1	0	0	0	0	1	0	8	0	1	0	9	4	0	288	4	0	296	2	0	0	3	0	5	611
12:15 PM	4	294	11	0	0	309	0	0	0	0	0	0	0	10	1	2	0	13	10	0	318	5	0	333	1	0	0	0	0	1	656
12:30 PM	2	313	5	0	0	320	0	0	0	0	0	0	0	8	0	1	0	9	0	0	297	2	0	299	3	0	0	1	0	4	632
12:45 PM	4	321	8	0	0	333	0	0	0	0	0	0	0	9	0	1	0	10	5	0	272	0	0	277	2	0	0	1	0	3	623
Total	13	1219	30	0	0	1262	1	0	0	0	0	1	0	35	1	5	0	41	19	0	1175	11	0	1205	8	0	0	5	0	13	2522
1:00 PM	0	274	1	0	0	275	0	0	0	0	0	0	0	9	1	3	0	13	3	0	275	2	0	280	1	0	0	0	0	1	569
1:15 PM	4	287	3	0	0	294	1	0	0	0	0	1	0	6	0	0	0	6	1	0	257	2	0	260	0	0	0	0	0	0	561
1:30 PM	2	292	2	0	0	296	0	0	0	0	0	0	0	3	0	1	0	4	0	0	273	0	0	273	0	0	0	0	0	0	573
1:45 PM	6	296	10	0	0	312	0	0	0	0	0	0	0	2	0	4	0	6	4	0	269	1	0	274	0	0	0	1	0	1	593
Total	12	1149	16	0	0	1177	1	0	0	0	0	1	0	20	1	8	0	29	8	0	1074	5	0	1087	1	0	0	1	0	2	2296
Grand Total	41	3548	68	0	0	3657	4	0	0	0	0	4	0	86	2	22	0	110	43	0	3358	29	0	3430	13	0	0	9	0	22	7223
Approach %	1.1	97.0	1.9	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	78.2	1.8	20.0	0.0		1.3	0.0	97.9	0.8	0.0		59.1	0.0	0.0	40.9	0.0		
Total %	0.6	49.1	0.9	0.0	0.0	50.6	0.1	0.0	0.0	0.0	0.0	0.1	0.0	1.2	0.0	0.3	0.0	1.5	0.6	0.0	46.5	0.4	0.0	47.5	0.2	0.0	0.0	0.1	0.0	0.3	
Exiting Leg Total						3457						0						111						3583						72	7223

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
11:45 AM	1	324	7	0	0	332	0	0	0	0	0	0	0	8	0	1	0	9	4	0	274	4	0	282	1	0	0	0	0	1	624
12:00 PM	3	291	6	0	0	300	1	0	0	0	0	1	0	8	0	1	0	9	4	0	288	4	0	296	2	0	0	3	0	5	611
12:15 PM	4	294	11	0	0	309	0	0	0	0	0	0	0	10	1	2	0	13	10	0	318	5	0	333	1	0	0	0	0	1	656
12:30 PM	2	313	5	0	0	320	0	0	0	0	0	0	0	8	0	1	0	9	0	0	297	2	0	299	3	0	0	1	0	4	632
Total Volume	10	1222	29	0	0	1261	1	0	0	0	0	1	0	34	1	5	0	40	18	0	1177	15	0	1210	7	0	0	4	0	11	2523
% Approach Total	0.8	96.9	2.3	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	85.0	2.5	12.5	0.0		1.5	0.0	97.3	1.2	0.0		63.6	0.0	0.0	36.4	0.0		
PHF	0.625	0.943	0.659	0.000	0.000	0.950	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.850	0.250	0.625	0.000	0.769	0.450	0.000	0.925	0.750	0.000	0.908	0.583	0.000	0.000	0.333	0.000	0.550	0.962
Entering Leg	10	1222	29	0	0	1261	1	0	0	0	0	1	0	34	1	5	0	40	18	0	1177	15	0	1210	7	0	0	4	0	11	2523
Exiting Leg						1216						0						47						1234						26	2523
Total						2477						1						87						2444						37	5046

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

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

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	6
11:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
11:30 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	11
11:45 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	11
Total	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	0	0	12	0	0	0	0	0	0	36
12:00 PM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14
12:15 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15
12:30 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	13
12:45 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12
Total	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	54
1:00 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	14
1:15 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	13
1:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14
1:45 PM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	11
Total	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	0	52
Grand Total	0	87	0	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	1	0	53	1	0	55	0	0	0	0	0	0	142
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		1.8	0.0	96.4	1.8	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	61.3	0.0	0.0	0.0	61.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	37.3	0.7	0.0	38.7	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						53						0						1						87						1	142
Buses	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	7
% Buses	0.0	3.4	0.0	0.0	0.0	3.4	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	5.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	4.9
Exiting Leg Total						3						0						1						3						0	7
Single-Unit Trucks	0	71	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	42	0	0	0	0	0	0	113
% Single-Unit	0.0	81.6	0.0	0.0	0.0	81.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.4	100.0	0.0	76.4	0.0	0.0	0.0	0.0	0.0	0.0	79.6
Exiting Leg Total						41						0						0						71						1	113
Articulated Trucks	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	22
% Articulated	0.0	14.9	0.0	0.0	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	15.5
Exiting Leg Total						9						0						0						13						0	22

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14
12:15 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15
12:30 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	13
12:45 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12
Total Volume	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	54
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.795	0.000	0.000	0.000	0.795	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.900
Buses	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Buses %	0.0	5.7	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7
Single-Unit Trucks	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	42
Single-Unit %	0.0	80.0	0.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.7	0.0	0.0	73.7	0.0	0.0	0.0	0.0	0.0	0.0	77.8

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

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

	Main Street (Route 18)						Site Driveway						Highland Place						Main Street (Route 18)						Charmada Road						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
Articulated Trucks	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
Articulated %	0.0	14.3	0.0	0.0	0.0	14.3	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	26.3	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	18.5
Buses	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	42
Articulated Trucks	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
Total Entering Leg	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	54
Buses						0						0						0						2						0	2
Single-Unit Trucks						14						0						0						28						0	42
Articulated Trucks						5						0						0						5						0	10
Total Exiting Leg						19						0						0						35						0	54

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Buses

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	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	1	0	0	0	0	1	0	0	0	0	0	0	1
11:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
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	0	0
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	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	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	1	0	0	1	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
Grand Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		25.0	0.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	42.9	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						3						0						1						3						0	7

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Exiting Leg						1						0						0						2						0	3
Total						3						0						0						3						0	6

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Single-Unit Trucks

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
11:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
11:30 AM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10
11:45 AM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9
Total	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	26
12:00 PM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14
12:15 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11
12:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
12:45 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9
Total	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	42
1:00 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12
1:15 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12
1:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12
1:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	9
Total	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	45
Grand Total	0	71	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	42	0	0	0	0	0	0	113
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	97.6	2.4	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	62.8	0.0	0.0	0.0	62.8	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	36.3	0.9	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						41						0						0						71						1	113

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:45 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9
1:00 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12
1:15 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12
1:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12
Total Volume	0	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	45
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.938
Entering Leg	0	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	45
Exiting Leg						18						0						0						27						0	45
Total						45						0						0						45						0	90

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Articulated Trucks

	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
11:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
11:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
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	0	0
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
12:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
12:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Grand Total	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	22
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	59.1	0.0	0.0	0.0	59.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.9	0.0	0.0	40.9	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						9						0						0						13						0	22

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Main Street (Route 18) from North						Site Driveway from Northeast						Highland Place from East						Main Street (Route 18) from South						Charmada Road from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
12:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
12:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11
Exiting Leg						6						0						0						5						0	11
Total						11						0						0						11						0	22

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-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	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	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	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	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
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	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	0	1	0	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	0	0	0	2
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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								1								0								1								0	2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Main Street (Route 18) from North								Site Driveway from Northeast								Highland Place from East								Main Street (Route 18) from South								Charmada Road from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	0	1	0	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	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	0	0	0	1	0	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	0	0	0	2
Exiting Leg								0								1								0								1								0	2
Total								1								2								0								1								0	4

PDI File #: **197016 AAA**
Location: **N: Main Street (Route 18) S: Main Street (Route 18) NE: Site Driveway**
Location: **E: Highland Place W: Charmada Road**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Pedestrians

	Main Street (Route 18) from North								Site Driveway from Northeast							
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total
11:00 AM	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
11:30 AM	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	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:00 PM	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	1	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1:15 PM	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
1:45 PM	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	1	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7
Approach %	0	0	0	0	0	0	0		0	0	0	0	0	71	29	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	33	13	47
Exiting Leg Total								0								7

	Highland Place from East								Main Street (Route 18) from South							
	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total
11:00 AM	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
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	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
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	1	0	1	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
1:30 PM	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
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	83	17		0	0	0	0	0	0	0	
Total %	0	0	0	0	0	33	6.7	40	0	0	0	0	0	0	0	0
Exiting Leg Total								6								0

	Charmada Road from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	1	5
Total	0	0	0	0	0	0	1	1	5
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	1	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	1	1	2	15
Approach %	0	0	0	0	0	50	50		
Total %	0	0	0	0	0	6.7	6.7	13	
Exiting Leg Total								2	15

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Main Street (Route 18) from North								Site Driveway from Northeast							
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:00 PM	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	1	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6
% 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	66.7	33.3	
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	0.500	0.500	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6
Exiting Leg								0								6
Total								0								12

	Highland Place from East								Main Street (Route 18) from South							
	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total
11:45 AM	0	0	0	0	0	2	0	2	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
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
Exiting Leg								4								0
Total								8								0

	Charmada Road from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:45 AM	0	0	0	0	0	0	1	1	5
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	1	1	11
% Approach Total	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	0.250	0.250	0.550
Entering Leg	0	0	0	0	0	0	1	1	11
Exiting Leg								1	11
Total								2	22

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**
Class:

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

Cars and Heavy Vehicles (Combined)

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	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	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	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	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

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

8:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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
Cars	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13	1	0	0	14	20
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	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	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	13	1	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	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					0					1					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**
Site Code: **8299**
Count Date: **Thursday, June 20, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	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	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

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

8:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	0	0	1	0	0	0	0	0	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**
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**

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

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

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	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	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					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

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

7:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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
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	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					0					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)**
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**
Class:

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

Buses

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	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

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

7:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

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

Class: **Single-Unit Trucks**

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	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

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

7:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **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**
Class:

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

Articulated Trucks

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	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

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

7:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **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**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Righ	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-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	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	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	0	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

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

8:00 AM	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Righ	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	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	100.0	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	0	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
Exiting Leg							0							0							0							1	1
Total							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**
Class:

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

Pedestrians

	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Righ	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-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	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	1	1	0	0	0	0	0	1	1	7
Approach %	0	0	0	0	80	20		0	0	0	0	0	0		0	0	0	0	0	100		0	0	0	0	0	100		
Total %	0	0	0	0	57.1	14.3	71.4	0	0	0	0	0	0	0	0	0	0	0	0	14.3	14.3	0	0	0	0	0	14.3	14.3	
Exiting Leg Total							5							0							1							1	7

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

7:00 AM	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Righ	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-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	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
Exiting Leg							3							0							1							1	5
Total							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: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0.0		64.7	17.6	0.0	17.6		
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					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	100.0
Exiting Leg Total					0					3					11					16	30
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

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

4:15 PM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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
Cars	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	6	3	0	3	12	20
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	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	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	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	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

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**
Class:

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

Cars

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0.0		64.7	17.6	0.0	17.6		
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					3					11					16	30

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

4:15 PM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	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

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**

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

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

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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	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					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

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

4:00 PM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	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					0					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**
Count Date: **Thursday, June 20, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Buses

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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

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

4:00 PM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **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**

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

Class: **Single-Unit Trucks**

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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

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

4:00 PM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **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**

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

Class: **Articulated Trucks**

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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

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

4:00 PM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **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**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	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	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **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**
Class:

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

Pedestrians

	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	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	0	0	0	0	0	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		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	100		
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	100	
Exiting Leg Total							0							0							0							1	1

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

5:00 PM	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	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	0	0	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
Exiting Leg							0							0							0							1	1
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**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	7	0	0	0	7	0	0	0	0	0	0	0	5	0	5	4	7	0	0	11	23
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	20
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	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
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	20
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	0.0	9.6	0.0	9.6	8.7	41.6	0.0	0.9	51.1	
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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
11:30 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
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	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					0					45					8					36	89
Heavy Exiting Leg					0					0					0					0	0
Total Exiting Leg					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**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Cars

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	7	0	0	0	7	0	0	0	0	0	0	0	5	0	5	4	7	0	0	11	23
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	20
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	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
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	20
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	0.0	9.6	0.0	9.6	8.7	41.6	0.0	0.9	51.1	
Exiting Leg Total					0					92					19					108	219

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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
11:30 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**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **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

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

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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	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	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	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	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					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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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	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					0					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**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Buses

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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	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	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	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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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					0					0					0					0	0
Total					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**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Single-Unit Trucks

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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	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	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	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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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					0					0					0					0	0
Total					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**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Articulated Trucks

	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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	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	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	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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Site Drive (W) from North					Site Drive (E) from Northeast					Highland Place from East					Highland Place from West					
	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	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					0					0					0					0	0
Total					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**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Righ	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-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	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	0	0	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	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Righ	Bear Righ	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Righ	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
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
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
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	0	0	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
Exiting Leg							0							0							0							1	1
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**
City, State: **Weymouth, MA**
Client: **VAI/ A. Arsenault**
Site Code: **8299**
Count Date: **Saturday, June 22, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Pedestrians

	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1	1	2	2	2
12:30 PM	0	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
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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Site Drive (W) from North							Site Drive (E) from Northeast							Highland Place from East							Highland Place from West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	1	1	2	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	1	1	2	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	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	7
Total							0							2							0							12	14

SEASONAL ADJUSTMENT DATA

Massachusetts Highway Department
6255: Monthly Hourly Volume for June 2018

Location ID:	**6255**	**Seasonal Factor Group:**	**U2**
County:	**NORFOLK**	**Daily Factor Group:**	
Funcationl Class	**2**	**Axle Factor Group:**	**U2**
Location:	**PILGRIM HIGHWAY**	**Growth Factor Group:**	

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	1494	929	654	780	2055	6305	7943	9048	8365	8385	8534	8832	8564	8631	8257	8994	8841	8800	8182	6807	5596	4607	3984	3067	147654
2	1831	1246	817	803	1032	2376	3933	5461	6576	7371	8243	8767	8914	8811	9122	8782	7887	8287	7281	6437	5680	5129	4502	3174	132462
3	1776	1156	764	602	791	1550	3047	4119	5308	6780	8000	8057	8364	8177	8461	8638	8376	8087	7357	6284	5579	4039	2694	1819	119825
4	1033	653	441	672	2216	6487	7336	8200	7959	7789	7942	7726	7872	7767	8371	8253	8181	8353	7291	6071	4551	3614	2785	1809	133372
5	1124	644	462	689	2220	7030	8303	8600	8377	7851	7355	7812	7832	7860	9078	8519	8864	9544	8121	6603	5293	4186	3054	2415	141836
6	1325	732	487	656	2209	6621	6910	8633	8552	8410	7807	8373	8197	8485	8713	8802	8042	9341	8359	7315	5696	4688	3444	2780	144577
7	1492	784	560	755	2298	6708	8446	8842	8596	8457	8390	8324	8558	8481	9140	9309	9086	9442	8282	7415	5980	4880	3921	2940	151086
8	1591	899	628	778	2076	6226	8157	8683	8574	8796	8965	8719	8626	8991	8578	8895	9156	9030	8250	6882	5765	4916	3896	3491	150568
9	2103	1238	858	772	1115	2262	4065	5497	7018	8098	8656	8874	8776	9007	9134	8875	8764	7648	7494	6703	5988	5216	4742	3512	136415
10	2059	1249	814	591	789	1570	3277	4227	5400	7001	8140	8853	9105	8907	8857	8645	8558	8216	7799	6845	5747	4345	3119	1929	126042
11	1137	629	512	716	2256	6772	8156	8588	8636	8054	8116	8222	8049	8247	8745	9123	8577	8799	7962	6964	5403	4114	2858	1937	142572
12	1217	641	499	715	2240	6864	8263	8271	8294	8257	8115	8224	8188	8380	8860	8874	8821	9182	8314	7226	5882	4640	3313	2126	145406
13	1240	707	564	703	2226	6900	8458	8465	8529	8430	8488	8678	8577	8806	8907	8866	8938	9179	8048	7194	5688	4330	3192	2222	147335
14	1282	767	622	756	2246	6637	8406	8258	8480	8479	8444	8748	8602	8641	9219	9133	9401	9354	8470	7460	6105	5003	3450	2547	150510
15	1852	1050	743	774	2089	6109	7803	8422	8469	8619	8492	8724	8565	8509	8045	8534	8171	8912	7945	7439	6083	5024	4326	3529	148228
16	2535	1395	864	763	1105	2381	3910	5488	7020	8212	8878	8575	8906	8978	9048	9220	9037	8749	7824	6628	6236	5575	4506	3591	139424
17	2257	1190	762	605	814	1547	3003	4135	5337	7176	8569	8616	8673	8822	8372	8169	8140	8000	7697	7346	6844	6092	4331	2026	128523
18																									
19	1428	634	496	690	2193	6478	7975	8424	8580	7697	8293	8417	8281	8431	8874	8633	8669	9233	8059	7423	5818	4517	3275	2172	144690
20	1261	721	555	729	2269	6568	7497	8018	8354	8295	8388	8637	8283	8702	8950	9160	9467	9606	8333	6888	5921	4667	3460	2297	147026
21	1459	765	563	722	2188	6675	7804	8821	8516	8381	8466	8685	7623	8523	8730	8923	9204	9375	8555	7374	6021	5096	3893	2136	148498
22	2004	908	647	765	2074	6294	6655	7873	8220	8110	8883	8415	8602	8578	8420	8775	9041	8943	8396	6990	5974	4992	4149	3459	147167
23	2386	1309	881	732	1087	2488	4252	5500	6872	7607	8778	8966	9293	8988	8925	8840	8204	8070	7182	6161	5178	4733	4153	3371	133956
24	1958	1243	782	627	783	1529	2700	3392	4666	6538	8090	9223	9156	8724	8774	8505	8805	8515	7508	6607	5701	4425	3108	1820	123179
25	1079	618	486	738	2289	6446	7822	8320	8526	8044	8219	8400	8449	8162	8186	8583	8548	8980	7959	7182	5439	4320	3088	1992	141875
26	1081	705	557	754	2347	6669	8042	8058	7983	8157	8121	8676	8399	8547	8945	9060	9155	9371	8321	7605	5865	4826	3615	2787	147646
27	1450	746	516	712	2211	6605	8439	8610	8709	8392	8597	8854	8745	8620	8969	9170	9273	9682	8411	7181	6038	4740	3519	2722	150911
28	1670	795	560	728	2103	6236	8026	8105	8482	7802	7608	7242	8080	8104	7918	8530	8372	9100	7982	7160	5852	4722	3903	2878	141958
29	1616	1007	768	832	2186	6232	7995	8960	8997	8724	8783	8517	8075	7865	7702	8554	8470	8584	8125	7484	6604	5676	4570	3229	149555
30	2008	1298	866	792	1195	2586	4869	6431	7199	7490	8341	8728	8277	8438	8560	8534	8096	8108	7538	6613	5844	5247	4794	3383	135235
																							June Average		**141294**
																							2018 AADT		**133238**
																							Seasonal Adjustment		**0.943**

VEHICLE TRAVEL SPEED DATA

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

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

197016 A-NB Speed
Site Code: 8299

NB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
06/20/19	0	1	1	13	37	31	11	3	0	0	**3**	0	0	100	39	35
01:00	0	0	0	9	25	28	5	3	1	0	0	0	0	71	38	35
02:00	0	0	0	6	22	23	8	7	0	0	0	0	0	66	42	36
03:00	0	0	1	5	21	42	32	6	1	0	0	0	0	108	42	38
04:00	0	2	4	18	89	157	101	21	5	1	1	0	0	399	42	37
05:00	6	10	60	156	360	**345**	**108**	**22**	**6**	0	0	0	0	1073	38	33
06:00	16	26	95	255	427	266	49	8	1	0	0	0	0	1143	36	31
07:00	10	28	121	343	**467**	177	15	2	0	0	0	0	0	**1163**	34	30
08:00	22	36	99	282	414	126	21	2	0	0	0	0	0	1002	33	29
09:00	31	30	151	**379**	352	93	11	0	0	0	0	0	0	1047	33	28
10:00	37	63	191	360	286	76	8	0	0	0	0	0	0	1021	32	27
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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 Peak	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		
Vol.	53	92	274	379	467	345	108	22	6	3	3		1	1163		
PM Peak	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		
Vol.	45	65	210	378	405	317	37	19	9	2	1		1	1026		

Stats

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

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

197016 A-SB Speed
Site Code: 8299

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (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
05:00	0	0	5	9	36	96	76	25	4	0	0	0	0	251	43	38
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 Peak	11:00	11:00	11:00	08:00	10:00	07:00	06:00	06:00	06:00	06:00				11:00		
Vol.	82	52	167	224	313	283	134	26	6	1				952		
PM Peak	13:00	14:00	14:00	18:00	19:00	19:00	23:00	23:00	20:00	15:00				16:00		
Vol.	327	136	280	314	389	262	90	18	3	1				1216		

Stats

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

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

197016 A-SB Speed
Site Code: 8299

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (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 Peak	11:00	11:00	11:00	11:00	09:00	07:00	06:00	06:00	00:00	01:00				11:00		
Vol.	72	81	237	315	302	296	107	18	5	1				1136		
PM Peak	12:00	12:00	12:00	13:00	18:00	19:00	23:00	23:00	23:00	16:00				18:00		
Vol.	138	136	232	292	388	369	105	27	5	1				1188		

Stats

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

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Office: 508-875-0100 Fax: 508-875-0118
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197016 A-SB Speed
Site Code: 8299

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (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 Peak	11:00	11:00	11:00	11:00	10:00	10:00	07:00	06:00	05:00	00:00				11:00		
Vol.	145	121	224	217	362	307	111	34	8	1				1158		
PM Peak	12:00	12:00	12:00	12:00	14:00	17:00	18:00	17:00	19:00	15:00				12:00		
Vol.	179	129	258	243	368	302	113	18	4	2				1174		

Stats

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

Moving Massachusetts Forward. massDOT Highway

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Weymouth COUNT DATE : Jun-19

DISTRICT : 6 UNSIGNALIZED : X SIGNALIZED :

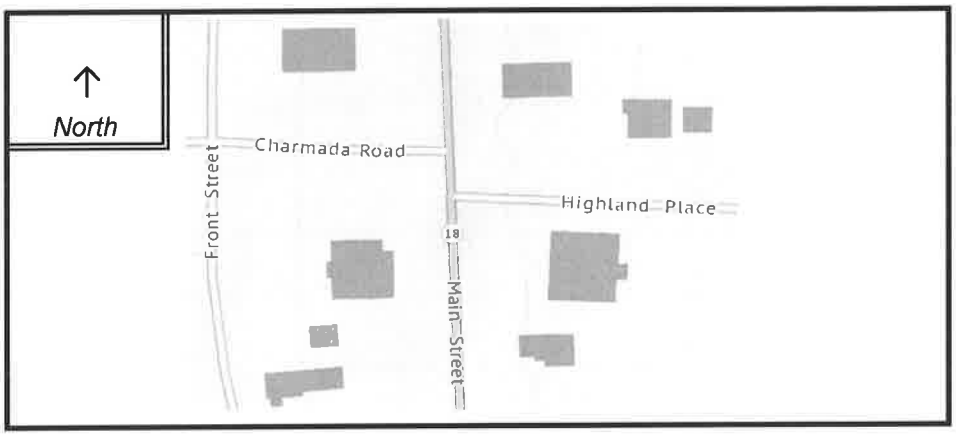
~ INTERSECTION DATA ~

MAJOR STREET : Route 18

MINOR STREET(S) : Charmada Road

Site Driveway

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (PM) :	1,025	1,288	34	0		2,347

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **26,078**

TOTAL # OF CRASHES : 13 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **2.60**

CRASH RATE CALCULATION : 0.27

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

Comments : Below Statewide and District Crash Rates

Project Title & Date: Proposed Car Wash Expansion

Moving Massachusetts Forward. massDOT Highway

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Weymouth COUNT DATE : Jun-19

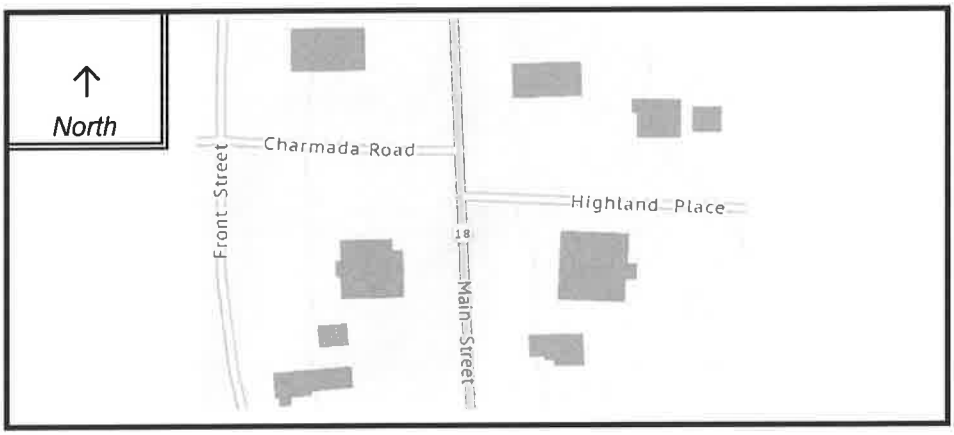
DISTRICT : 6 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 18

MINOR STREET(S) : Highland Place

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB			
PEAK HOURLY VOLUMES (PM) :	1,017	1,282	11			2,310

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **25,667**

TOTAL # OF CRASHES : 8 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.60**

CRASH RATE CALCULATION : **0.17**

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

Comments : Below Statewide and District Crash Rates

Project Title & Date: Proposed Car Wash Expansion

ArcGIS Web Map

7/18/2019, 11:11:18 AM

1:9,028

0 0.05 0.1 0.2 mi

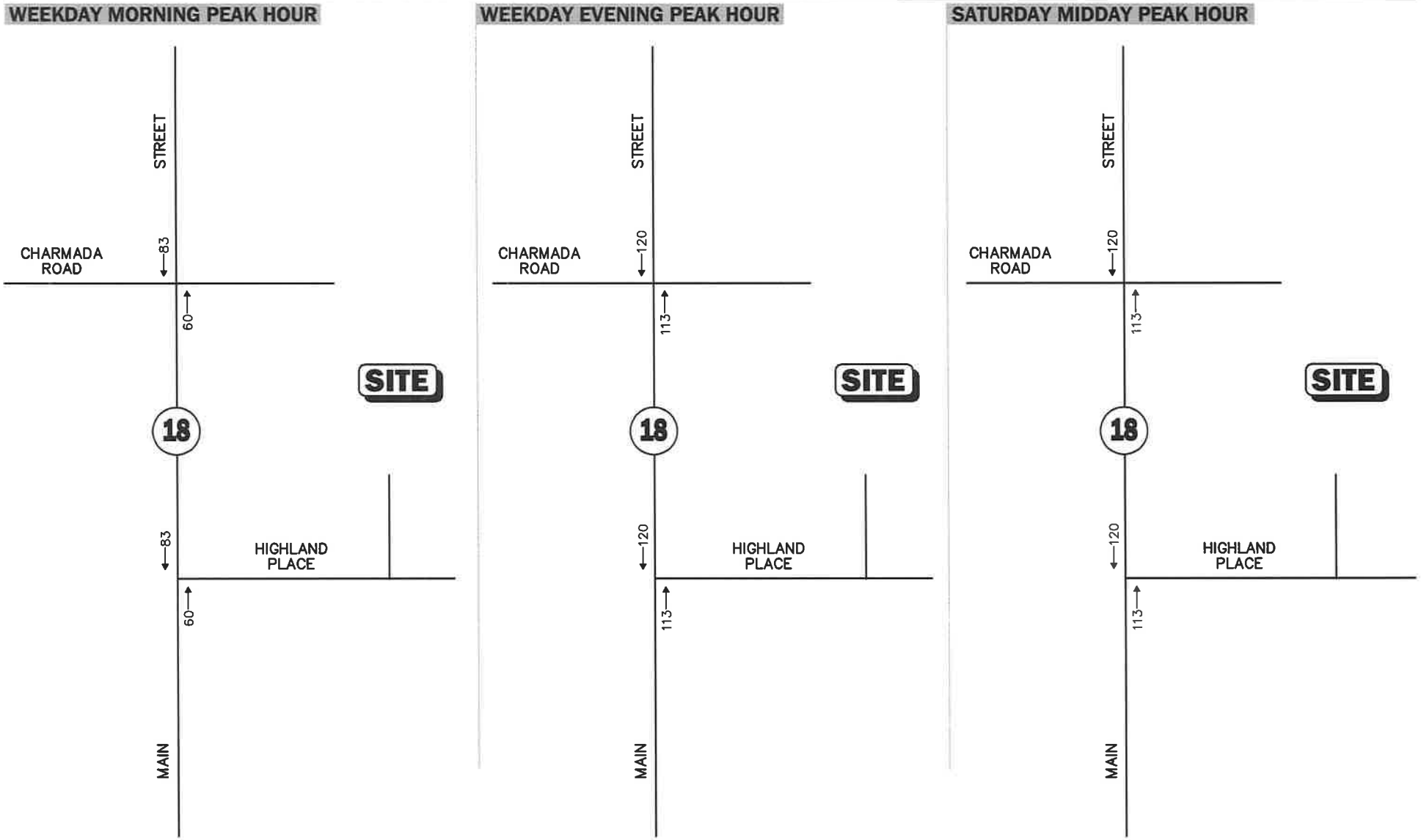
0 0.07 0.15 0.3 km

- 2007-2016 HSIP Pedestrian Cluster
- 2007-2016 HSIP Bicycle Cluster
- HSIP Cluster 2014-2016
- Top 200 Intersection Cluster 2014-2016

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user

Web AppBuilder for ArcGIS

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS



Not To Scale

Figure A1

Union Point (Southfield)
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.
Transportation Engineers & Planners

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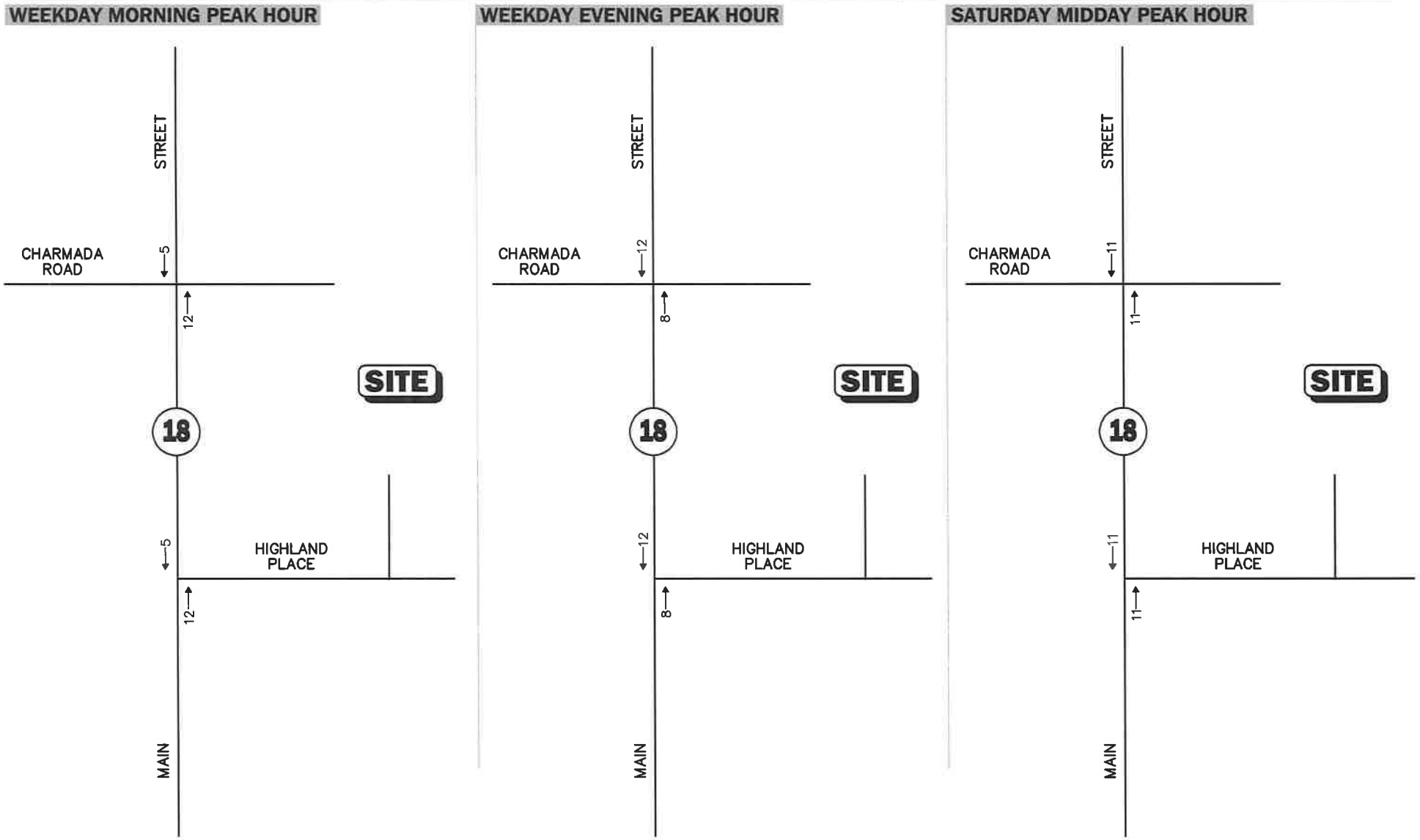

Not To Scale

Figure A2

Colony Station
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.
Transportation Engineers & Planners

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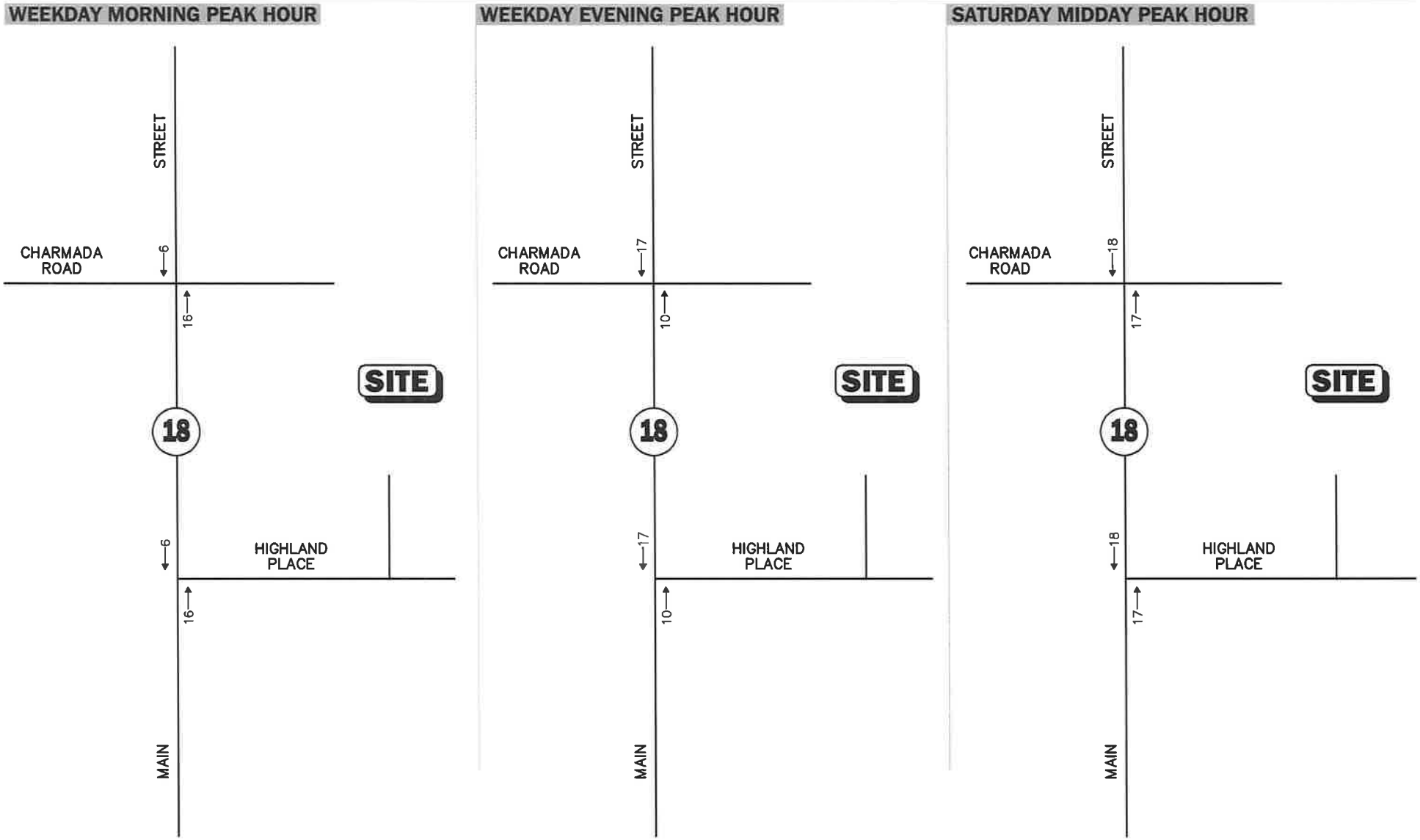

N

Not To Scale

Figure A3

Proposed Residential Development
1500 Main Street
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.
Transportation Engineers & Planners

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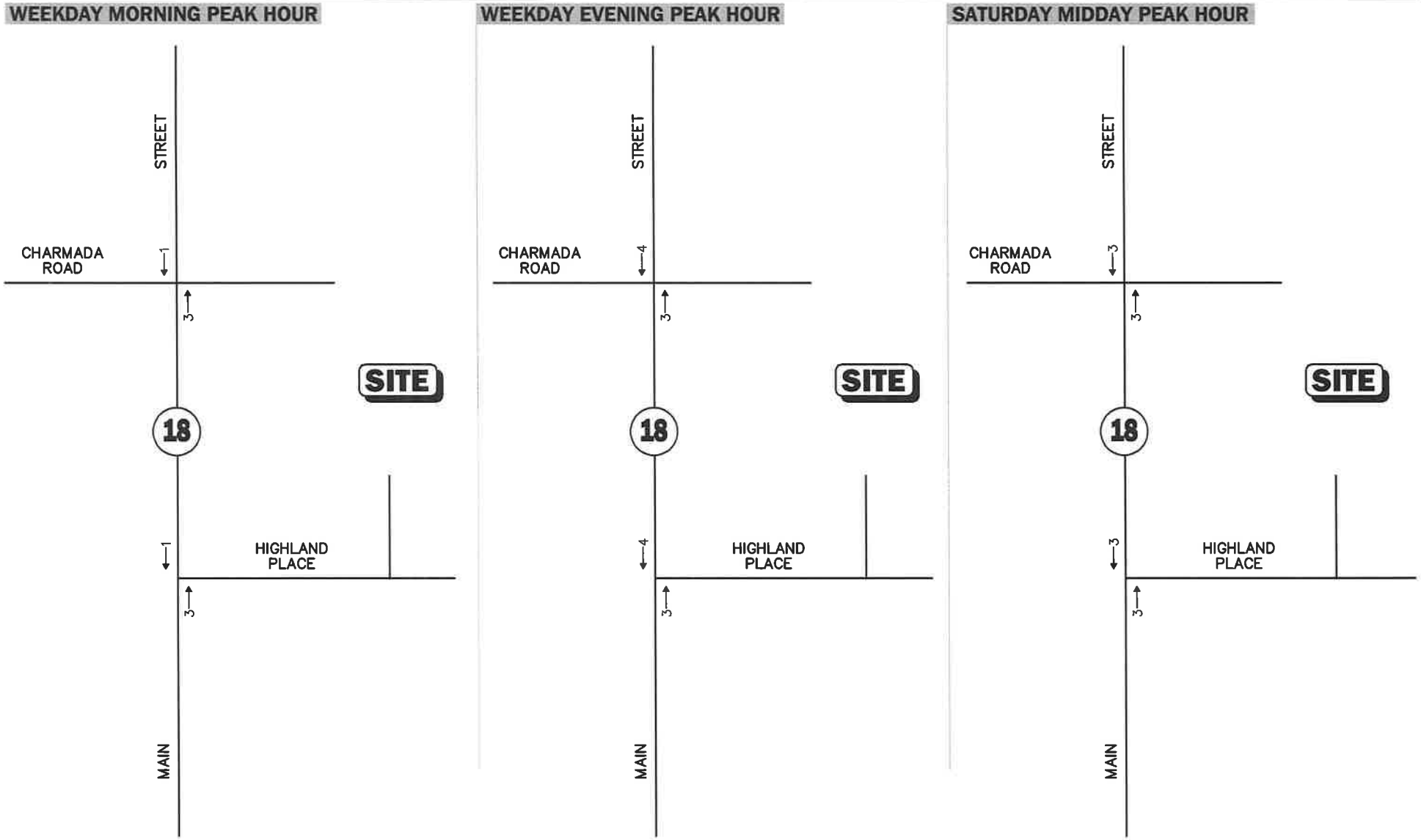

Not To Scale

Figure A4

Proposed Residential Development
Route 18
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.
Transportation Engineers & Planners

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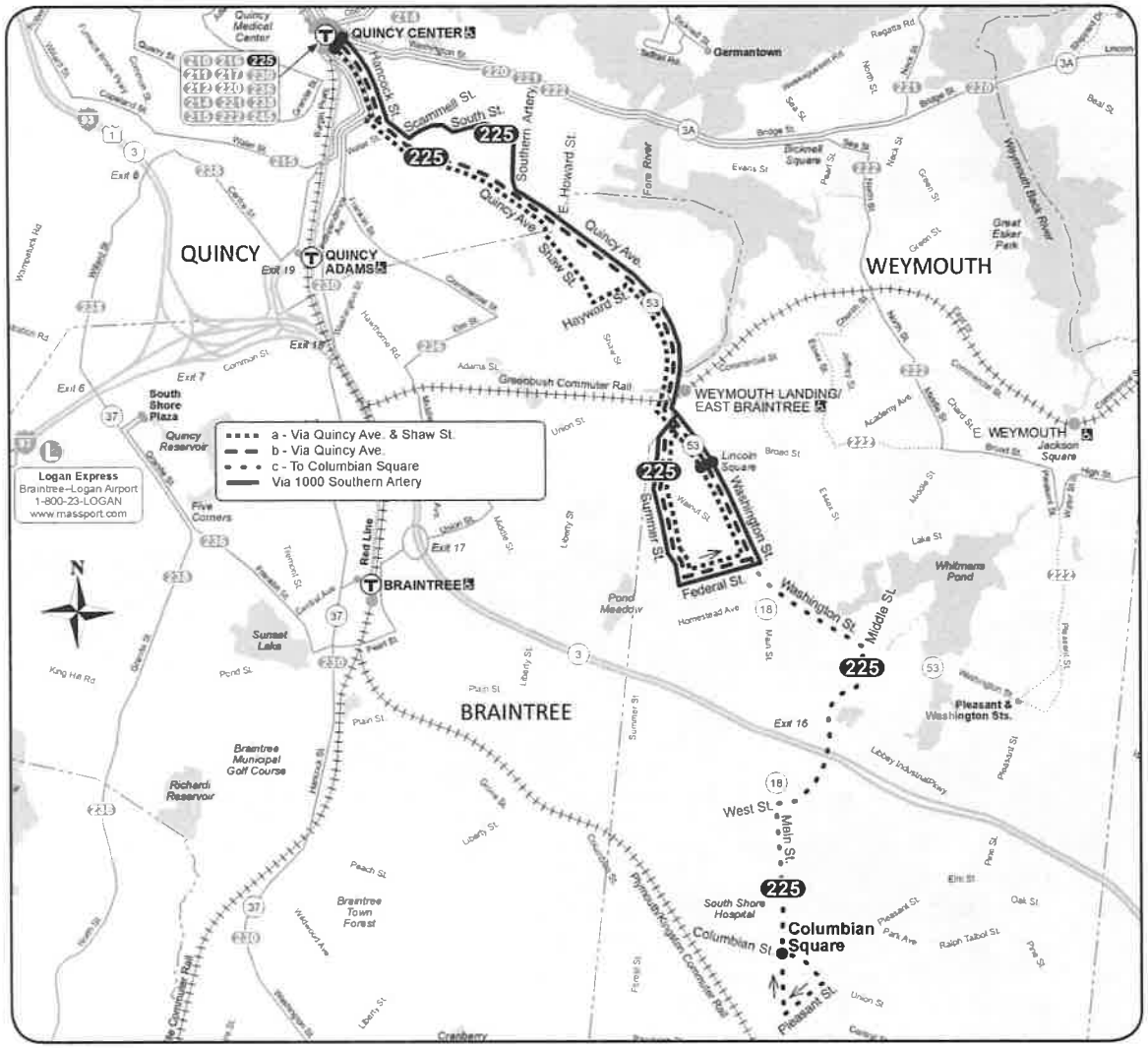
GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth - Daily Traffic Volumes

CITY/TOWN	ROUTE/STREET	LOCATION	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Annual 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

Route 225 Weymouth Landing or Columbian Sq. - Quincy Station



schedule change

225

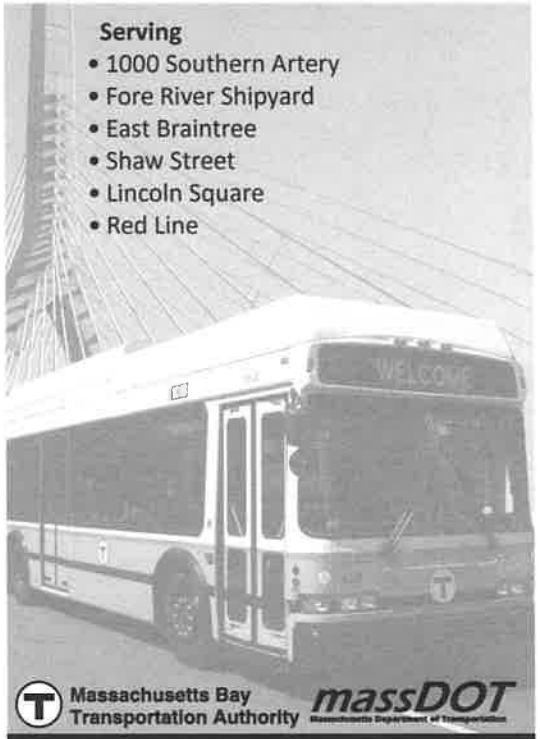
Effective June 23, 2019

Weymouth Landing or Columbian Square- Quincy Center Station

New fares effective July 1, 2019

Serving

- 1000 Southern Artery
- Fore River Shipyard
- East Braintree
- Shaw Street
- Lincoln Square
- Red Line



Massachusetts Bay Transportation Authority

massDOT

Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com

225 Weekday

Inbound				Outbound			
Leave Columbian Square	Lv/Arrive Weymouth Landing	Arrive Howard/ Quincy Ave.	Arrive Quincy Center Station	Leave Quincy Center Station	Arrive Howard/ Quincy Ave.	Arrive Weymouth Landing	Arrive Columbian Square
.....	b 5:30A	5:34A	5:47A	b 5:10A	5:15A	5:25A	.....
.....	b 5:50	5:54	6:07	b 5:25	5:30	5:40	.....
.....	b 6:20	6:24	6:40	c 5:40	5:48	.....	6:05A
6:15A	6:30	6:37	6:54	b 5:55	6:00	6:10	.....
.....	b 6:40	6:47	7:03	c 6:10	6:18	.....	6:35
.....	a 6:50	6:57	7:12	6:15	6:23	6:35	.....
6:47	7:02	7:09	7:26	6:25	6:33	6:45	.....
.....	a 7:10	7:17	7:32	6:45	6:53	7:05	.....
.....	7:20	7:27	7:44	c 6:50	6:58	.....	7:15
.....	.....	at 7:32	7:48	6:55	7:03	7:15	.....
.....	7:30	7:37	7:55	a 7:05	7:11	7:25	.....
7:27	7:42	7:49	8:09	a 7:25	7:31	7:45	.....
.....	.....	at 7:52	8:08	7:35	7:44	7:56	.....
.....	a 7:51	7:58	8:16	a 7:45	7:51	8:05	.....
.....	8:00	8:07	8:25	7:50	7:59	8:11	.....
.....	a 8:08	8:15	8:33	ac 7:55	8:01	.....	8:24
.....	8:15	8:22	8:40	8:05	8:14	8:26	.....
.....	.....	at 8:35	8:51	a 8:15	8:21	8:34	.....
.....	8:30	8:37	8:55	8:35	8:46	8:59	.....
.....	a 8:40	8:47	9:05	a 9:05	9:14	9:27	.....
8:30	8:45	8:52	9:12	9:30	9:41	9:54	.....
.....	9:00	9:07	9:25	ac 9:45	9:54	.....	10:16
.....	a 9:32	9:39	9:57	10:30	10:42	10:55	.....
.....	10:08	10:15	10:33	a 11:05	11:16	11:29	.....
10:35	a 10:48	10:55	11:16	11:35	11:47	12:00N	.....
.....	11:12	11:19	11:35				
.....	a 11:36	11:43	12:01P	a 12:05P	12:16P	12:30P	.....
				c 12:30	12:42	.....	1:06P
.....	12:10P	12:17P	12:33P	a 1:05	1:16	1:30	.....
.....	a 12:36	12:43	1:01	1:35	1:47	2:00	.....
1:11P	1:24	1:31	1:47	a 2:05	2:16	2:30	.....
.....	a 1:36	1:43	2:01	c 2:15	2:27	.....	2:51
.....	2:10	2:17	2:33	a 2:34	2:45	2:59	.....
.....	a 2:36	2:41	3:01	ac 2:48	3:00	.....	3:25
.....	a 3:05	3:10	3:30	3:01	3:13	3:26	.....
3:02	3:15	3:22	3:39	ac 3:20	3:32	.....	3:57
.....	3:36	3:41	3:57	3:25	3:38	3:52	.....
3:35	a 3:46	3:52	4:13	c 3:37	3:49	.....	4:13
.....	4:00	4:05	4:21	3:49	4:02	4:16	.....
4:07	a 4:18	4:24	4:45	b 4:00	4:11	4:24	.....
.....	4:24	4:29	4:45	c 4:10	4:22	.....	4:46
.....	b 4:28	4:33	4:48	b 4:22	4:33	4:46	.....
4:24	4:37	4:44	5:03	ac 4:36	4:48	.....	5:14
.....	b 4:49	4:54	5:09	c 4:50	5:02	.....	5:26
4:52	5:05	5:12	5:31	b 5:00	5:11	5:24	.....
.....	a 5:28	5:33	5:48	ac 5:05	5:16	.....	5:42
5:22	a 5:35	5:42	6:02	5:10	5:23	5:37	.....
.....	5:48	5:53	6:09	b 5:20	5:31	5:44	.....
.....	b 5:50	5:55	6:10	c 5:30	5:42	.....	6:06
5:37	5:50	5:57	6:11	5:40	5:53	6:07	.....
5:52	a 6:04	6:08	6:24	ac 5:50	6:01	.....	6:27
.....	6:13	6:18	6:34	b 6:00	6:11	6:24	.....
6:17	6:30	6:34	6:47	c 6:05	6:17	.....	6:41
.....	6:31	6:36	6:52	6:10	6:23	6:37	.....
.....	.....	at 6:42	6:57	at 6:20	6:31	.....	.....
.....	a 6:39	6:44	6:59	a 6:30	6:41	6:55	.....
6:32	a 6:42	6:46	7:02	c 6:40	6:52	.....	7:15
.....	a 6:59	7:03	7:15	a 6:50	7:01	7:14	.....
6:48	7:01	7:05	7:18	c 7:05	7:15	.....	7:36
.....	7:19	7:23	7:35	b 7:35	7:43	7:54	.....
7:19	a 7:29	7:33	7:49	a 8:00	8:08	8:21	.....
7:42	7:55	7:59	8:12	c 8:30	8:40	.....	9:00
.....	b 8:07	8:11	8:23	b 9:40	9:46	9:56	.....
.....	a 8:30	8:34	8:46	c 10:35	10:44	.....	11:01
9:05	9:18	9:22	9:35	b 11:35	11:41	11:51	.....
.....	b 10:02	10:06	10:18				
11:10	11:21	11:25	11:35				
.....	b 11:57	12:01A	12:11A				

225 Saturday

Inbound				Outbound		
Leave Columbian Square	Leave Weymouth Landing	Arrive Howard/ Quincy Ave.	Arrive Quincy Center Station	Leave Quincy Center Station	Arrive Howard/ Quincy Ave.	Arrive Weymouth Landing
.....	b 6:30A	6:33A	6:45A	b 6:05A	6:10A	6:22A
.....	a 7:35	7:39	7:56	c 7:00	7:06	7:11
7:40A	7:54	7:58	8:14	a 7:10	7:15	7:27
.....	a 8:35	8:39	8:56	a 8:10	8:17	8:29
.....	9:05	9:09	9:25	8:40	8:50	9:00
.....	a 9:35	9:39	9:56	a 9:10	9:17	9:29
.....	10:05	10:09	10:25	ca 9:25	9:32	9:38
10:00	a 10:14	10:18	10:35	9:40	9:50	10:00
.....	a 10:35	10:39	10:56	a 10:10	10:19	10:31
.....	11:10	11:14	11:33	10:40	10:52	11:06
.....	a 11:40	11:44	12:03P	a 11:10	11:21	11:35
				11:40	11:52	12:06P
.....	12:10P	12:14P	12:33P	c 11:55	12:06P	12:13
.....	a 12:40	12:44	1:01			
12:35P	12:51	12:54	1:09	a 12:10P	12:21P	12:35P
.....	1:10	1:14	1:33	12:40	12:52	1:06
.....	a 1:40	1:44	2:01	a 1:10	1:21	1:35
.....	2:00	2:04	2:23	1:30	1:42	1:56
.....	a 2:20	2:24	2:41	a 1:50	2:01	2:15
.....	2:40	2:44	3:03	2:10	2:22	2:36
.....	a 3:00	3:04	3:21	a 2:30	2:41	2:55
.....	3:20	3:24	3:43	2:50	3:02	3:16
.....	a 3:40	3:44	4:01	a 3:10	3:21	3:35
.....	4:00	4:03	4:18	ca 3:25	3:37	3:44
.....	a 4:20	4:24	4:39	3:30	3:42	3:56
4:07	a 4:22	4:26	4:41	a 3:50	4:01	4:14
.....	4:40	4:43	4:58	4:10	4:20	4:33
.....	a 5:00	5:04	5:19	a 4:30	4:40	4:53
.....	5:20	5:23	5:38	4:50	5:00	5:13
.....	a 5:40	5:44	5:59	a 5:10	5:20	5:33
.....	6:07	6:10	6:23	5:40	5:50	6:02
.....	a 6:35	6:39	6:52	c 5:55	6:04	6:10
6:32	6:46	6:49	7:02	a 6:10	6:19	6:30
.....	7:05	7:08	7:21	6:40	6:49	7:00
.....	b 8:00	8:03	8:17	b 7:35	7:43	7:55
.....	9:00	9:03	9:16	8:35	8:44	8:55
.....	b 9:59	10:02	10:16	b 9:35	9:42	9:53
.....	10:57	11:00	11:11	10:35	10:43	10:54
.....	b 11:55	11:57	12:06A	b 11:35	11:41	11:51

Unless noted all other trips serve
1000 Southern Artery

a - Via Quincy Avenue & Shaw Street.
b - Via Quincy Avenue.
c - To Columbian Square weekday & Saturday.
t - To/from Shaw Street at Quintree Mall.

225 Sunday

Inbound			Outbound		
Leave Weymouth Landing	Arrive Howard/ Quincy Ave.	Arrive Quincy Center Station	Leave Quincy Center Station	Arrive Howard/ Quincy Ave.	Arrive Weymouth Landing
7:50A	7:56A	8:13A	7:20A	7:28A	7:45A
8:50	8:56	9:13	8:20	8:28	8:45
9:50	9:56	10:13	9:20	9:28	9:45
10:50	10:56	11:13	10:20	10:28	10:45
11:50	11:56	12:13P	11:20	11:28	11:45
12:50P	12:56P	1:13P	12:20P	12:28P	12:45P
1:50	1:56	2:13	1:20	1:28	1:45
2:50	2:56	3:13	2:20	2:28	2:45
3:50	3:56	4:13	3:20	3:28	3:45
4:50	4:56	5:13	4:20	4:28	4:45
5:50	5:56	6:13	5:20	5:28	5:45
6:50	6:56	7:13	6:20	6:28	6:45
7:50	7:56	8:13	7:20	7:28	7:45
8:50	8:56	9:13	8:20	8:28	8:45
9:50	9:56	10:13	9:20	9:28	9:45
10:50	10:56	11:13	10:20	10:28	10:45
11:50	11:56	12:13A	11:20	11:28	11:45

Route 225
Weymouth Landing or Columbian Square-Quincy Center Station

All buses are accessible to persons with disabilities

Fare	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	$1.70	$1.70	$2.40	$2.40
CharlieTicket	$2.00	$2.00	$2.90	$4.90
Cash-on-Board	$2.00	$4.00	$2.90	$4.90
Student/Youth*	$0.85	$0.85	$1.10	$1.10
Senior/TAP**	$0.85	$0.85	$1.10	$1.10

VALID PASSES: LinkPass ($90.00/mo.); Local Bus ($55/mo.); *Student/Youth LinkPass ($30.00/mo.); **Senior/TAP LinkPass ($30/mo.); and express bus, commuter rail, and boat 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/youthpass for details.

** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Summer 2019 Holidays

7/4/19: see Sunday 9/2/19: see Sunday

TRIP GENERATION CALCULATIONS

Automated Car Wash
(948)

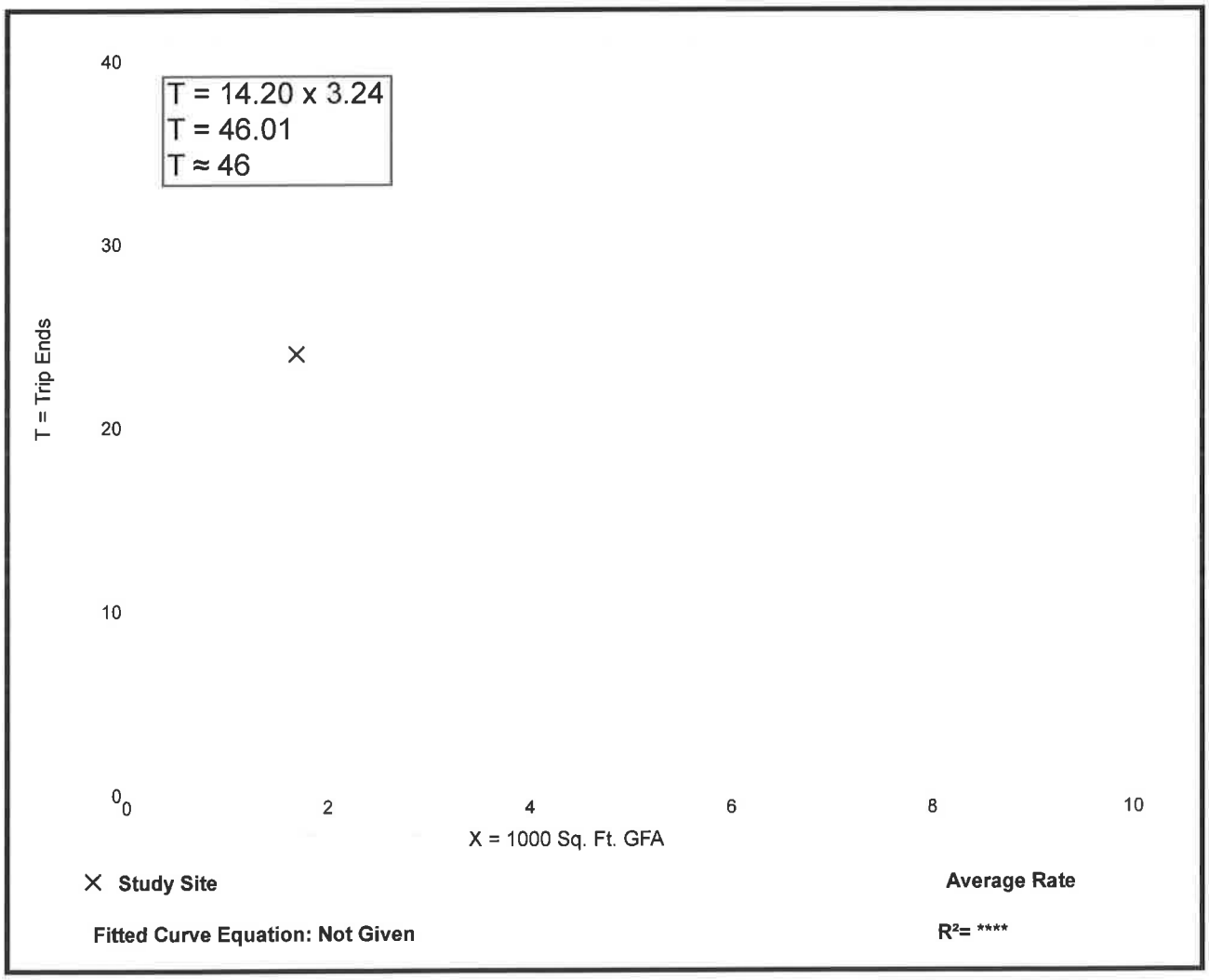
Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	1
Avg. 1000 Sq. Ft. GFA:	2
Directional Distribution:	50% entering, 50% exiting

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



Automated Car Wash
(948)

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

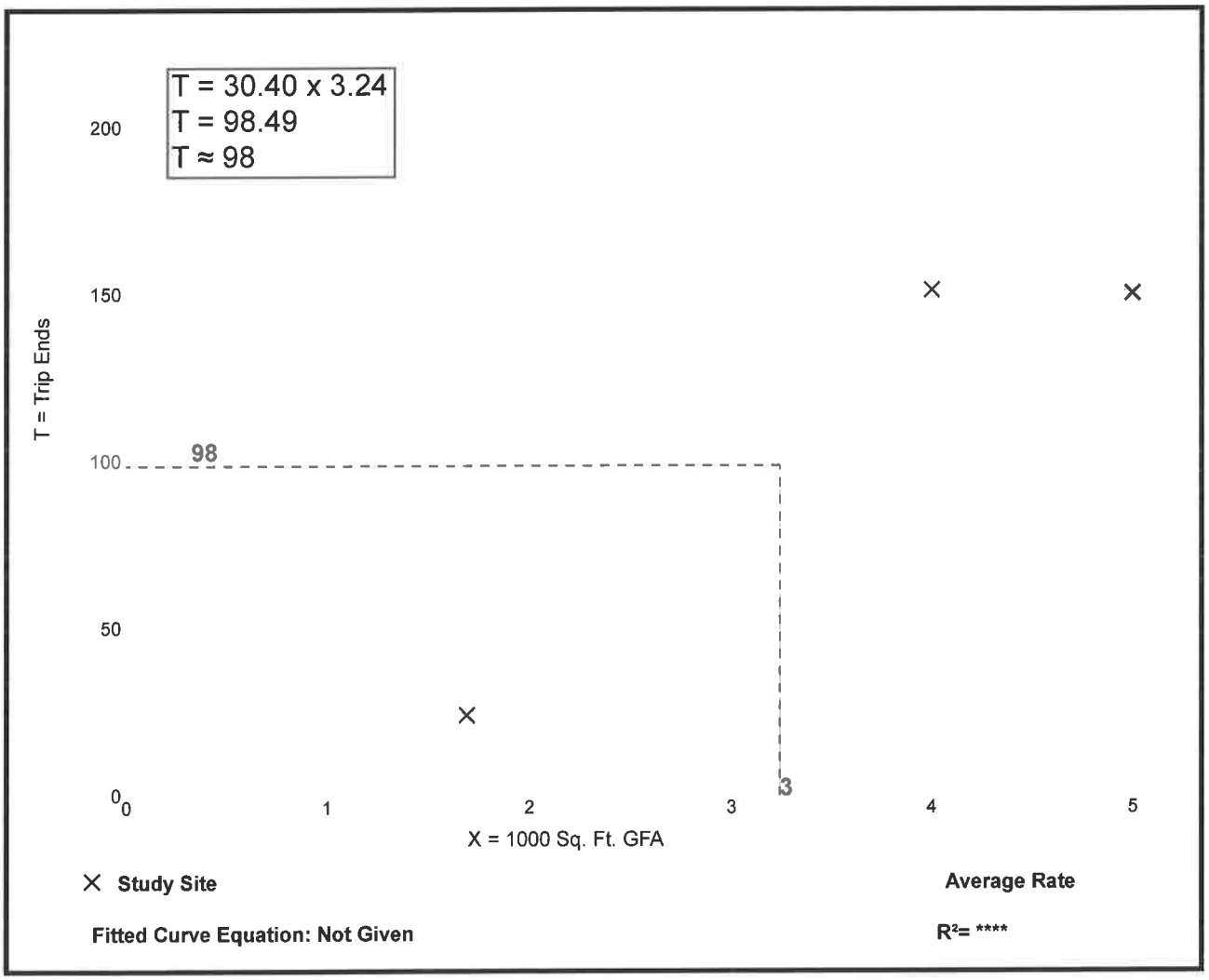
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

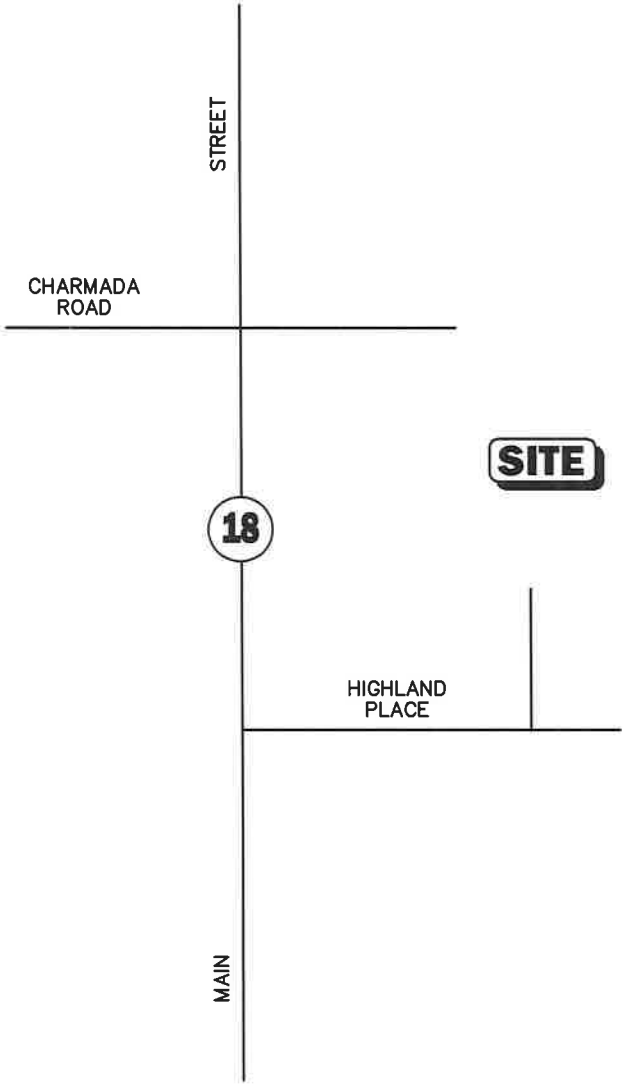
Average Rate	Range of Rates	Standard Deviation
30.40	14.20 - 37.75	9.63

Data Plot and Equation

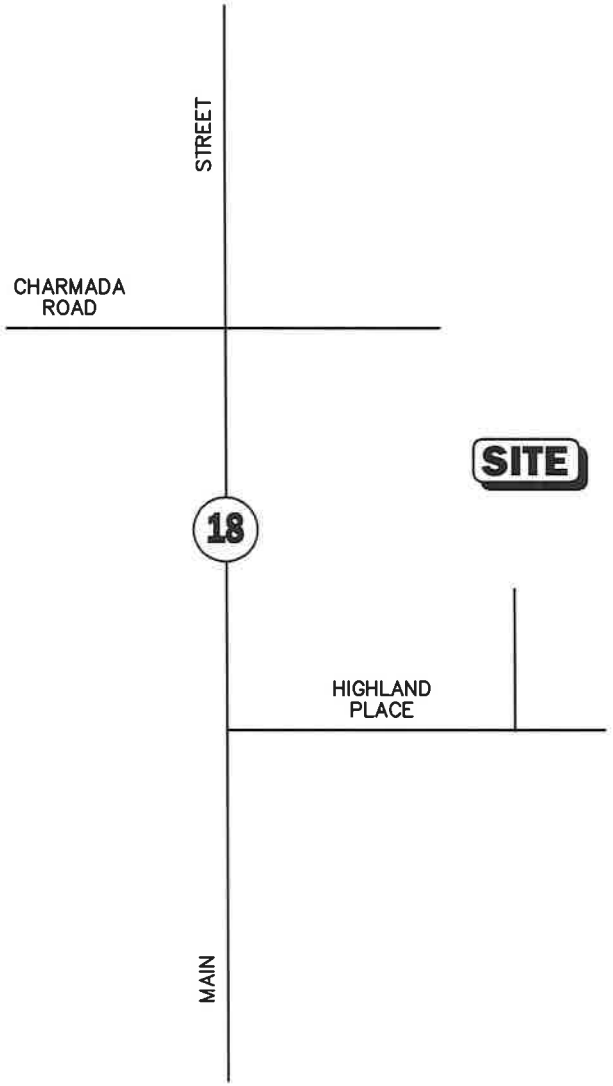
Caution – Small Sample Size



WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM)



SATURDAY MIDDAY PEAK HOUR 11:45 - 12:45 PM)

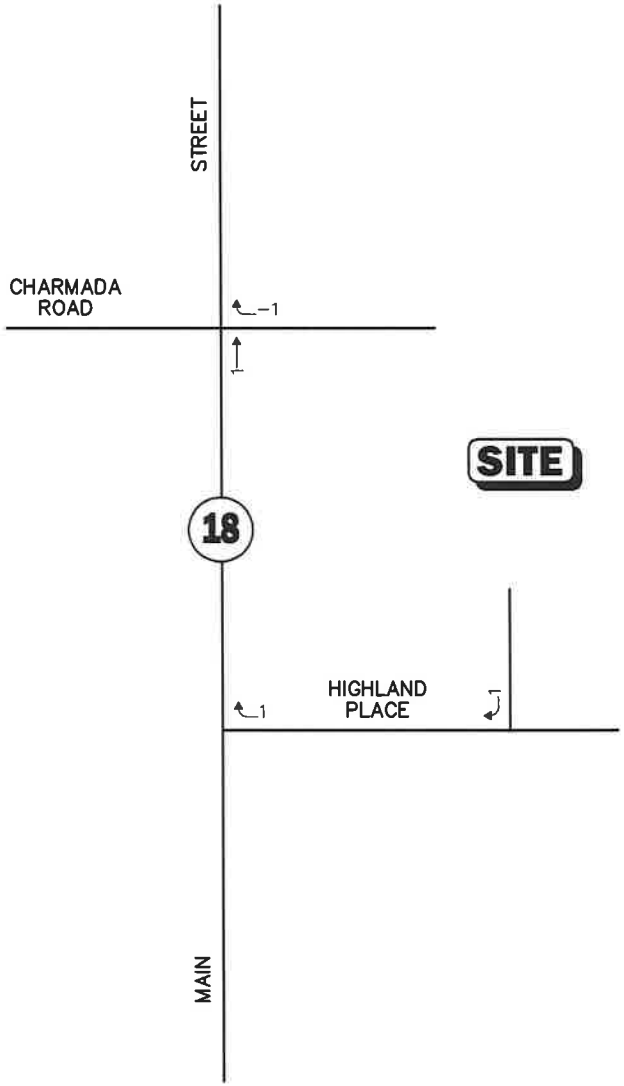


Figure A5

Existing Site Trip Adjustments
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.
Transportation Engineers & Planners

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CAPACITY ANALYSIS WORKSHEETS

Route 18 at Charmada Road and the Site Driveway

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇔			⇔			↰↑↑			↑↑↱	
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	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			Minor1			Major1			Major2		
Conflicting Flow All	1609	2250	437	1813	2265	641	873	0	-	-	-	0
Stage 1	858	858	-	1392	1392	-	-	-	-	-	-	-
Stage 2	751	1392	-	421	873	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-
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	-	-	-	-	-
Pot Cap-1 Maneuver	71	42	573	50	41	422	768	-	0	0	-	-
Stage 1	322	376	-	152	211	-	-	-	0	0	-	-
Stage 2	373	211	-	586	370	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	57	32	573	39	31	422	768	-	-	-	-	-
Mov Cap-2 Maneuver	57	32	-	39	31	-	-	-	-	-	-	-
Stage 1	242	376	-	114	158	-	-	-	-	-	-	-
Stage 2	280	158	-	562	370	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	0	1.6	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	768	-	573	-	-	-
HCM Lane V/C Ratio	0.072	-	0.041	-	-	-
HCM Control Delay (s)	10.1	1.2	11.6	0	-	-
HCM Lane LOS	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	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	23	0	37	0	0	0	11	1080	0	0	1314	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1890	2430	671	1759	2444	540	1342	0	-	-	-	0
Stage 1	1328	1328	-	1102	1102	-	-	-	-	-	-	-
Stage 2	562	1102	-	657	1342	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
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	-	-	-	-	-
Pot Cap-1 Maneuver	44	32	404	55	32	491	520	-	0	0	-	-
Stage 1	167	226	-	229	290	-	-	-	0	0	-	-
Stage 2	484	290	-	425	223	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	42	30	404	48	30	491	520	-	-	-	-	-
Mov Cap-2 Maneuver	42	30	-	48	30	-	-	-	-	-	-	-
Stage 1	158	226	-	217	275	-	-	-	-	-	-	-
Stage 2	458	275	-	386	223	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	94.1	0	0.4	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	520	-	94	-	-	-
HCM Lane V/C Ratio	0.02	-	0.635	-	-	-
HCM Control Delay (s)	12.1	0.3	94.1	0	-	-
HCM Lane LOS	B	A	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	3	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	7	0	0	1	16	1230	0	0	1288	10
Future Vol, veh/h	4	0	7	0	0	1	16	1230	0	0	1288	10
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	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	13	0	0	4	18	1367	0	0	1356	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2082	2765	684	2081	2770	684	1367	0	-	-	-	0
Stage 1	1362	1362	-	1403	1403	-	-	-	-	-	-	-
Stage 2	720	1403	-	678	1367	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
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	-	-	-	-	-
Pot Cap-1 Maneuver	31	20	396	31	20	396	509	-	0	0	-	-
Stage 1	159	218	-	150	208	-	-	-	0	0	-	-
Stage 2	390	208	-	413	217	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	27	17	396	27	17	396	509	-	-	-	-	-
Mov Cap-2 Maneuver	27	17	-	27	17	-	-	-	-	-	-	-
Stage 1	136	218	-	128	177	-	-	-	-	-	-	-
Stage 2	329	177	-	400	217	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	81.7	14.2	1	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	509	-	66	396	-	-
HCM Lane V/C Ratio	0.035	-	0.303	0.01	-	-
HCM Control Delay (s)	12.3	0.9	81.7	14.2	-	-
HCM Lane LOS	B	A	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	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	26	0	0	0	60	1485	0	0	1012	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1892	2634	523	2111	2650	743	1045	0	-	-	-	0
Stage 1	1029	1029	-	1605	1605	-	-	-	-	-	-	-
Stage 2	863	1605	-	506	1045	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-
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	-	-	-	-	-
Pot Cap-1 Maneuver	44	24	504	30	23	362	661	-	0	0	-	-
Stage 1	254	314	-	112	166	-	-	-	0	0	-	-
Stage 2	320	166	-	522	308	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	26	12	504	17	11	362	661	-	-	-	-	-
Mov Cap-2 Maneuver	26	12	-	17	11	-	-	-	-	-	-	-
Stage 1	122	314	-	54	80	-	-	-	-	-	-	-
Stage 2	154	80	-	495	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	0	2.9	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	661	-	504	-	-	-
HCM Lane V/C Ratio	0.09	-	0.052	-	-	-
HCM Control Delay (s)	11	2.6	12.5	0	-	-
HCM Lane LOS	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇔			⇔			↰↑			↑↱	
Traffic Vol, veh/h	14	0	23	0	0	0	11	1233	0	0	1518	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	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			Minor1			Major1			Major2		
Conflicting Flow All	2276	2932	806	2127	2947	656	1611	0	-	-	-	0
Stage 1	1596	1596	-	1336	1336	-	-	-	-	-	-	-
Stage 2	680	1336	-	791	1611	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
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	-	-	-	-	-
Pot Cap-1 Maneuver	~ 22	15	329	29	15	413	411	-	0	0	-	-
Stage 1	113	168	-	165	224	-	-	-	0	0	-	-
Stage 2	412	224	-	353	165	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	~ 20	13	329	23	13	413	411	-	-	-	-	-
Mov Cap-2 Maneuver	~ 20	13	-	23	13	-	-	-	-	-	-	-
Stage 1	101	168	-	147	200	-	-	-	-	-	-	-
Stage 2	368	200	-	310	165	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 387.1	0	0.8	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	411	-	48	-	-	-
HCM Lane V/C Ratio	0.028	-	1.352	-	-	-
HCM Control Delay (s)	14	0.7	$ 387.1	0	-	-
HCM Lane LOS	B	A	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	6.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇔			⇔			↰↑↑			↑↑↱	
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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	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			Minor1			Major1			Major2		
Conflicting Flow All	2492	3312	820	2492	3318	820	1640	0	-	-	-	0
Stage 1	1634	1634	-	1678	1678	-	-	-	-	-	-	-
Stage 2	858	1678	-	814	1640	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
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	-	-	-	-	-
Pot Cap-1 Maneuver	15	9	322	15	9	322	400	-	0	0	-	-
Stage 1	107	161	-	101	153	-	-	-	0	0	-	-
Stage 2	322	153	-	342	160	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	9	4	322	8	4	322	400	-	-	-	-	-
Mov Cap-2 Maneuver	9	4	-	8	4	-	-	-	-	-	-	-
Stage 1	50	161	-	47	71	-	-	-	-	-	-	-
Stage 2	148	71	-	327	160	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s$	338.8	16.3	3.9	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	400	-	26	322	-	-
HCM Lane V/C Ratio	0.047	-	0.839	0.012	-	-
HCM Control Delay (s)	14.4	3.8$	338.8	16.3	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	0	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
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**	**-**	**None**	**-**	**None**
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	**0**	**-**	**-**	**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**

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1892	523	1045	0	-	0
Stage 1	**1029**	**-**	**-**	**-**	**-**	**-**
Stage 2	863	-	-	-	-	-
Critical Hdwy	**6.8**	**6.9**	**4.14**	**-**	**-**	**-**
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	**5.8**	**-**	**-**	**-**	**-**	**-**
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	**63**	**504**	**661**	**-**	**-**	**-**
Stage 1	310	-	-	-	-	-
Stage 2	**378**	**-**	**-**	**-**	**-**	**-**
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	**30**	**504**	**661**	**-**	**-**	**-**
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	**149**	**-**	**-**	**-**	**-**	**-**
Stage 2	378	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	**12.5**	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	**661**	**-**	**504**	**-**	**-**
HCM Lane V/C Ratio	0.09	-	0.052	-	-
HCM Control Delay (s)	**11**	**2.6**	**12.5**	**-**	**-**
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	**0.3**	**-**	**0.2**	**-**	**-**

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	23	11	1249	1534	29
Future Vol, veh/h	14	23	11	1249	1534	29
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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	Minor2		Major1		Major2	
Conflicting Flow All	2302	814	1628	0	-	0
Stage 1	1613	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	33	325	405	-	-	-
Stage 1	152	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	29	325	405	-	-	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	204.9	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	405	-	67	-	-
HCM Lane V/C Ratio	0.029	-	0.969	-	-
HCM Control Delay (s)	14.2	0.8	204.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.8	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	8	17	1490	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	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	90	90	95	95
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	7	15	19	1656	1633	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2505	823	1645	0	-	0
Stage 1	1639	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	24	321	398	-	-	-
Stage 1	147	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	10	321	398	-	-	-
Mov Cap-2 Maneuver	10	-	-	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 302	4.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	398	-	28	-	-
HCM Lane V/C Ratio	0.047	-	0.779	-	-
HCM Control Delay (s)	14.5	4.2	$ 302	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	-	-

Notes

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

Route 18 at Highland Place

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	1251	6	8	801
Future Vol, veh/h	0	6	1251	6	8	801
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	-	-	-	0	-
Veh in Median Storage, #	0	-	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	1331	6	8	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2193	669	0	0	1337	0
Stage 1	1334	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	45	405	-	-	522	-
Stage 1	214	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	405	-	-	522	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	214	-	-	-	-	-
Stage 2	412	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	405	522	-
HCM Lane V/C Ratio	-	-	0.039	0.016	-
HCM Control Delay (s)	-	-	14.2	12	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	-	-	-	0	-
Veh in Median Storage, #	0	-	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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2428	541	0	0	1082	0
Stage 1	1082	-	-	-	-	-
Stage 2	1346	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
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	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	491	-	-	652	-
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	241	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	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	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	35	1211	20	32	1263
Future Vol, veh/h	5	35	1211	20	32	1263
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	-	-	-	0	-
Veh in Median Storage, #	0	-	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	45	1346	22	34	1329

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2754	684	0	0	1368	0
Stage 1	1357	-	-	-	-	-
Stage 2	1397	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	19	396	-	-	508	-
Stage 1	208	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	18	396	-	-	508	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	208	-	-	-	-	-
Stage 2	216	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	65	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	109	508	-
HCM Lane V/C Ratio	-	-	0.477	0.066	-
HCM Control Delay (s)	-	-	65	12.6	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	2.1	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	1446	6	9	962
Future Vol, veh/h	0	6	1446	6	9	962
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	-	-	-	0	-
Veh in Median Storage, #	0	-	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		Major2	
Conflicting Flow All	2572	772	0	0	1544	0
Stage 1	1541	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	25	347	-	-	436	-
Stage 1	166	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	24	347	-	-	436	-
Mov Cap-2 Maneuver	24	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	347	436	-
HCM Lane V/C Ratio	-	-	0.046	0.022	-
HCM Control Delay (s)	-	-	15.9	13.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	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	18	1313	1	13	1593

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2933	657	0	0	1314	0
Stage 1	1314	-	-	-	-	-
Stage 2	1619	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	14	412	-	-	533	-
Stage 1	219	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	14	412	-	-	533	-
Mov Cap-2 Maneuver	14	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	176	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	75.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	72	533	-
HCM Lane V/C Ratio	-	-	0.303	0.023	-
HCM Control Delay (s)	-	-	75.4	11.9	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3303	821	0	0	1641	0
Stage 1	1629	-	-	-	-	-
Stage 2	1674	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	8	322	-	-	400	-
Stage 1	149	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	7	322	-	-	400	-
Mov Cap-2 Maneuver	7	-	-	-	-	-
Stage 1	149	-	-	-	-	-
Stage 2	153	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	274.5	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	52	400	-
HCM Lane V/C Ratio	-	-	1.074	0.092	-
HCM Control Delay (s)	-	-	274.5	14.9	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	4.8	0.3	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	1446	6	9	962
Future Vol, veh/h	0	6	1446	6	9	962
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	-	-	-	0	-
Veh in Median Storage, #	0	-	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		Major2	
Conflicting Flow All	2572	772	0	0	1544	0
Stage 1	1541	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	25	347	-	-	436	-
Stage 1	166	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	24	347	-	-	436	-
Mov Cap-2 Maneuver	24	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	347	436	-
HCM Lane V/C Ratio	-	-	0.046	0.022	-
HCM Control Delay (s)	-	-	15.9	13.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	26	1234	5	28	1529
Future Vol, veh/h	6	26	1234	5	28	1529
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	-	-	-	0	-
Veh in Median Storage, #	0	-	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	11	47	1313	5	29	1593

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2967	659	0	0	1318	0
Stage 1	1316	-	-	-	-	-
Stage 2	1651	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	14	411	-	-	531	-
Stage 1	219	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	411	-	-	531	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	164	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	213.1	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	61	531	-
HCM Lane V/C Ratio	-	-	0.954	0.055	-
HCM Control Delay (s)	-	-	213.1	12.2	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	4.5	0.2	-

Intersection	
Int Delay, s/veh	12.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	52	1455	23	39	1520
Future Vol, veh/h	8	52	1455	23	39	1520
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	-	-	-	0	-
Veh in Median Storage, #	0	-	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	10	68	1617	26	41	1600

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3312	822	0	0	1643	0
Stage 1	1630	-	-	-	-	-
Stage 2	1682	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 8	321	-	-	399	-
Stage 1	148	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	321	-	-	399	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	148	-	-	-	-	-
Stage 2	151	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 529.3	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	46	399	-
HCM Lane V/C Ratio	-	-	1.694	0.103	-
HCM Control Delay (s)	-	-	$ 529.3	15.1	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	7.8	0.3	-

Notes

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

Highland Place at the Site Driveway

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	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	70	70	42	42	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	19	12	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	33	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1620	-	-	-	986	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1620	-	-	-	985	1074
Mov Cap-2 Maneuver	-	-	-	-	985	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1620	-	-	-	1074
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↰	↱		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	-
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		Major2			Minor2	
Conflicting Flow All	-	12	0	-	0	28	12
Stage 1	-	-	-	-	-	12	-
Stage 2	-	-	-	-	-	16	-
Critical Hdwy	-	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	-	5.4	-
Follow-up Hdwy	-	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	1620	-	-	-	992	1074
Stage 1	-	-	-	-	-	1016	-
Stage 2	-	-	-	-	-	1012	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	~	~	-	-	-	992	1074
Mov Cap-2 Maneuver	-	-	-	-	-	992	-
Stage 1	-	-	-	-	-	1016	-
Stage 2	-	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~	-	-	-	1074
HCM Lane V/C Ratio	~	-	-	-	0.007
HCM Control Delay (s)	-	-	-	-	8.4
HCM Lane LOS	-	-	-	-	A
HCM 95th %tile Q(veh)	~	-	-	-	0

Notes

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	21	0	-	0	163	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	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	-	-	-	-	1007	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	798	1062
Mov Cap-2 Maneuver	-	-	-	-	798	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	6.2	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1051
HCM Lane V/C Ratio	0.04	-	-	-	0.038
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	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	70	70	42	42	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	20	12	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	34	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1620	-	-	-	984	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1620	-	-	-	983	1074
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1620	-	-	-	1074
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↰	↱		⋔	
Traffic Vol, veh/h	3	3	7	6	0	0	3
Future Vol, veh/h	3	3	7	6	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	-
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	9	14	0	0	8

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	-	14	0	-	0	31	14
Stage 1	-	-	-	-	-	14	-
Stage 2	-	-	-	-	-	17	-
Critical Hdwy	-	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	-	5.4	-
Follow-up Hdwy	-	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	1617	-	-	-	988	1072
Stage 1	-	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	1011	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	~	~	-	-	-	988	1072
Mov Cap-2 Maneuver	-	-	-	-	-	988	-
Stage 1	-	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	1011	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~	-	-	-	1072
HCM Lane V/C Ratio	~	-	-	-	0.007
HCM Control Delay (s)	-	-	-	-	8.4
HCM Lane LOS	-	-	-	-	A
HCM 95th %tile Q(veh)	~	-	-	-	0

Notes

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

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	-
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**

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	178	29
Stage 1	**-**	**-**	**-**	**-**	**29**	**-**
Stage 2	-	-	-	-	149	-
Critical Hdwy	**4.1**	**-**	**-**	**-**	**6.4**	**6.2**
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	**-**	**-**	**-**	**-**	**5.4**	**-**
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	**1597**	**-**	**-**	**-**	**816**	**1052**
Stage 1	-	-	-	-	999	-
Stage 2	**-**	**-**	**-**	**-**	**884**	**-**
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	**1597**	**-**	**-**	**-**	**783**	**1052**
Mov Cap-2 Maneuver	-	-	-	-	783	-
Stage 1	**-**	**-**	**-**	**-**	**958**	**-**
Stage 2	-	-	-	-	884	-

Approach	EB	WB	SB
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**	**-**	**-**	**-**	**1041**
HCM Lane V/C Ratio	0.041	-	-	-	0.038
HCM Control Delay (s)	**7.3**	**0**	**-**	**-**	**8.6**
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	**0.1**	**-**	**-**	**-**	**0.1**

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰↱	
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	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	70	70	42	42	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	20	12	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	34	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1620	-	-	-	984	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1620	-	-	-	983	1074
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1620	-	-	-	1074
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.4

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↰	↱		⋔	
Traffic Vol, veh/h	3	23	7	6	0	0	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	-	None	-	None
Storage Length	-	-	-	-	-	0	-
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	31	9	14	0	0	61

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	-	14	0	-	0	85	14
Stage 1	-	-	-	-	-	14	-
Stage 2	-	-	-	-	-	71	-
Critical Hdwy	-	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	-	5.4	-
Follow-up Hdwy	-	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	1617	-	-	-	921	1072
Stage 1	-	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	957	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	~ -10	~ -10	-	-	-	921	1072
Mov Cap-2 Maneuver	-	-	-	-	-	921	-
Stage 1	-	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	957	-

Approach	EB	WB	SB
HCM Control Delay, s		0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	+	-	-	-	1072
HCM Lane V/C Ratio	-	-	-	-	0.056
HCM Control Delay (s)	-	-	-	-	8.6
HCM Lane LOS	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0.2

Notes

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	-	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	72	19	29	0	1	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	192	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1597	-	-	-	801	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	764	1052
Mov Cap-2 Maneuver	-	-	-	-	764	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	871	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1044
HCM Lane V/C Ratio	0.045	-	-	-	0.059
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2