



Memorandum

To: Mr. Thomas Cullan, PE
Director of Operations
Town of Weston, DPW

Date: July 10, 2017

Project #: 12179.03

From: Laura Castelli, VHB
Ashley Berthaume, VHB

Re: Intersection Improvements – Boston Post Road at Church Street
and School Street

Through their Town Center Master Design project, the Town of Weston is considering modifications to the intersection of Boston Post Road at Church Street and School Street. Specifically, the town is considering geometric modifications to reduce the overall size of the intersection, eliminate the “Y” shape of Church Street, and install all-way stop control. The intersection of Boston Post Road at School Street and Church Street is an unsignalized intersection that provides crucial connectivity through the Town of Weston. Traffic safety and operations are known concerns at this location. VHB has been retained to evaluate the proposed (by others) geometric changes and assess the implications to traffic operations, queuing, and vehicle congestion; as well as pedestrian and bicycle accommodations. The evaluation reviewed existing conditions in terms of safety, operations, capacity, and mobility issues and needs. Traffic count, speed, and safety data were collected at the subject intersection. A traffic analysis was completed to compare existing traffic operations, delay, and levels of service (LOS) with all-way stop control for the proposed geometric reconfiguration.

Existing Conditions

The existing conditions evaluation included a review of safety, operations, capacity, and mobility issues and needs at the study area intersection. The intersection of Boston Post Road at School Street and Church Street forms an off-center, triangular shaped four-way intersection. Boston Post Road is the major roadway running east to west through the intersection and through Weston Center. Church Street, which connects Boston Post Road to Route 117, forms the southbound approach to the intersection and splits to provide access to/from the west along one leg of the triangle and to/from the east along the other. This requires motorists destined east on Boston Post Road to essentially turn left twice, which can increase vehicle delays. Movements from Church Street are under stop control. The northbound School Street approach is also stop controlled. School Street provides a connection to Route 20 (Boston Post Road Bypass).

Crosswalks are provided across each of the four approaches to the intersection and are primarily set back from the intersection to reduce crossing distance. Curb ramps at crosswalks have inconsistent treatments and the majority do not appear to be compliant with the Americans with Disabilities Act (ADA) guidelines; lacking detectable warning panels for the visually impaired or sufficient approach space for wheel chairs. Ramps are in fair condition overall.

Traffic Volumes

To establish existing condition daily traffic volumes and speed profiles, VHB installed a 48-hour Automatic Traffic Recorder (ATR) along Boston Post Road, east of School Street. Table 1 summarizes the traffic volume from the May 2017 and compares them to the data collected previously in October 2012 as part of the previous Intersection Improvement Study report.

Boston Post Road carries approximately 5,300 vehicles per day on a typical weekday. Traffic is heavier in the eastbound direction during the morning and in the westbound direction during the evening, reflective of typical

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commuter patterns in the Greater Boston area. When compared to counts previously collected in October 2012, the 2017 daily volumes reflect an approximate 17 percent increase. This is most likely reflective of the seasonal difference in traffic between May and October. It could be reflective of congestion or an isolated incident on Route 20, ongoing construction in the area, and area development.

Table 1 Study Area Traffic Volumes

Location	Weekday ¹ Daily	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Volume ²	K-Factor ³	Dir. Dist. ⁴	Volume ²	K Factor ³	Dir. Dist. ⁴
Boston Post Road, East of School Street							
October 2012	4,510	515	11.4%	70%	525	11.6%	89%
May 2017	5,300	450	8.5%	64%	670	12.6%	87%

Source: Vanasse Hangen Brustlin, Inc. Based on automatic traffic recorder (ATR) counts conducted in October 2012 and May 2017.

- 1 average daily traffic (ADT) volume expressed in vehicles per day
- 2 peak period traffic volumes expressed in vehicles per hour
- 3 percent of daily traffic that occurs during the peak period
- 4 directional distribution of peak period traffic

Note: Peak hours do not necessarily coincide with the peak hours of the individual intersection turning movements

Weekday morning (7:00 AM – 9:00 AM) and evening peak hour (4:00 PM - 6:00 PM) volumes were collected in May 2017 at the study area intersection using turning movement/ classification counts (TMCs) to identify current traffic volumes traveling through intersection. The peak hours were determined to be from 7:30 AM to 8:30 AM for the weekday morning, and 4:30 PM to 5:30 PM for the weekday evening. The data was used to establish the existing traffic conditions for the peak hour traffic analysis of study area intersection. A review of the turning movement data collected indicate lower traffic growth when compared to the overall daily traffic volumes. Traffic volumes are slightly lower in the morning (when compared to 2012) and growth in the evening peak hour is limited to the westbound movement and (to a lesser extent) left turns from Church Street to Boston Post Road. Traffic volumes are included in the attachments to this memorandum.

Travel Speeds

To understand the role of vehicle speeds in operations in the study area, vehicle speed data were collected from the ATR. The 85th percentile speed is the travel speed at or below which 85 percent of drivers are travelling. This is accepted as the general speed at which traffic is moving at the intersection. For Boston Post Road, east of School Street the 85th percentile speed is 38 mph; 3 mph above the posted speed limit. The 85th-percentile speed is down five percent from Oct 2012, which may be attributed to the increased volume. All collected speed data can be found in the attachment to this memorandum.

Safety Data

To identify potential crash trends and/or roadway deficiencies in the study area, the most current vehicle crash data for the study area were obtained from MassDOT for the years 2010 through 2014. It should be noted that crashes with property damage only, totaling less than \$1,000 are not included in the database. The crash data are included in the Attachments to this memorandum.

Crash data was reviewed at the study area intersection and summarized in Table 2. The majority of crashes at this intersection are angled crashes or crashes involuting turning vehicles (22 crashes) followed by rear-end crashes (15 crashes). Angle crashes may be indicative of poor sight lines or impatient drivers arriving at the stop sign after significant queuing delays. It is noted that one crash involved a pedestrian that appeared to be caused by an inattentive driver.

Table 2 Crash Summary

Boston Post Road at Church Street and School Street	
Year	
2010	6
2011	13
2012	5
2013	5
<u>2014</u>	<u>12</u>
<i>Total</i>	<i>41</i>
Collision Type	
Angle	22
Head-on	1
Rear-end	15
Sideswipe, same direction	1
Single vehicle crash	1
<u>Unknown/Not Reported</u>	<u>1</u>
<i>Total</i>	<i>41</i>
Crash Severity	
Fatal injury	0
Non-fatal injury	5
Property damage only (none injured)	36
<u>Unknown/Not Reported</u>	<u>0</u>
<i>Total</i>	<i>41</i>
Time of Day	
Weekday, 7:00 AM - 9:00 AM	8
Weekday, 4:00 PM - 6:00 PM	15
Saturday, 11:00 AM - 2:00 PM	0
Weekday, other time	14
<u>Weekend, other time</u>	<u>4</u>
<i>Total</i>	<i>41</i>
Pavement Conditions	
Dry	31
Wet	5
Snow	1
Ice	0
Sand, mud, dirt, oil, gravel	0
Water (standing, moving)	0
Slush	0
Other	0
<u>Unknown/Not Reported</u>	<u>4</u>
<i>Total</i>	<i>41</i>
Non Motorist (Bike, Pedestrian)	
<i>Total</i>	<i>1</i>

Traffic Operations

VHB conducted capacity analyses using SYNCHRO 9 software. Methods from the 2010 Highway Capacity Manual (HCM)¹ were used to evaluate how the unsignalized intersections accommodate the traffic demands, consistent with current transportation engineering practice. The capacity analysis was used to evaluate operations of the study area intersection and to provide a baseline to assess the operational benefits of the traffic control options for the proposed geometric reconfiguration. Tables 2 show the existing condition results of the operations analysis at the unsignalized study area intersection.

As shown in Table 3 there are several critical movements to consider at each unsignalized intersection. High mainline traffic volumes prohibit vehicles on minor approaches from finding necessary gaps, causing queuing and congestion. Peak hour traffic on the minor approaches queues considerably at each of these intersections. The southbound Church Street and northbound School Street queues, during the evening peak hour, are longer due to the platoons of vehicles approaching from the upstream intersection, operating at poor levels of service with higher delay.

Table 3 Unsignalized Intersection Capacity Analysis

Location	Movement	2017 Existing Conditions			
		v/c ^b	Del ^c	LOS ^d	95 Q ^e
Boston Post Road at School Street					
Weekday Morning	NB L	0.56	22	C	85
	WB L	0.01	8	A	0
	SB L	0.36	16	C	40
Weekday Evening	NB L	>1.20	>120	F	415
	WB L	0.00	7	A	0
	SB L	0.81	44	E	180
Boston Post Road at Church Street					
Weekday Morning	EB L	0.32	9	A	35
	SB R	0.16	10	A	15
Weekday Evening	EB L	0.15	10	A	13
	SB R	1.05	84	F	380

- a. Demand of critical movement.
- b. Volume to capacity ratio.
- c. Average total delay, in seconds per vehicle.
- d. Level-of-service.
- e. 95th percentile queue, in feet.

¹ 2010 Highway Capacity Manual; Transportation Research Board: Washington, D.C.

Proposed Traffic Control Evaluation

VHB conducted an all-way stop warrant analysis for the study area intersection and performed a preliminary capacity analysis to evaluate conditions associated with a potential all-way stop. VHB received a concept plan from the town that suggests realigning Church Street to approach Boston Post Road at a right angle forming a four-legged intersection with School Street, eliminating the channelized movements. This geometric change was used as a basis for all-way stop warrant analysis.

Using the traffic data, VHB redistributed volumes to approximate the proposed condition and determine if the traffic volumes are high enough to consider all-way stop control. Even if these warrants are satisfied, other consideration such as traffic flow progression, sight distance, and operations should be considered before recommending all-way stop control.

The methodology used to determine if all-way stop control is warranted is based on the volume criteria set in the Manual on Uniform Traffic Control Devices (MUTCD)². There are four warrants, along with additional consideration criteria, defined in the MUTCD. The warrants consider the roadway geometry, traffic volume entering the intersection, and travel speed. Table 4 presents the results of the analysis completed for the study area intersection. Two of the four warrants do not apply to this intersection, as the analysis does not consider the proposed change an interim measure for traffic signalization and travel speeds were not observed to be high enough to justify reducing the volume thresholds to 80 percent.

Table 4 Traffic Signal Warrants Analysis Summary

	Interim Measure Warrant	Crash Experience - Right Angled Collisions Warrant	Eight Hour Volume Warrant	80-Percent Minimum Warrant
2017 Realigned Geometry				
Boston Post Road at Church Street and School Street	N/A	Yes	Yes	N/A

As shown by the results presented in Table 4, all-way stop control could be justified at the study area intersection based on the crash experience and eight-hour volume warrants. Crash reports provided by the Weston Police Department indicate that six out of nine crashes occurring between a 12-month period (September 2015 to September 2016) may be corrected by an all-way stop control. The six crashes involved vehicles traveling northbound on School St turning left onto Boston Post Road or making the through maneuver to Church Street and vehicles traveling westbound on Boston Post Road. The similarities of the reported crashes indicate that intersection or stopping sight distance may be deficient.

To determine any deficiencies, VHB conducted a sight distance analysis in conformance with guidelines of the American Association of State Highway of Transportation Officials (AASHTO)³. Stopping sight distance (SSD) is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a

² Manual on Uniform Traffic Control Devices; Part 4 – Highway Traffic Signals; U.S. Department of Transportation/Federal Highway Administration; 2009 Edition.

³ A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2011

complete stop before colliding with an object in the roadway (an existing vehicle from the minor street, for example). Intersection sight distance (ISD) is based on the time required for perception, reaction and completion of the desired critical exiting maneuver (typically, a left or right turn from the minor street) once the driver on the minor street approach decides to execute the maneuver. Table 5 list intersection approach with sight distance deficiencies.

Table 5 Sight Distance Analysis Summary

Intersection	Roadway	Direction of Travel	Speed ^a	AASHTO Minimum Sight Distance ^b	Measured SD ^b
<i>Stopping Sight Distance</i>					
Boston Post Road at School Street	School Street NB	Traveling EB	38.5	280	330
		Traveling WB	38.5	280	310
<i>Intersection Sight Distance</i>					
Boston Post Road at School Street	School Street NB	Looking Left	38.5	280	215
		Looking Right	38.5	280	140

Source: Based on guidelines established in A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2011
 a 85th percentile speed measured in mph
 b measured or calculated in feet (ft)

In the northbound direction, School Street approaches Boston Post Road on an uphill grade, and in the eastbound and westbound directions, Boston Post Road curves as it approaches School Street. The grade and geometry through the intersection, combined with trees and vegetation on nearby properties impacts the sight distance for vehicles on the School Street and Boston Post Road approaches to the intersection. Although adequate stopping sight distance is provided, intersection sight distance is not, which likely contributes to the crash situations described above. Installation of an all-way stop would mitigate the intersection sight distance deficiencies at this location. Sight distance analysis is included in the attachments to this memorandum.

VHB conducted a capacity analysis to further understand intersection operations associated with all-way stop control. For comparative purposes, VHB also analyzed two-way stop control at the realigned study area intersection. Table 6 show the results of the operations analysis.

As shown in Table 6, under two-way stop control, during the morning peak hour, intersection volume would exceed capacity. Based on the existing traffic volumes, operational impacts are predicted to be outside the limits of the

research that supports traffic analysis methodology. Therefore, results cannot be calculated. During the evening peak hour, the Church Street southbound vehicle queues would extend 1,600 feet (almost to Old Road) and operate at level of service F. In the northbound School Street direction, volumes exceed capacity (similar to the morning peak hour) and queues would be extensive. Due to the high intersection volume, a low number of safe gaps occur between vehicle platoons for stopped vehicles to accept and enter the intersection, causing poor intersection operations.

Under four-way stop control, traffic volumes are anticipated to be better balanced and, while congestion would still exist and delays (particularly during the evening) would remain high, vehicle queues would likely be slightly reduced along the minor street approaches of Church Street and School Street. The installation of all-way control focuses the extensive delay and queuing to higher approach volumes during both the morning and evening peak hours. Rather than forcing the delay to the Church Street and School Street approaches, all-way stop control is expected to experience the most significant queuing eastbound along Boston Post Road during the morning peak hour. During the evening peak hour, southbound would continue to realize the most significant impacts, with westbound queues along Boston Post Road also projected to be substantial.

Unlike two-way stop control, the traffic operations under all-way stop control impact traffic along Boston Post Road and may cause some vehicles to divert to Route 20. However, it is noted that substantial peak hour congestion along Route 20 already accounts for a shift in traffic to Boston Post Road so it is not expected that the shift back would be significant enough to show a noticeable change in vehicle delay or queuing along Boston Post Road.

Table 6 Unsignalized Intersection Capacity Analysis – Geometric Changes

Location	Movement	2017 Existing Conditions				Two-Way Stop Control				All-Way Stop Control			
		v/c ^b	Del ^c	LOS ^d	95 Q ^e	v/c	Del	LOS	95 Q	v/c	Del	LOS	95 Q
Boston Post Road at School Street													
Weekday	NB L	0.56	22	C	85								
Morning	WB L	0.01	8	A	0	Not Applicable				Not Applicable			
	SB L	0.36	16	C	40								
Weekday	NB L	>1.20	>120	F	165								
Evening	WB L	0.00	7	A	0	Not Applicable				Not Applicable			
	SB L	0.81	44	E	180								
Boston Post Road at Church Street													
Weekday	EB L	0.32	9	A	35	Not Applicable				Not Applicable			
Morning	SB R	0.16	10	A	15								
Weekday	EB L	0.15	10	A	13	Not Applicable				Not Applicable			
Evening	SB R	1.05	84	F	380								
Boston Post Road at School Street and Church Street													
Weekday	NB L/T/R					**	**	**	**	0.66	21	C	70
Morning	EB L	Not Applicable				0.31	9	A	33	n/a	n/a	n/a	n/a
	EB L/T/R					n/a	n/a	n/a	n/a	>1.20	>120	F	1765
	WB L					0.01	8	A	0	n/a	n/a	n/a	n/a
	WB L/T/R					n/a	n/a	n/a	n/a	0.29	15	B	23
	SB L/T/R					**	**	**	**	0.76	23	C	90
Weekday	NB L/T/R					**	**	**	**	0.96	42	E	113
Evening	EB L	Not Applicable				0.15	9	A	13	n/a	n/a	n/a	n/a
	EB L/T/R					n/a	n/a	n/a	n/a	>1.20	71	F	218
	WB L					0.00	7	A	0	n/a	n/a	n/a	n/a
	WB L/T/R					n/a	n/a	n/a	n/a	>1.20	>120	F	663
	SB L/T/R					>1.20	>120	F	1615	>1.20	>120	F	1145

a. Demand of critical movement.
 b. Volume to capacity ratio.
 c. Average total delay, in seconds per vehicle.
 d. Level-of-service.
 e. 95th percentile queue, in feet.
 ** Volume exceeds capacity and operational results cannot be calculated.

Conclusions

VHB has reviewed the operational impacts associated with modifying geometry at the subject intersection and installing all-way stop control. As a comparison, two-way stop control was also evaluated. The proposed geometric changes at the intersection help to channelize drivers, establish a clearer right of way, and reduce the potential conflict points for vehicles, bicyclists, and pedestrians. The changes would also allow crosswalks to be provided at the intersection, rather than set back as they are today, providing drivers a clearer view of non-motorized activity surrounding them. Operationally, the installation of an all-way stop would have a substantial effect on traffic flow along Boston Post Road and would likely lead to queuing and congestion through Weston Center during the morning peak hour and along Church Street during the evening peak hour. With the proposed modifications, it is possible for queuing on School Street to effect traffic operations at the adjacent signalized intersection of Route 20/School Street. However, the potential for enhanced safety at the intersection through mitigation for poor intersection sight lines may offset the operational impacts of the improvements as the town makes their final decision.



Attachments

- Traffic Volume Count Data and Speed Data
- Stopping and Intersection Sight Distance Worksheet
- Intersection Capacity Analyses



Traffic Volume Count Data and Speet Data

Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	4	47	15	2	18	6	12	25	0	62	38	86	315
07:15 AM	6	46	32	1	10	11	12	25	0	86	70	78	377
07:30 AM	10	31	24	1	12	9	14	21	0	117	66	95	400
07:45 AM	5	39	36	2	18	9	16	25	1	98	70	81	400
Total	25	163	107	6	58	35	54	96	1	363	244	340	1492
08:00 AM	3	42	29	1	20	8	18	44	0	103	80	80	428
08:15 AM	4	27	28	1	18	6	21	42	3	107	63	71	391
08:30 AM	4	39	40	4	16	11	8	38	2	108	59	67	396
08:45 AM	13	29	40	2	18	11	11	27	2	119	59	71	402
Total	24	137	137	8	72	36	58	151	7	437	261	289	1617
09:00 AM	9	22	36	1	18	5	14	22	0	124	45	61	357
09:15 AM	5	36	28	2	17	7	28	30	2	101	40	61	357
09:30 AM	9	28	41	0	17	7	12	20	0	61	41	58	294
09:45 AM	6	34	27	0	15	13	15	21	1	57	35	55	279
Total	29	120	132	3	67	32	69	93	3	343	161	235	1287
10:00 AM	2	26	33	0	19	6	25	29	0	40	39	52	271
10:15 AM	3	30	32	0	12	7	12	24	1	35	14	33	203
10:30 AM	4	30	22	1	30	14	24	18	1	38	16	23	221
10:45 AM	6	27	37	3	23	11	18	25	2	44	21	30	247
Total	15	113	124	4	84	38	79	96	4	157	90	138	942
11:00 AM	1	20	38	0	32	5	27	27	2	36	15	30	233
11:15 AM	5	39	45	0	22	14	18	19	0	29	18	30	239
11:30 AM	6	28	38	0	16	12	24	20	0	32	14	47	237
11:45 AM	7	41	42	1	29	6	21	16	5	25	17	38	248
Total	19	128	163	1	99	37	90	82	7	122	64	145	957

Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 2

Groups Printed- Cars - Trucks

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 PM	4	33	35	8	39	9	19	15	2	43	12	36	255
12:15 PM	6	28	47	3	24	14	23	18	0	24	17	35	239
12:30 PM	7	39	47	0	23	6	22	24	2	41	29	35	275
12:45 PM	4	22	47	2	30	14	17	16	0	39	10	29	230
Total	21	122	176	13	116	43	81	73	4	147	68	135	999
01:00 PM	8	30	38	1	27	9	24	21	1	32	22	42	255
01:15 PM	5	36	47	0	33	14	33	21	2	31	12	28	262
01:30 PM	7	32	37	4	22	9	23	26	0	32	10	38	240
01:45 PM	5	30	37	0	32	7	21	31	2	39	13	36	253
Total	25	128	159	5	114	39	101	99	5	134	57	144	1010
02:00 PM	6	35	32	3	28	10	20	29	0	23	18	51	255
02:15 PM	7	33	44	1	23	13	18	22	2	34	15	37	249
02:30 PM	4	37	48	0	30	13	19	37	0	32	5	35	260
02:45 PM	3	53	65	1	32	13	20	22	0	21	16	40	286
Total	20	158	189	5	113	49	77	110	2	110	54	163	1050
03:00 PM	4	41	58	1	28	18	20	25	1	25	13	46	280
03:15 PM	6	56	79	1	40	15	20	22	0	32	15	42	328
03:30 PM	8	63	114	1	73	33	21	25	0	20	13	34	405
03:45 PM	6	50	67	1	69	22	23	21	0	27	12	42	340
Total	24	210	318	4	210	88	84	93	1	104	53	164	1353
04:00 PM	10	62	111	1	83	30	35	20	1	30	14	36	433
04:15 PM	10	47	73	0	99	30	23	25	1	30	11	45	394
04:30 PM	3	75	124	0	96	20	35	20	0	37	13	35	458
04:45 PM	6	49	103	3	114	18	33	23	0	27	12	47	435
Total	29	233	411	4	392	98	126	88	2	124	50	163	1720

Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 3

Groups Printed- Cars - Trucks

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:00 PM	6	59	79	1	111	33	35	21	1	33	18	46	443
05:15 PM	7	67	93	0	126	31	35	29	0	40	10	41	479
05:30 PM	6	75	74	1	111	19	35	27	0	31	16	40	435
05:45 PM	4	65	61	0	100	35	38	30	0	31	18	35	417
Total	23	266	307	2	448	118	143	107	1	135	62	162	1774
06:00 PM	5	55	92	0	124	40	31	28	3	30	9	45	462
06:15 PM	6	55	69	0	90	26	33	35	0	39	14	54	421
06:30 PM	4	64	69	0	96	15	42	26	0	18	5	54	393
06:45 PM	2	52	63	0	72	21	26	22	0	27	9	42	336
Total	17	226	293	0	382	102	132	111	3	114	37	195	1612
Grand Total	271	2004	2516	55	2155	715	1094	1199	40	2290	1201	2273	15813
Apprch %	5.7	41.8	52.5	1.9	73.7	24.4	46.9	51.4	1.7	39.7	20.8	39.4	
Total %	1.7	12.7	15.9	0.3	13.6	4.5	6.9	7.6	0.3	14.5	7.6	14.4	
Cars	265	1959	2483	54	2127	695	1078	1177	38	2268	1182	2245	15571
% Cars	97.8	97.8	98.7	98.2	98.7	97.2	98.5	98.2	95	99	98.4	98.8	98.5
Trucks	6	45	33	1	28	20	16	22	2	22	19	28	242
% Trucks	2.2	2.2	1.3	1.8	1.3	2.8	1.5	1.8	5	1	1.6	1.2	1.5

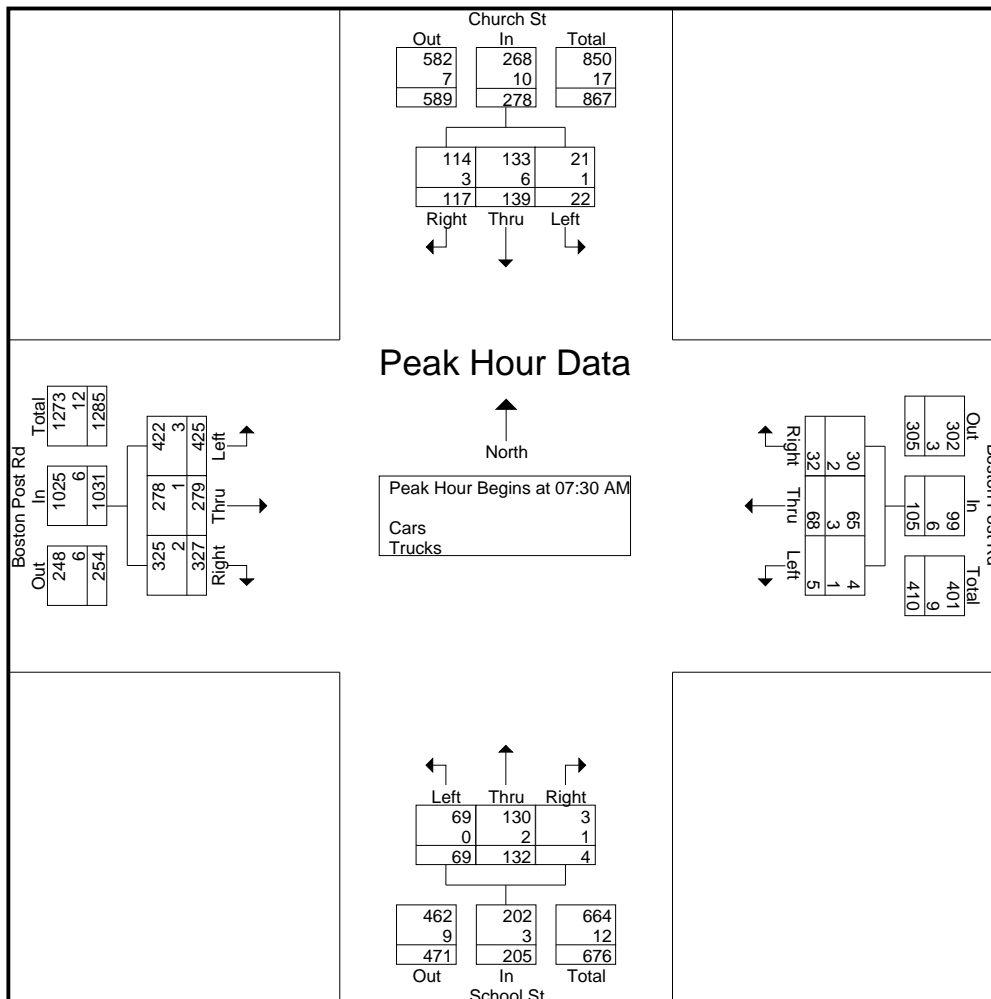
Accurate Counts

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 Page No : 4

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	31	24	65	1	12	9	22	14	21	0	35	117	66	95	278	400
07:45 AM	5	39	36	80	2	18	9	29	16	25	1	42	98	70	81	249	400
08:00 AM	3	42	29	74	1	20	8	29	18	44	0	62	103	80	80	263	428
08:15 AM	4	27	28	59	1	18	6	25	21	42	3	66	107	63	71	241	391
Total Volume	22	139	117	278	5	68	32	105	69	132	4	205	425	279	327	1031	1619
% App. Total	7.9	50	42.1		4.8	64.8	30.5		33.7	64.4	2		41.2	27.1	31.7		
PHF	.550	.827	.813	.869	.625	.850	.889	.905	.821	.750	.333	.777	.908	.872	.861	.927	.946
Cars	21	133	114	268	4	65	30	99	69	130	3	202	422	278	325	1025	1594
% Cars	95.5	95.7	97.4	96.4	80.0	95.6	93.8	94.3	100	98.5	75.0	98.5	99.3	99.6	99.4	99.4	98.5
Trucks	1	6	3	10	1	3	2	6	0	2	1	3	3	1	2	6	25
% Trucks	4.5	4.3	2.6	3.6	20.0	4.4	6.3	5.7	0	1.5	25.0	1.5	0.7	0.4	0.6	0.6	1.5



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

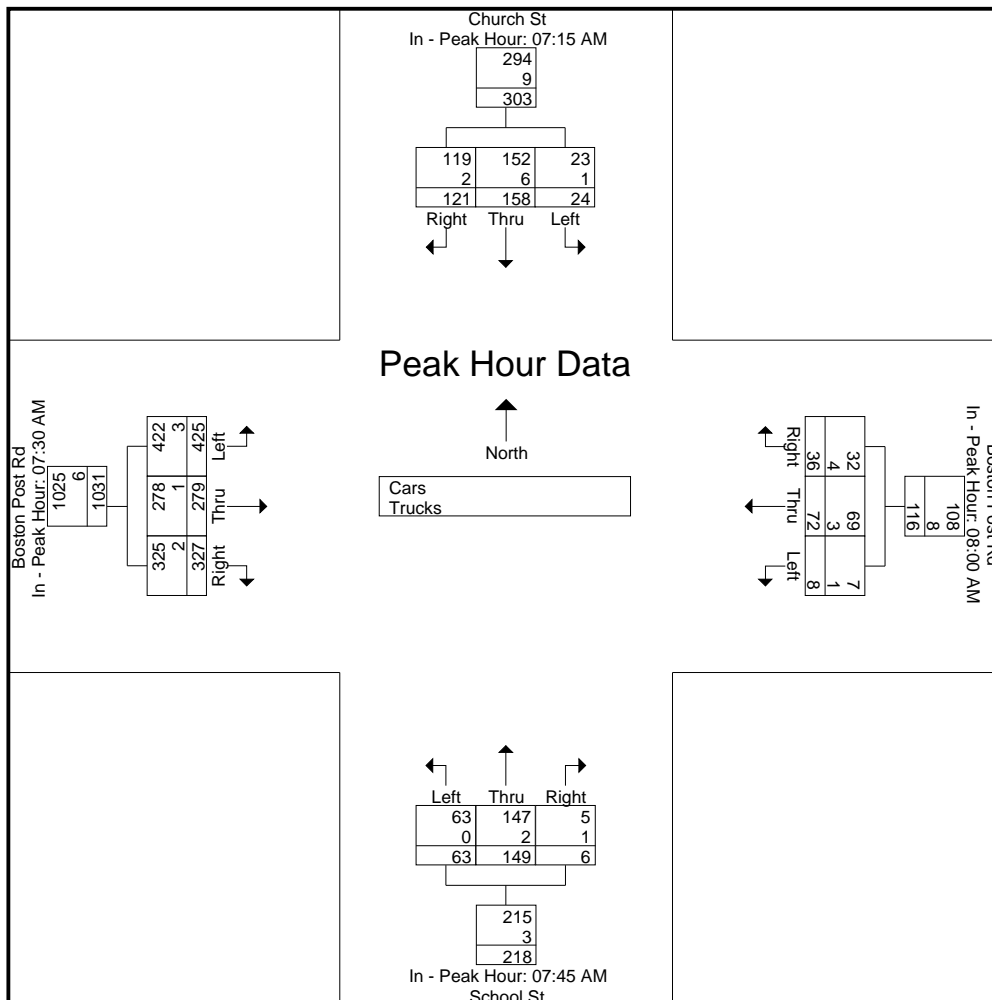
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 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 5

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	6	46	32	84	1	20	8	29	16	25	1	42	117	66	95	278
+15 mins.	10	31	24	65	1	18	6	25	18	44	0	62	98	70	81	249
+30 mins.	5	39	36	80	4	16	11	31	21	42	3	66	103	80	80	263
+45 mins.	3	42	29	74	2	18	11	31	8	38	2	48	107	63	71	241
Total Volume	24	158	121	303	8	72	36	116	63	149	6	218	425	279	327	1031
% App. Total	7.9	52.1	39.9		6.9	62.1	31		28.9	68.3	2.8		41.2	27.1	31.7	
PHF	.600	.859	.840	.902	.500	.900	.818	.935	.750	.847	.500	.826	.908	.872	.861	.927
Cars	23	152	119	294	7	69	32	108	63	147	5	215	422	278	325	1025
% Cars	95.8	96.2	98.3	97	87.5	95.8	88.9	93.1	100	98.7	83.3	98.6	99.3	99.6	99.4	99.4
Trucks	1	6	2	9	1	3	4	8	0	2	1	3	3	1	2	6
% Trucks	4.2	3.8	1.7	3	12.5	4.2	11.1	6.9	0	1.3	16.7	1.4	0.7	0.4	0.6	0.6



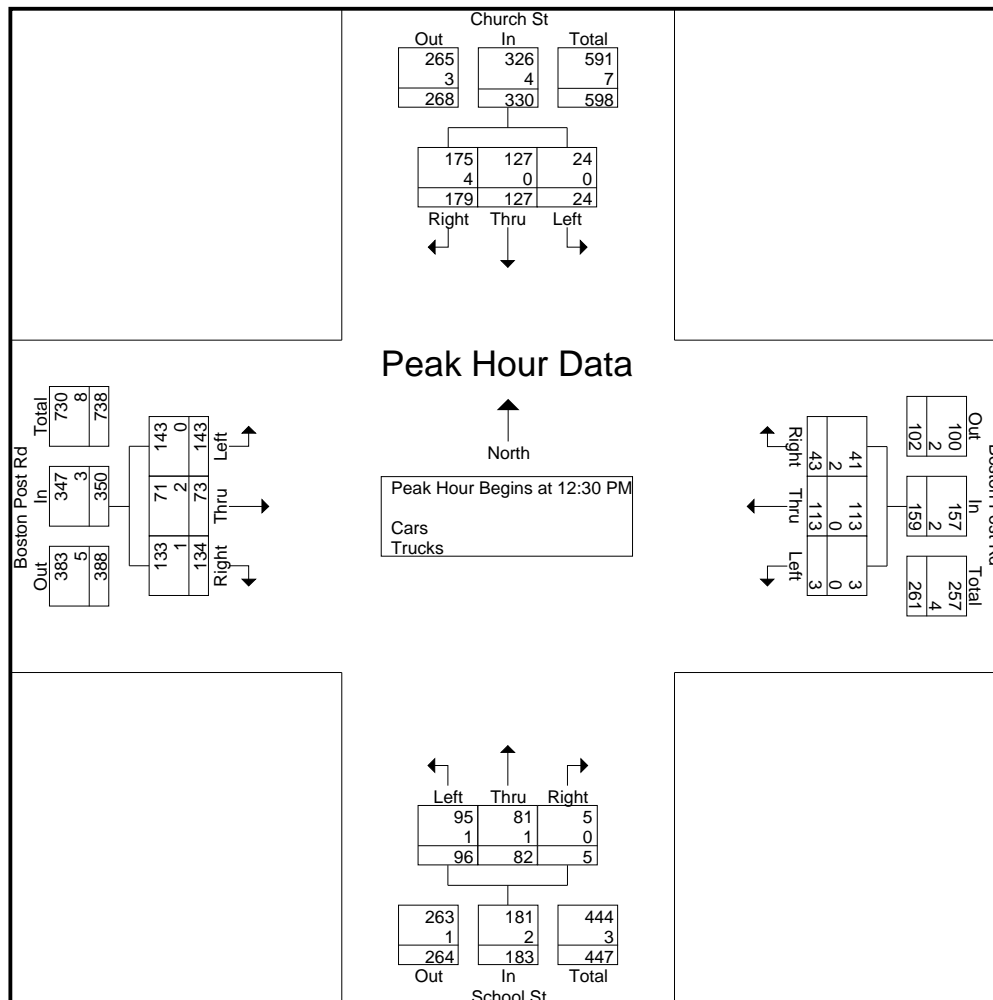
Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 6

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	7	39	47	93	0	23	6	29	22	24	2	48	41	29	35	105	275
12:45 PM	4	22	47	73	2	30	14	46	17	16	0	33	39	10	29	78	230
01:00 PM	8	30	38	76	1	27	9	37	24	21	1	46	32	22	42	96	255
01:15 PM	5	36	47	88	0	33	14	47	33	21	2	56	31	12	28	71	262
Total Volume	24	127	179	330	3	113	43	159	96	82	5	183	143	73	134	350	1022
% App. Total	7.3	38.5	54.2		1.9	71.1	27		52.5	44.8	2.7		40.9	20.9	38.3		
PHF	.750	.814	.952	.887	.375	.856	.768	.846	.727	.854	.625	.817	.872	.629	.798	.833	.929
Cars	24	127	175	326	3	113	41	157	95	81	5	181	143	71	133	347	1011
% Cars	100	100	97.8	98.8	100	100	95.3	98.7	99.0	98.8	100	98.9	100	97.3	99.3	99.1	98.9
Trucks	0	0	4	4	0	0	2	2	1	1	0	2	0	2	1	3	11
% Trucks	0	0	2.2	1.2	0	0	4.7	1.3	1.0	1.2	0	1.1	0	2.7	0.7	0.9	1.1



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

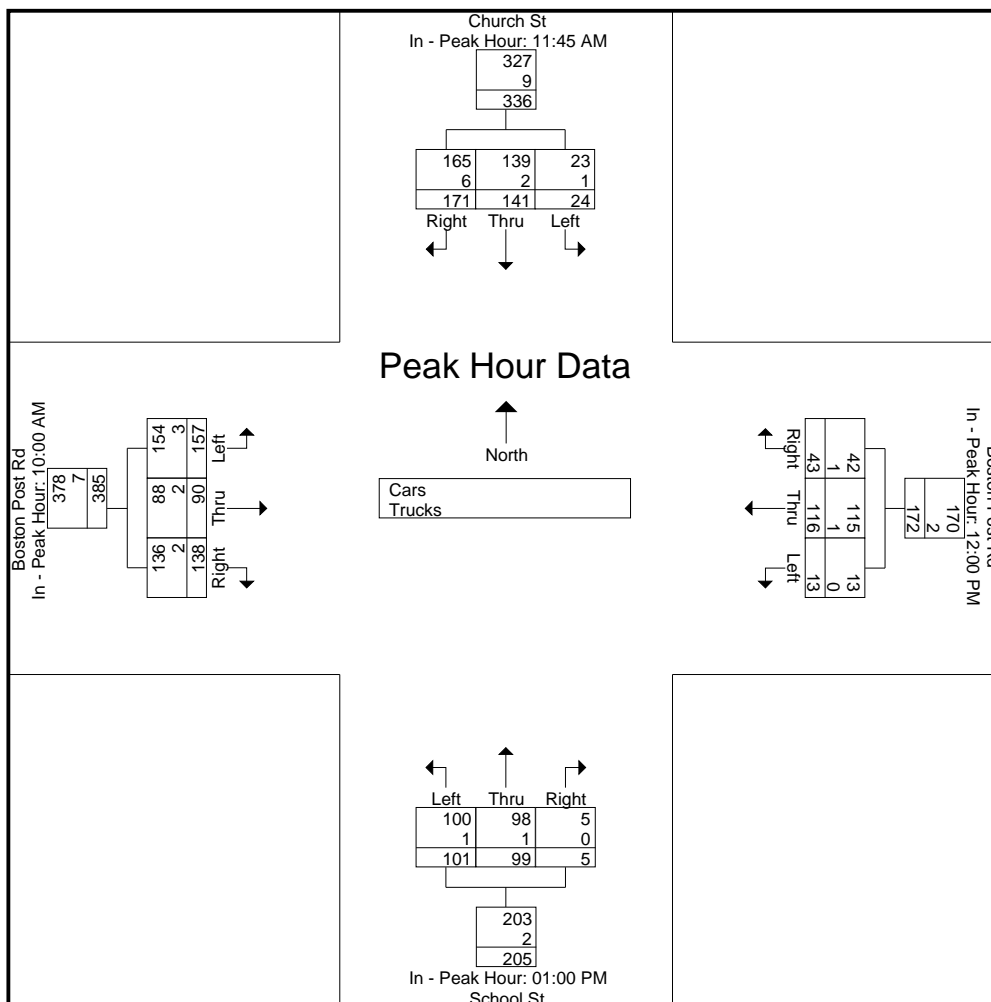
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 7

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				12:00 PM				01:00 PM				10:00 AM			
+0 mins.	7	41	42	90	8	39	9	56	24	21	1	46	40	39	52	131
+15 mins.	4	33	35	72	3	24	14	41	33	21	2	56	35	14	33	82
+30 mins.	6	28	47	81	0	23	6	29	23	26	0	49	38	16	23	77
+45 mins.	7	39	47	93	2	30	14	46	21	31	2	54	44	21	30	95
Total Volume	24	141	171	336	13	116	43	172	101	99	5	205	157	90	138	385
% App. Total	7.1	42	50.9		7.6	67.4	25		49.3	48.3	2.4		40.8	23.4	35.8	
PHF	.857	.860	.910	.903	.406	.744	.768	.768	.765	.798	.625	.915	.892	.577	.663	.735
Cars	23	139	165	327	13	115	42	170	100	98	5	203	154	88	136	378
% Cars	95.8	98.6	96.5	97.3	100	99.1	97.7	98.8	99	99	100	99	98.1	97.8	98.6	98.2
Trucks	1	2	6	9	0	1	1	2	1	1	0	2	3	2	2	7
% Trucks	4.2	1.4	3.5	2.7	0	0.9	2.3	1.2	1	1	0	1	1.9	2.2	1.4	1.8



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

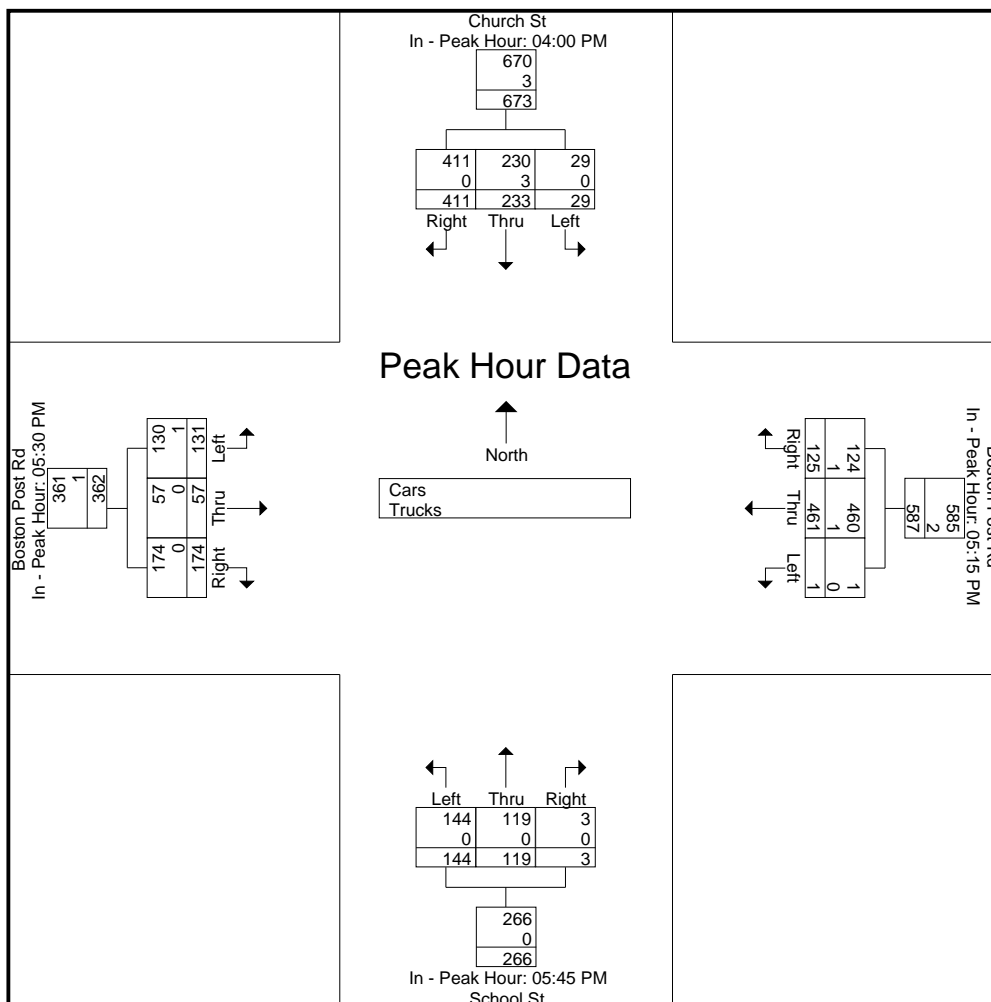
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 8

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:15 PM				05:45 PM				05:30 PM			
+0 mins.	10	62	111	183	0	126	31	157	38	30	0	68	31	16	40	87
+15 mins.	10	47	73	130	1	111	19	131	31	28	3	62	31	18	35	84
+30 mins.	3	75	124	202	0	100	35	135	33	35	0	68	30	9	45	84
+45 mins.	6	49	103	158	0	124	40	164	42	26	0	68	39	14	54	107
Total Volume	29	233	411	673	1	461	125	587	144	119	3	266	131	57	174	362
% App. Total	4.3	34.6	61.1		0.2	78.5	21.3		54.1	44.7	1.1		36.2	15.7	48.1	
PHF	.725	.777	.829	.833	.250	.915	.781	.895	.857	.850	.250	.978	.840	.792	.806	.846
Cars	29	230	411	670	1	460	124	585	144	119	3	266	130	57	174	361
% Cars	100	98.7	100	99.6	100	99.8	99.2	99.7	100	100	100	100	99.2	100	100	99.7
Trucks	0	3	0	3	0	1	1	2	0	0	0	0	1	0	0	1
% Trucks	0	1.3	0	0.4	0	0.2	0.8	0.3	0	0	0	0	0.8	0	0	0.3



Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 9

Groups Printed- Cars

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	4	42	14	2	17	6	12	25	0	62	38	85	307
07:15 AM	6	46	32	1	10	10	10	23	0	85	68	77	368
07:30 AM	9	30	23	1	10	9	14	20	0	116	66	94	392
07:45 AM	5	38	35	2	18	9	16	25	1	98	69	80	396
Total	24	156	104	6	55	34	52	93	1	361	241	336	1463
08:00 AM	3	38	29	1	19	6	18	43	0	102	80	80	419
08:15 AM	4	27	27	0	18	6	21	42	2	106	63	71	387
08:30 AM	4	39	38	4	16	9	8	37	2	107	58	67	389
08:45 AM	13	29	39	2	16	11	11	26	2	119	59	71	398
Total	24	133	133	7	69	32	58	148	6	434	260	289	1593
09:00 AM	9	22	34	1	17	5	13	21	0	123	45	61	351
09:15 AM	5	35	27	2	17	6	28	29	2	100	39	60	350
09:30 AM	9	28	39	0	16	7	12	20	0	61	41	57	290
09:45 AM	5	32	26	0	15	13	13	21	1	56	35	55	272
Total	28	117	126	3	65	31	66	91	3	340	160	233	1263
10:00 AM	2	23	33	0	19	6	24	29	0	39	39	51	265
10:15 AM	2	30	30	0	12	7	10	23	1	34	14	33	196
10:30 AM	4	29	22	1	28	13	23	17	1	37	15	23	213
10:45 AM	6	26	37	3	20	11	18	25	2	44	20	29	241
Total	14	108	122	4	79	37	75	94	4	154	88	136	915
11:00 AM	1	20	37	0	32	5	26	27	2	36	15	29	230
11:15 AM	5	39	45	0	21	14	17	19	0	29	18	30	237
11:30 AM	6	28	37	0	15	12	24	20	0	30	13	45	230
11:45 AM	7	40	41	1	29	6	21	15	5	23	15	37	240
Total	19	127	160	1	97	37	88	81	7	118	61	141	937

Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 10

Groups Printed- Cars

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 PM	4	33	34	8	38	9	19	14	1	43	11	36	250
12:15 PM	5	27	45	3	24	13	23	16	0	23	17	34	230
12:30 PM	7	39	45	0	23	6	22	24	2	41	27	35	271
12:45 PM	4	22	47	2	30	14	17	16	0	39	10	29	230
Total	20	121	171	13	115	42	81	70	3	146	65	134	981
01:00 PM	8	30	37	1	27	9	23	21	1	32	22	42	253
01:15 PM	5	36	46	0	33	12	33	20	2	31	12	27	257
01:30 PM	6	32	37	4	22	9	23	26	0	31	9	37	236
01:45 PM	5	30	36	0	31	7	21	31	2	39	12	36	250
Total	24	128	156	5	113	37	100	98	5	133	55	142	996
02:00 PM	6	35	30	3	27	9	19	27	0	23	17	51	247
02:15 PM	7	28	44	1	23	13	18	21	2	33	15	35	240
02:30 PM	4	36	48	0	25	12	19	35	0	32	5	34	250
02:45 PM	3	52	65	1	31	12	20	22	0	21	16	38	281
Total	20	151	187	5	106	46	76	105	2	109	53	158	1018
03:00 PM	3	39	58	1	27	18	19	25	1	25	11	46	273
03:15 PM	6	54	76	1	40	14	19	22	0	32	15	41	320
03:30 PM	8	61	114	1	73	30	21	24	0	20	13	33	398
03:45 PM	6	47	66	1	69	22	23	21	0	25	12	41	333
Total	23	201	314	4	209	84	82	92	1	102	51	161	1324
04:00 PM	10	61	111	1	83	29	34	20	1	30	14	36	430
04:15 PM	10	47	73	0	99	30	23	25	1	30	11	44	393
04:30 PM	3	74	124	0	96	20	35	20	0	36	13	35	456
04:45 PM	6	48	103	3	113	17	33	23	0	27	12	47	432
Total	29	230	411	4	391	96	125	88	2	123	50	162	1711

Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 11

Groups Printed- Cars

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:00 PM	6	58	78	1	110	33	35	21	1	33	18	44	438
05:15 PM	7	67	93	0	126	31	35	29	0	40	10	41	479
05:30 PM	6	75	74	1	111	18	35	27	0	31	16	40	434
05:45 PM	4	63	61	0	100	35	38	30	0	30	18	35	414
Total	23	263	306	2	447	117	143	107	1	134	62	160	1765
06:00 PM	5	54	92	0	123	40	31	28	3	30	9	45	460
06:15 PM	6	54	69	0	90	26	33	35	0	39	14	54	420
06:30 PM	4	64	69	0	96	15	42	26	0	18	5	54	393
06:45 PM	2	52	63	0	72	21	26	21	0	27	8	40	332
Total	17	224	293	0	381	102	132	110	3	114	36	193	1605
Grand Total	265	1959	2483	54	2127	695	1078	1177	38	2268	1182	2245	15571
Apprch %	5.6	41.6	52.8	1.9	74	24.2	47	51.3	1.7	39.8	20.8	39.4	
Total %	1.7	12.6	15.9	0.3	13.7	4.5	6.9	7.6	0.2	14.6	7.6	14.4	

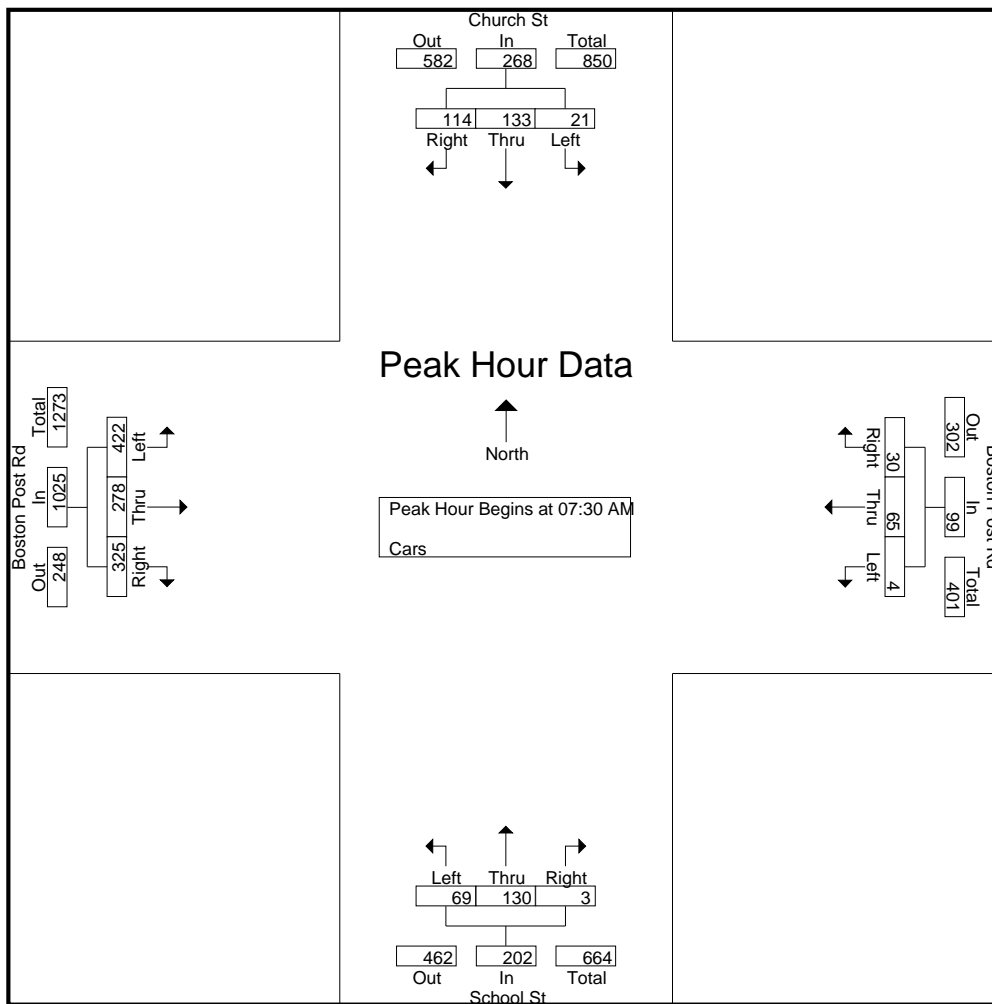
Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 12

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	30	23	62	1	10	9	20	14	20	0	34	116	66	94	276	392
07:45 AM	5	38	35	78	2	18	9	29	16	25	1	42	98	69	80	247	396
08:00 AM	3	38	29	70	1	19	6	26	18	43	0	61	102	80	80	262	419
08:15 AM	4	27	27	58	0	18	6	24	21	42	2	65	106	63	71	240	387
Total Volume	21	133	114	268	4	65	30	99	69	130	3	202	422	278	325	1025	1594
% App. Total	7.8	49.6	42.5		4	65.7	30.3		34.2	64.4	1.5		41.2	27.1	31.7		
PHF	.583	.875	.814	.859	.500	.855	.833	.853	.821	.756	.375	.777	.909	.869	.864	.928	.951



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

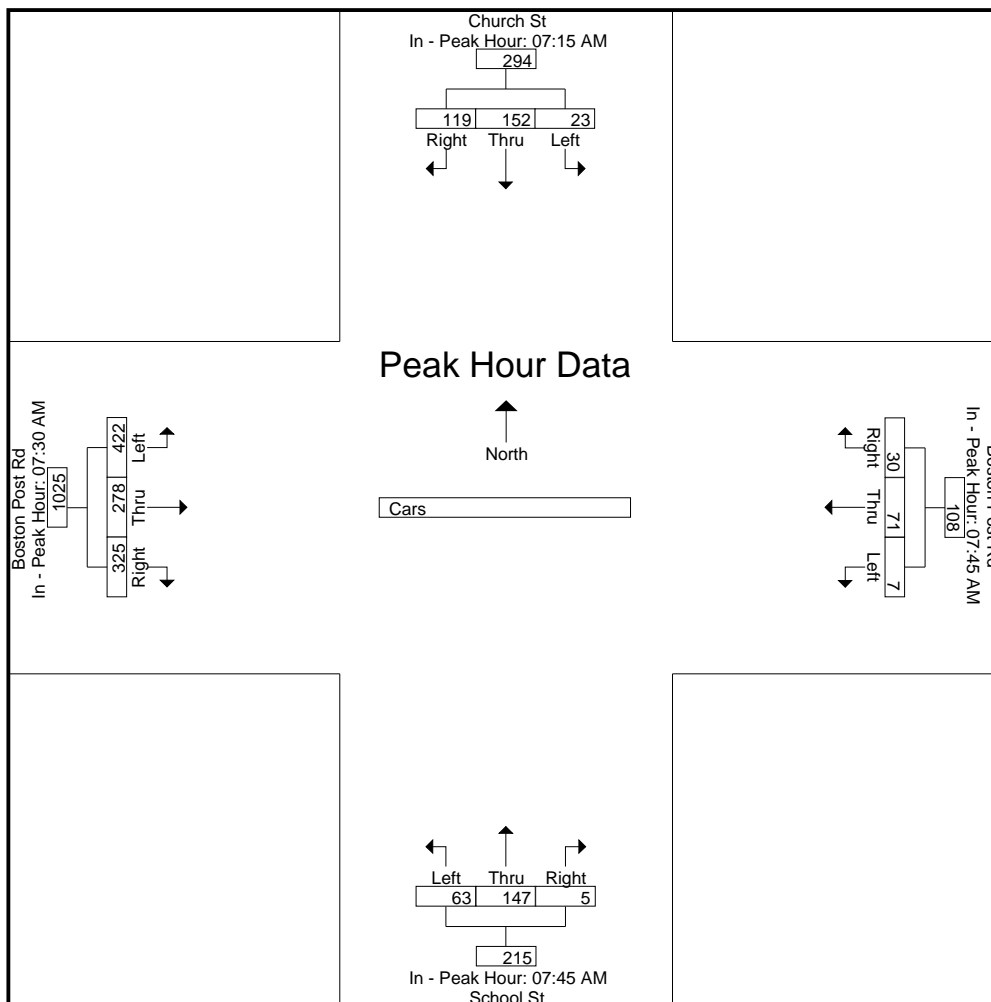
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 13

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	6	46	32	84	2	18	9	29	16	25	1	42	116	66	94	276
+15 mins.	9	30	23	62	1	19	6	26	18	43	0	61	98	69	80	247
+30 mins.	5	38	35	78	0	18	6	24	21	42	2	65	102	80	80	262
+45 mins.	3	38	29	70	4	16	9	29	8	37	2	47	106	63	71	240
Total Volume	23	152	119	294	7	71	30	108	63	147	5	215	422	278	325	1025
% App. Total	7.8	51.7	40.5		6.5	65.7	27.8		29.3	68.4	2.3		41.2	27.1	31.7	
PHF	.639	.826	.850	.875	.438	.934	.833	.931	.750	.855	.625	.827	.909	.869	.864	.928



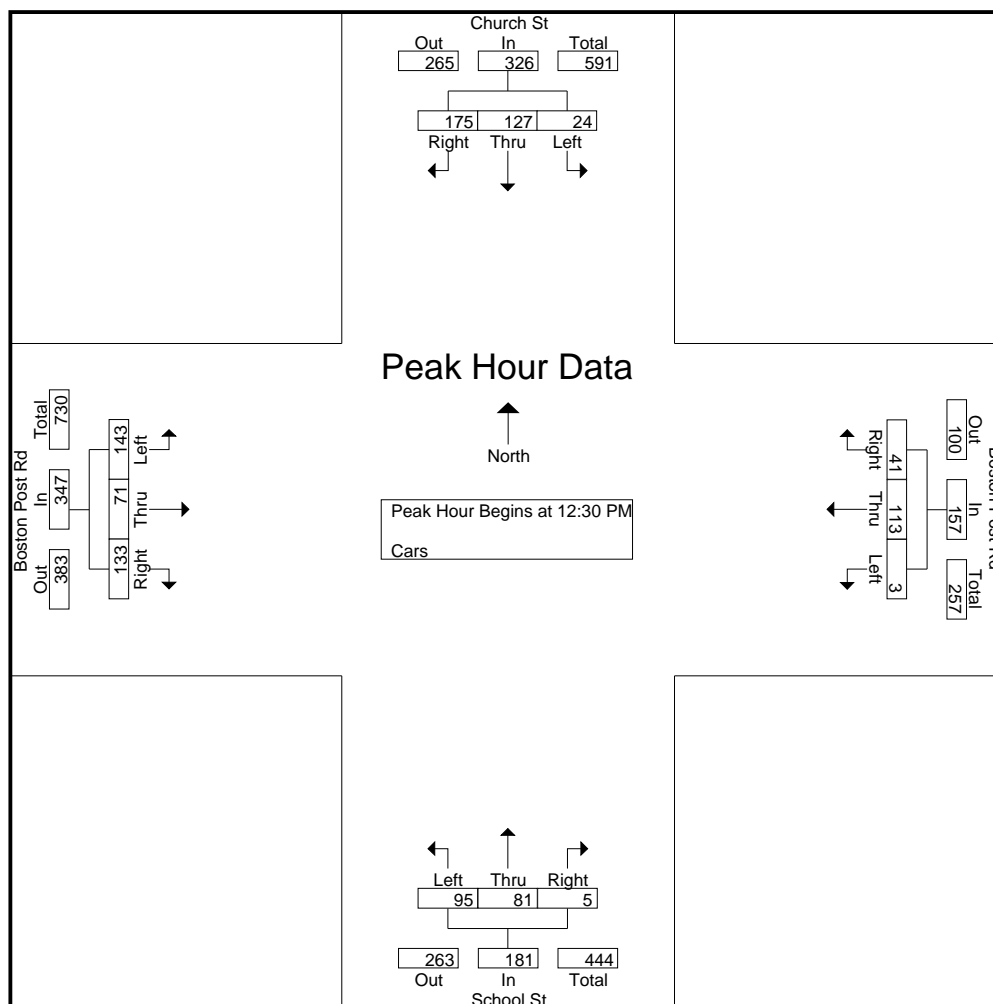
Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 14

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	7	39	45	91	0	23	6	29	22	24	2	48	41	27	35	103	271
12:45 PM	4	22	47	73	2	30	14	46	17	16	0	33	39	10	29	78	230
01:00 PM	8	30	37	75	1	27	9	37	23	21	1	45	32	22	42	96	253
01:15 PM	5	36	46	87	0	33	12	45	33	20	2	55	31	12	27	70	257
Total Volume	24	127	175	326	3	113	41	157	95	81	5	181	143	71	133	347	1011
% App. Total	7.4	39	53.7		1.9	72	26.1		52.5	44.8	2.8		41.2	20.5	38.3		
PHF	.750	.814	.931	.896	.375	.856	.732	.853	.720	.844	.625	.823	.872	.657	.792	.842	.933



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

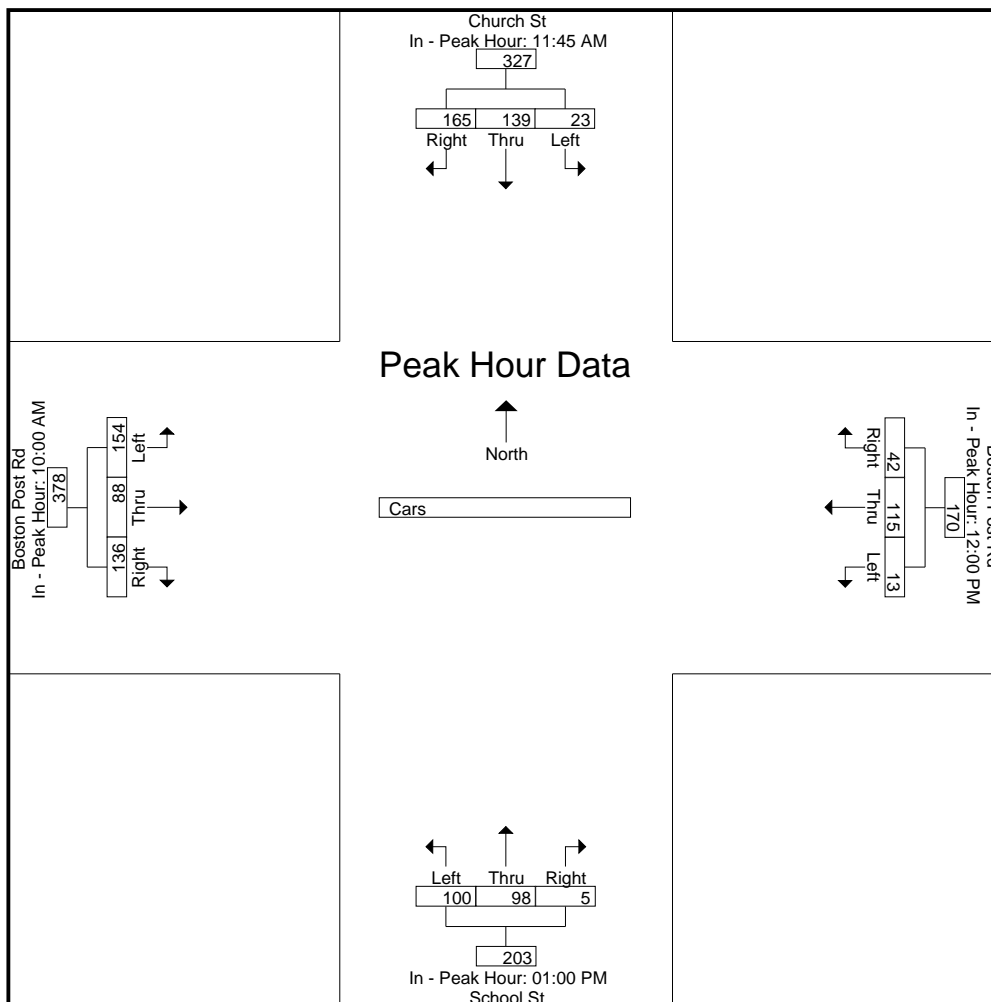
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 15

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				12:00 PM				01:00 PM				10:00 AM			
+0 mins.	7	40	41	88	8	38	9	55	23	21	1	45	39	39	51	129
+15 mins.	4	33	34	71	3	24	13	40	33	20	2	55	34	14	33	81
+30 mins.	5	27	45	77	0	23	6	29	23	26	0	49	37	15	23	75
+45 mins.	7	39	45	91	2	30	14	46	21	31	2	54	44	20	29	93
Total Volume	23	139	165	327	13	115	42	170	100	98	5	203	154	88	136	378
% App. Total	7	42.5	50.5		7.6	67.6	24.7		49.3	48.3	2.5		40.7	23.3	36	
PHF	.821	.869	.917	.898	.406	.757	.750	.773	.758	.790	.625	.923	.875	.564	.667	.733



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

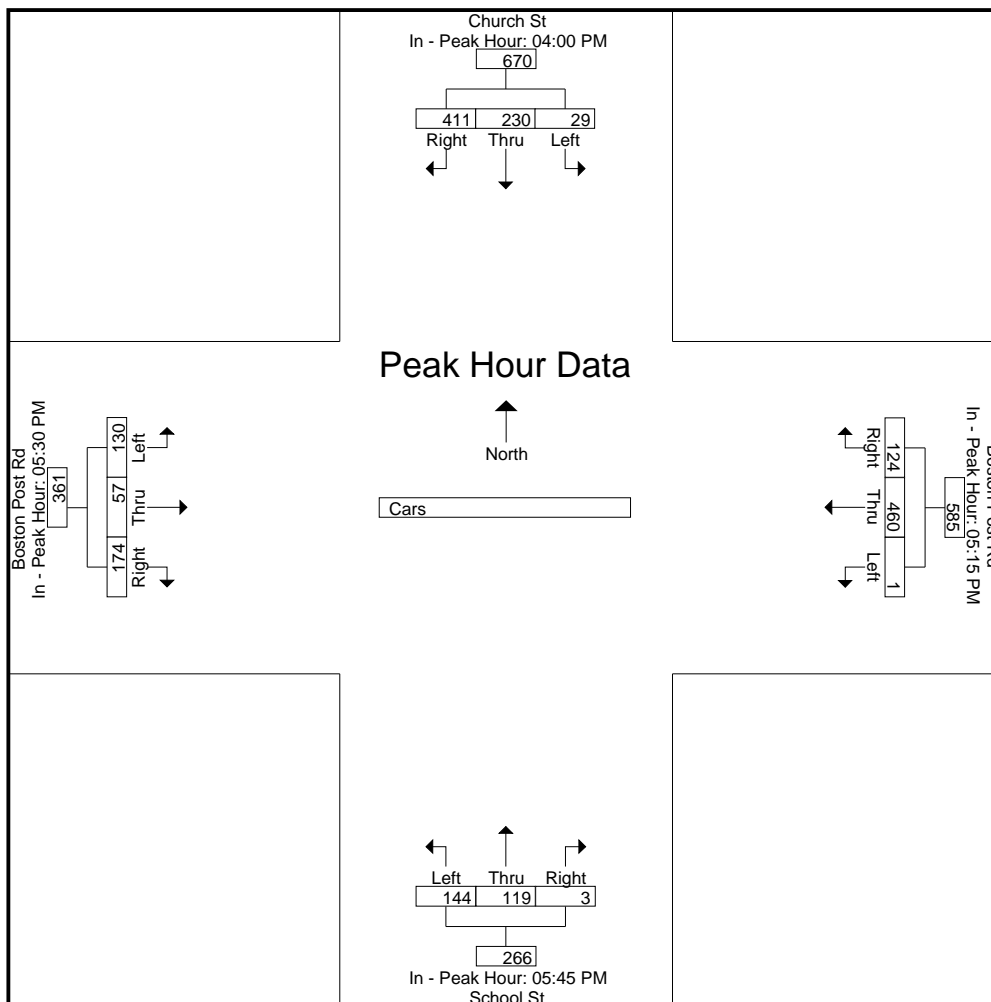
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 16

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:15 PM				05:45 PM				05:30 PM			
+0 mins.	10	61	111	182	0	126	31	157	38	30	0	68	31	16	40	87
+15 mins.	10	47	73	130	1	111	18	130	31	28	3	62	30	18	35	83
+30 mins.	3	74	124	201	0	100	35	135	33	35	0	68	30	9	45	84
+45 mins.	6	48	103	157	0	123	40	163	42	26	0	68	39	14	54	107
Total Volume	29	230	411	670	1	460	124	585	144	119	3	266	130	57	174	361
% App. Total	4.3	34.3	61.3		0.2	78.6	21.2		54.1	44.7	1.1		36	15.8	48.2	
PHF	.725	.777	.829	.833	.250	.913	.775	.897	.857	.850	.250	.978	.833	.792	.806	.843



Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 17

Groups Printed- Trucks

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	5	1	0	1	0	0	0	0	0	0	1	8
07:15 AM	0	0	0	0	0	1	2	2	0	1	2	1	9
07:30 AM	1	1	1	0	2	0	0	1	0	1	0	1	8
07:45 AM	0	1	1	0	0	0	0	0	0	0	1	1	4
Total	1	7	3	0	3	1	2	3	0	2	3	4	29
08:00 AM	0	4	0	0	1	2	0	1	0	1	0	0	9
08:15 AM	0	0	1	1	0	0	0	0	1	1	0	0	4
08:30 AM	0	0	2	0	0	2	0	1	0	1	1	0	7
08:45 AM	0	0	1	0	2	0	0	1	0	0	0	0	4
Total	0	4	4	1	3	4	0	3	1	3	1	0	24
09:00 AM	0	0	2	0	1	0	1	1	0	1	0	0	6
09:15 AM	0	1	1	0	0	1	0	1	0	1	1	1	7
09:30 AM	0	0	2	0	1	0	0	0	0	0	0	1	4
09:45 AM	1	2	1	0	0	0	2	0	0	1	0	0	7
Total	1	3	6	0	2	1	3	2	0	3	1	2	24
10:00 AM	0	3	0	0	0	0	1	0	0	1	0	1	6
10:15 AM	1	0	2	0	0	0	2	1	0	1	0	0	7
10:30 AM	0	1	0	0	2	1	1	1	0	1	1	0	8
10:45 AM	0	1	0	0	3	0	0	0	0	0	1	1	6
Total	1	5	2	0	5	1	4	2	0	3	2	2	27
11:00 AM	0	0	1	0	0	0	1	0	0	0	0	1	3
11:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
11:30 AM	0	0	1	0	1	0	0	0	0	2	1	2	7
11:45 AM	0	1	1	0	0	0	0	1	0	2	2	1	8
Total	0	1	3	0	2	0	2	1	0	4	3	4	20

Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 18

Groups Printed- Trucks

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 PM	0	0	1	0	1	0	0	1	1	0	1	0	5
12:15 PM	1	1	2	0	0	1	0	2	0	1	0	1	9
12:30 PM	0	0	2	0	0	0	0	0	0	0	2	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	5	0	1	1	0	3	1	1	3	1	18
01:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
01:15 PM	0	0	1	0	0	2	0	1	0	0	0	1	5
01:30 PM	1	0	0	0	0	0	0	0	0	1	1	1	4
01:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
Total	1	0	3	0	1	2	1	1	0	1	2	2	14
02:00 PM	0	0	2	0	1	1	1	2	0	0	1	0	8
02:15 PM	0	5	0	0	0	0	0	1	0	1	0	2	9
02:30 PM	0	1	0	0	5	1	0	2	0	0	0	1	10
02:45 PM	0	1	0	0	1	1	0	0	0	0	0	2	5
Total	0	7	2	0	7	3	1	5	0	1	1	5	32
03:00 PM	1	2	0	0	1	0	1	0	0	0	2	0	7
03:15 PM	0	2	3	0	0	1	1	0	0	0	0	1	8
03:30 PM	0	2	0	0	0	3	0	1	0	0	0	1	7
03:45 PM	0	3	1	0	0	0	0	0	0	2	0	1	7
Total	1	9	4	0	1	4	2	1	0	2	2	3	29
04:00 PM	0	1	0	0	0	1	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
04:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
Total	0	3	0	0	1	2	1	0	0	1	0	1	9

Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 19

Groups Printed- Trucks

Start Time	Church St From North			Boston Post Rd From East			School St From South			Boston Post Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:00 PM	0	1	1	0	1	0	0	0	0	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
Total	0	3	1	0	1	1	0	0	0	1	0	2	9
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
06:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	1	0	0	1	2	4
Total	0	2	0	0	1	0	0	1	0	0	1	2	7
Grand Total	6	45	33	1	28	20	16	22	2	22	19	28	242
Apprch %	7.1	53.6	39.3	2	57.1	40.8	40	55	5	31.9	27.5	40.6	
Total %	2.5	18.6	13.6	0.4	11.6	8.3	6.6	9.1	0.8	9.1	7.9	11.6	

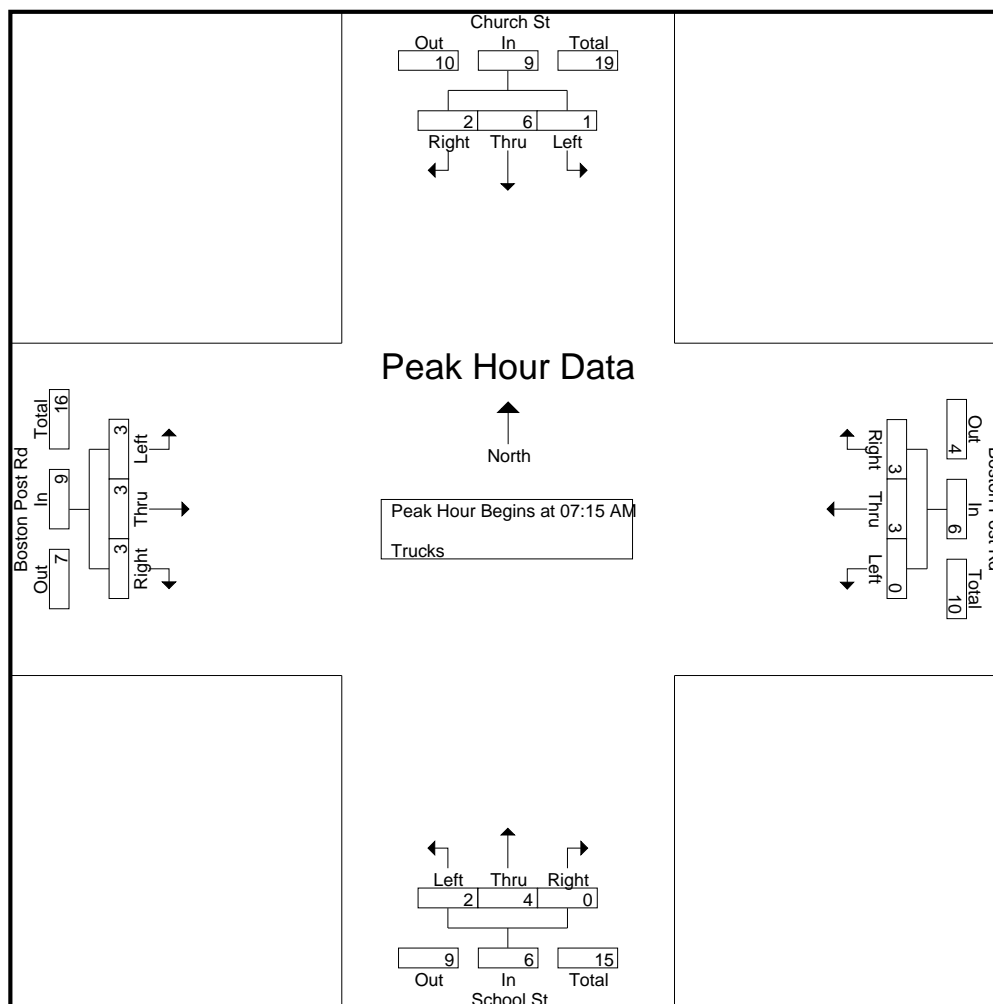
Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 20

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	1	1	2	2	0	4	1	2	1	4	9
07:30 AM	1	1	1	3	0	2	0	2	0	1	0	1	1	0	1	2	8
07:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2	4
08:00 AM	0	4	0	4	0	1	2	3	0	1	0	1	1	0	0	1	9
Total Volume	1	6	2	9	0	3	3	6	2	4	0	6	3	3	3	9	30
% App. Total	11.1	66.7	22.2		0	50	50		33.3	66.7	0		33.3	33.3	33.3		
PHF	.250	.375	.500	.563	.000	.375	.375	.500	.250	.500	.000	.375	.750	.375	.750	.563	.833



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

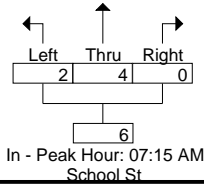
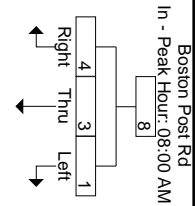
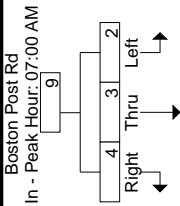
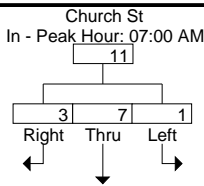
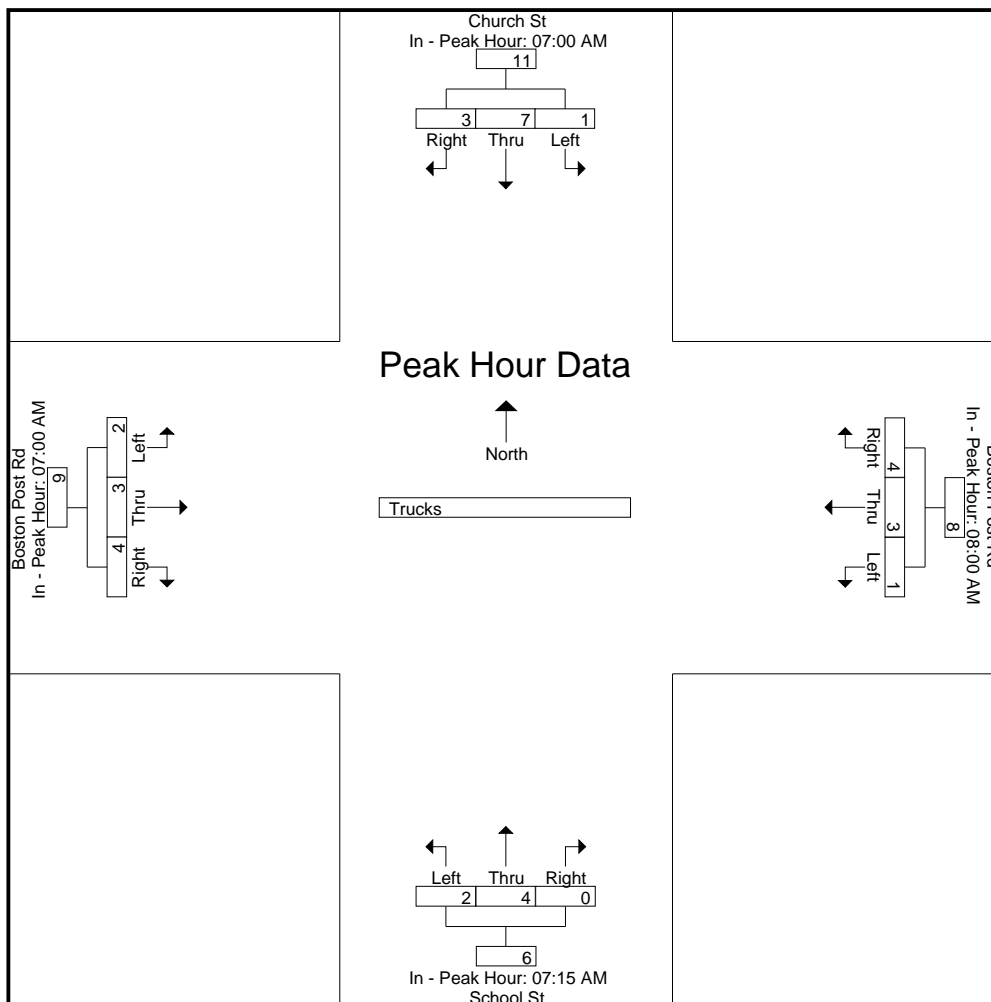
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 21

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	5	1	6	0	1	2	3	2	2	0	4	0	0	1	1
+15 mins.	0	0	0	0	1	0	0	1	0	1	0	1	1	2	1	4
+30 mins.	1	1	1	3	0	0	2	2	0	0	0	0	1	0	1	2
+45 mins.	0	1	1	2	0	2	0	2	0	1	0	1	0	1	1	2
Total Volume	1	7	3	11	1	3	4	8	2	4	0	6	2	3	4	9
% App. Total	9.1	63.6	27.3		12.5	37.5	50		33.3	66.7	0		22.2	33.3	44.4	
PHF	.250	.350	.750	.458	.250	.375	.500	.667	.250	.500	.000	.375	.500	.375	1.000	.563



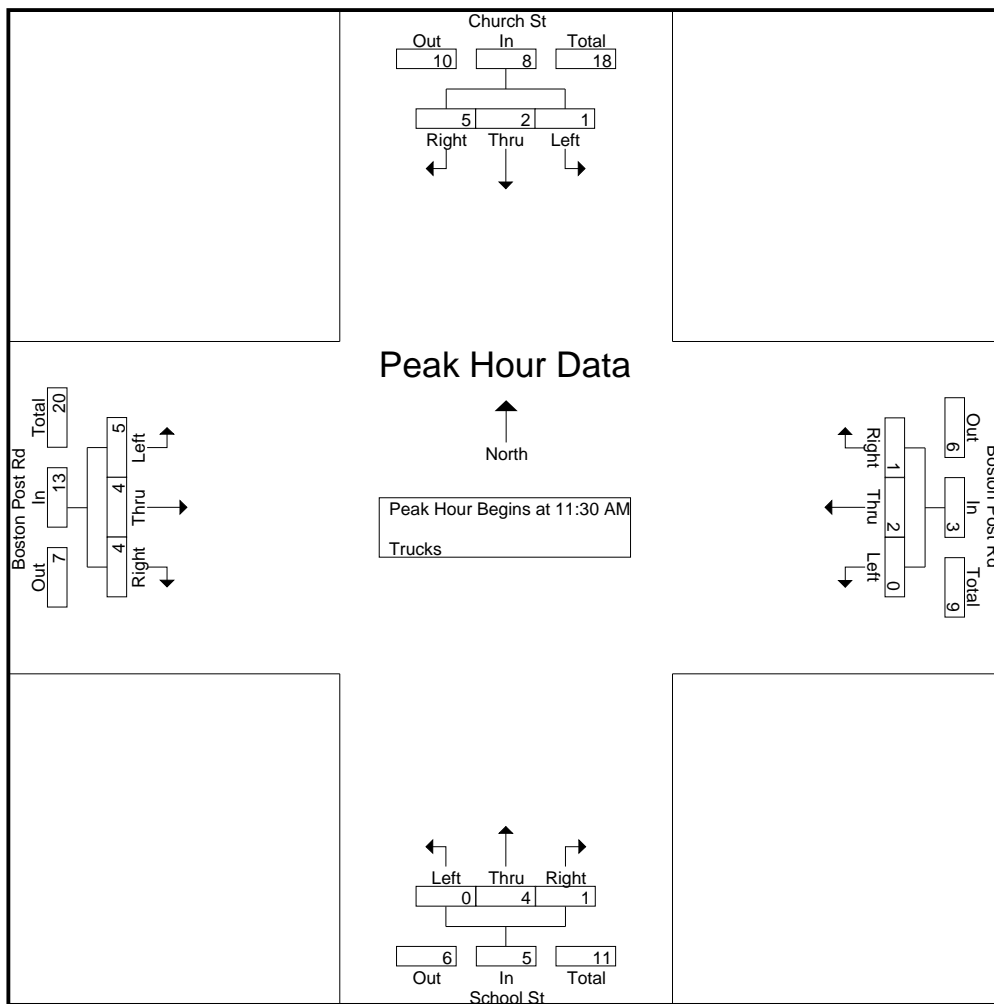
Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 22

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	2	1	2	5	7
11:45 AM	0	1	1	2	0	0	0	0	0	1	0	1	2	2	1	5	8
12:00 PM	0	0	1	1	0	1	0	1	0	1	1	2	0	1	0	1	5
12:15 PM	1	1	2	4	0	0	1	1	0	2	0	2	1	0	1	2	9
Total Volume	1	2	5	8	0	2	1	3	0	4	1	5	5	4	4	13	29
% App. Total	12.5	25	62.5		0	66.7	33.3		0	80	20		38.5	30.8	30.8		
PHF	.250	.500	.625	.500	.000	.500	.250	.750	.000	.500	.250	.625	.625	.500	.500	.650	.806



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

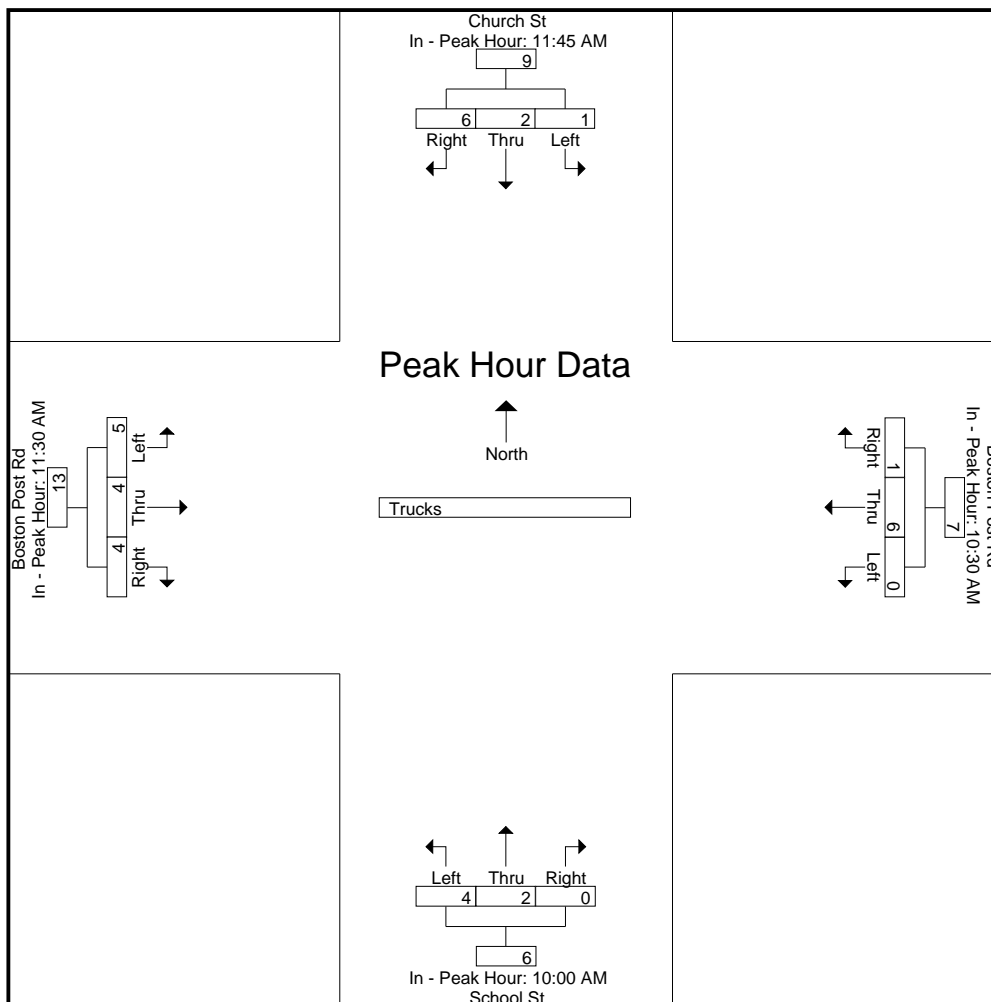
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 23

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				10:30 AM				10:00 AM				11:30 AM			
+0 mins.	0	1	1	2	0	2	1	3	1	0	0	1	2	1	2	5
+15 mins.	0	0	1	1	0	3	0	3	2	1	0	3	2	2	1	5
+30 mins.	1	1	2	4	0	0	0	0	1	1	0	2	0	1	0	1
+45 mins.	0	0	2	2	0	1	0	1	0	0	0	0	1	0	1	2
Total Volume	1	2	6	9	0	6	1	7	4	2	0	6	5	4	4	13
% App. Total	11.1	22.2	66.7		0	85.7	14.3		66.7	33.3	0		38.5	30.8	30.8	
PHF	.250	.500	.750	.563	.000	.500	.250	.583	.500	.500	.000	.500	.625	.500	.500	.650



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

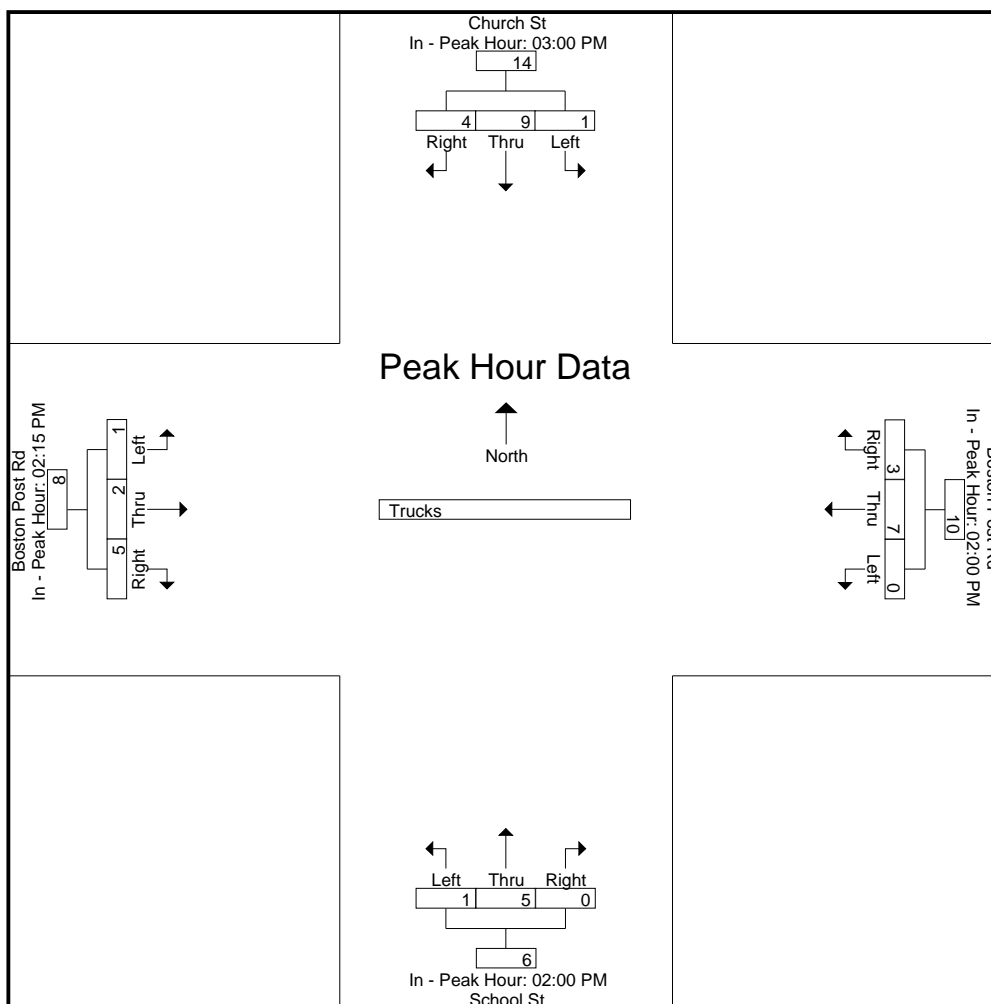
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 24

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				02:00 PM				02:00 PM				02:15 PM			
+0 mins.	1	2	0	3	0	1	1	2	1	2	0	3	1	0	2	3
+15 mins.	0	2	3	5	0	0	0	0	0	1	0	1	0	0	1	1
+30 mins.	0	2	0	2	0	5	1	6	0	2	0	2	0	0	2	2
+45 mins.	0	3	1	4	0	1	1	2	0	0	0	0	0	2	0	2
Total Volume	1	9	4	14	0	7	3	10	1	5	0	6	1	2	5	8
% App. Total	7.1	64.3	28.6		0	70	30		16.7	83.3	0		12.5	25	62.5	
PHF	.250	.750	.333	.700	.000	.350	.750	.417	.250	.625	.000	.500	.250	.250	.625	.667



Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 25

Groups Printed- Bikes Peds

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	1	4	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	1	2	3	0	0	0	0	1	0	1	7	8
08:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4	4
08:15 AM	0	0	0	1	0	0	0	2	1	0	0	2	0	0	0	0	5	1	6
08:30 AM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	1	0	3	1	4
08:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
Total	1	0	0	2	0	0	0	2	1	4	0	4	1	0	1	0	8	8	16
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
09:45 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	4	4
Total	0	0	0	0	0	0	0	0	2	3	0	1	0	0	1	0	1	6	7
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	5	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:45 AM	0	4	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	10	10
Total	0	5	0	0	0	3	0	0	0	3	0	0	2	1	2	0	0	16	16
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
11:15 AM	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	2	3	3	6
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	3	4
11:45 AM	1	1	0	0	0	0	1	0	0	0	0	0	1	1	0	3	3	5	8
Total	1	1	1	0	0	0	3	0	0	2	0	3	2	1	1	5	8	12	20
12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
12:15 PM	0	1	0	0	0	0	0	0	1	2	0	1	1	0	0	0	1	5	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
12:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	3
Total	1	2	1	0	0	0	0	0	1	4	0	1	1	1	1	0	1	12	13

Accurate Counts

978-664-2565

N/S Street : Church St / School St

E/W Street: Boston Post Road

City/State : Weston, MA

Weather : Clear

File Name : 12179001

Site Code : 12179001

Start Date : 5/17/2017

Page No : 26

Groups Printed- Bikes Peds

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	3
01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	2	3
01:30 PM	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	2	2	4
01:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	2
Total	0	0	0	0	0	0	1	1	0	2	0	2	1	0	4	1	4	8	12
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:30 PM	0	0	1	0	0	3	0	0	1	1	0	0	0	0	1	0	0	7	7
02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	3
Total	0	1	1	0	0	3	0	0	1	1	0	0	0	0	5	0	0	12	12
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	2	3
03:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	1	1	2	0	2	0	1	1	0	3	6	9
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	2
04:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	4	4
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	3
04:45 PM	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	0	1	0	0	2	0	1	0	1	2	0	1	8	9
05:00 PM	0	2	0	0	0	0	0	2	0	0	0	1	0	0	2	0	3	4	7
05:15 PM	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
05:45 PM	0	0	1	0	0	0	1	1	1	2	0	0	1	0	2	0	1	8	9
Total	1	5	1	0	0	0	1	3	2	2	0	1	1	1	4	0	4	18	22
06:00 PM	0	4	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	7	7
06:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	0	1	0	0	6	6
06:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	2
Total	0	6	1	0	0	1	1	0	2	3	0	0	0	0	2	0	0	16	16
Grand Total	4	23	5	2	0	8	7	8	12	31	0	15	8	6	25	6	31	129	160
Apprch %	12.5	71.9	15.6		0	53.3	46.7		27.9	72.1	0		20.5	15.4	64.1				

Accurate Counts

978-664-2565

Total %		3.1	17.8	3.9		0	6.2	5.4		9.3	24	0		6.2	4.7	19.4		19.4	80.6
---------	--	-----	------	-----	--	---	-----	-----	--	-----	----	---	--	-----	-----	------	--	------	------

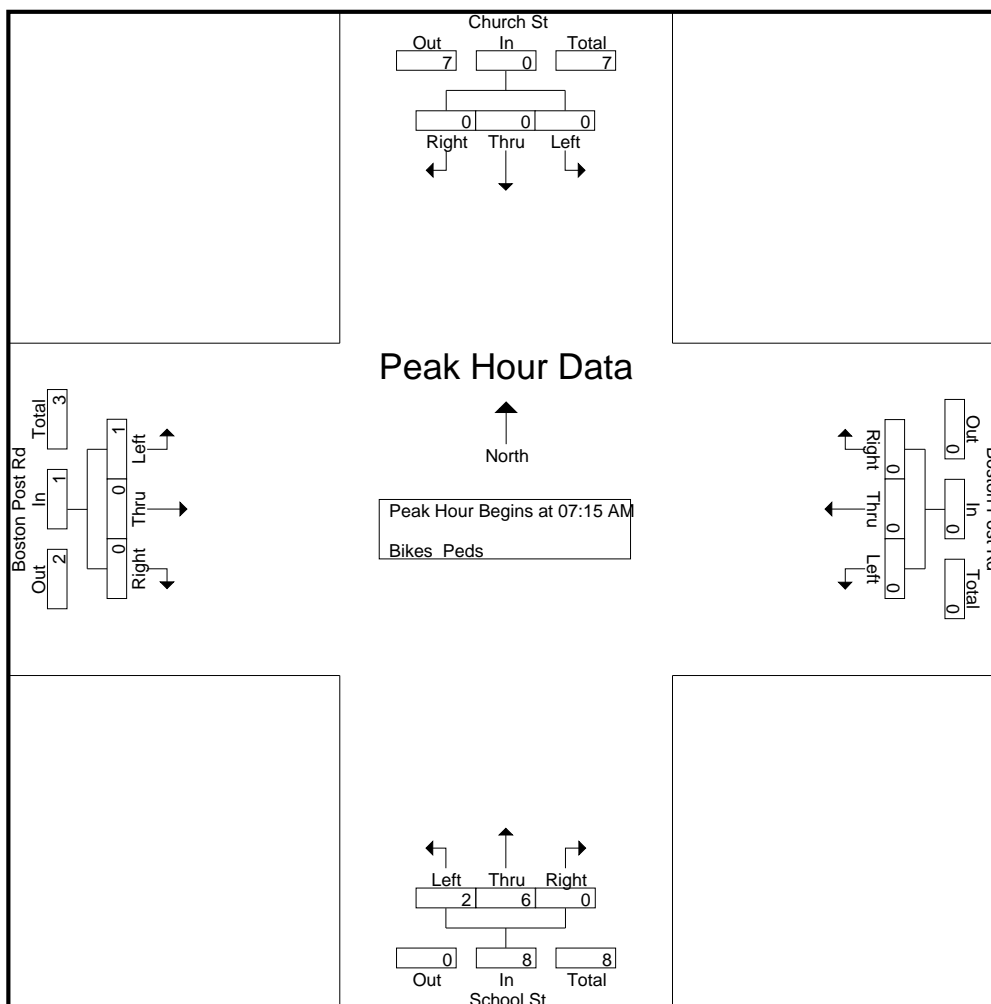
Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 28

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
Total Volume	0	0	0	0	0	0	0	0	2	6	0	8	1	0	0	1	9
% App. Total	0	0	0	0	0	0	0	0	25	75	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.500	.250	.000	.000	.250	.563



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

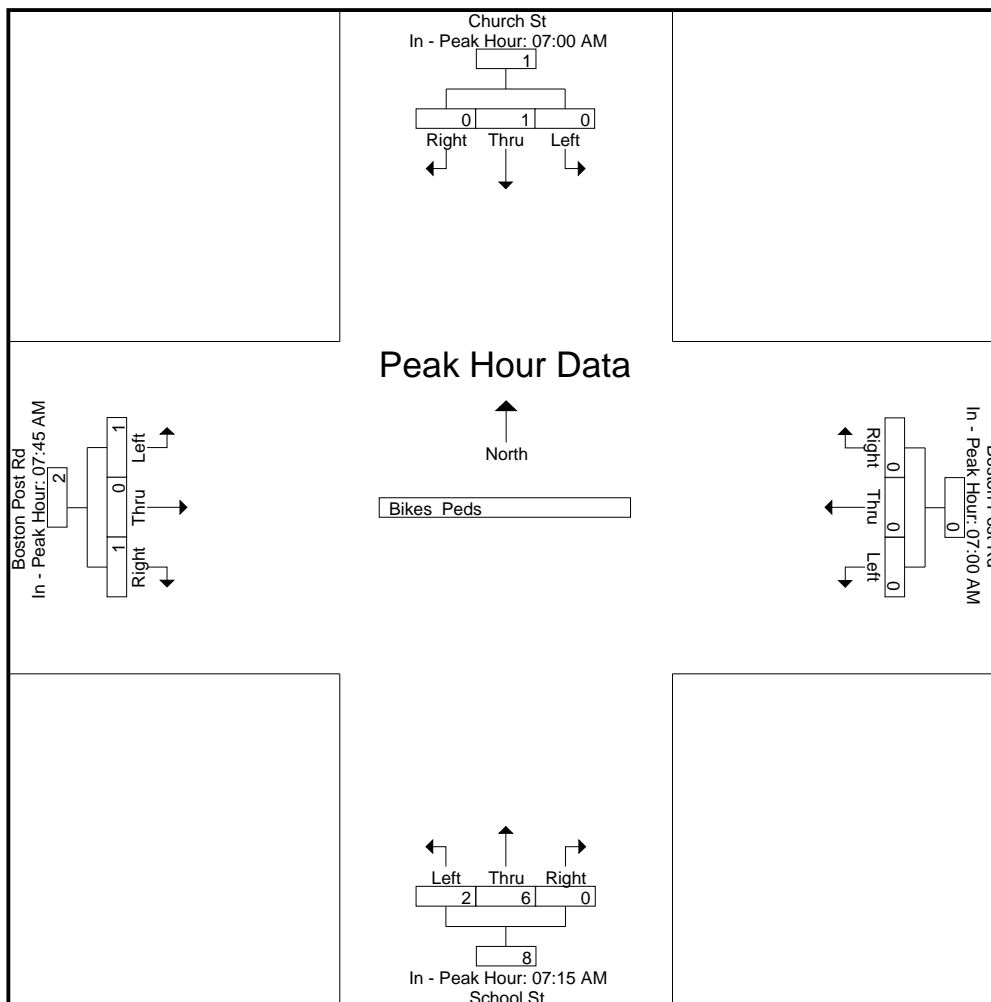
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 29

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	2	2	0	4	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1
Total Volume	0	1	0	1	0	0	0	0	2	6	0	8	1	0	1	2
% App. Total	0	100	0		0	0	0		25	75	0		50	0	50	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.500	.000	.500	.250	.000	.250	.500



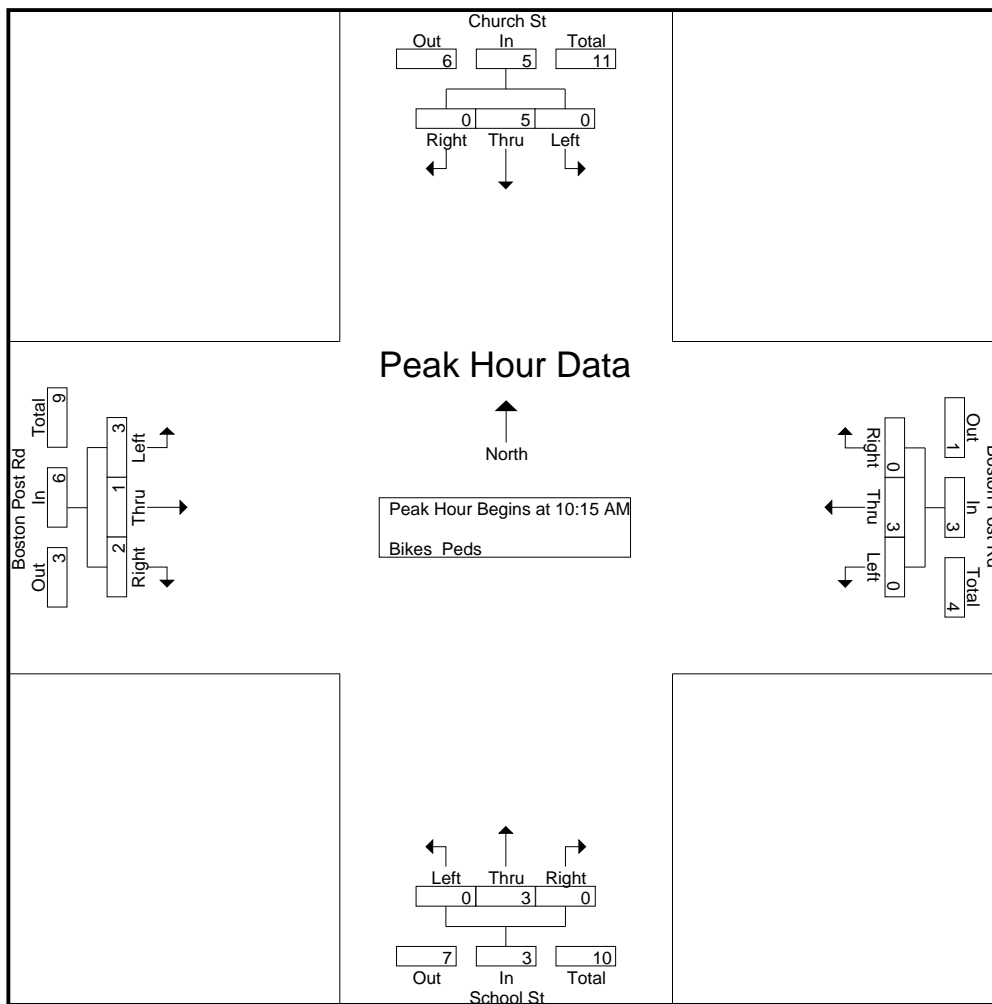
Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 30

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	2	2	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:45 AM	0	4	0	4	0	2	0	2	0	2	0	2	2	0	0	2	10
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	5	0	5	0	3	0	3	0	3	0	3	3	1	2	6	17
% App. Total	0	100	0		0	100	0		0	100	0		50	16.7	33.3		
PHF	.000	.313	.000	.313	.000	.375	.000	.375	.000	.375	.000	.375	.375	.250	.250	.750	.425



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

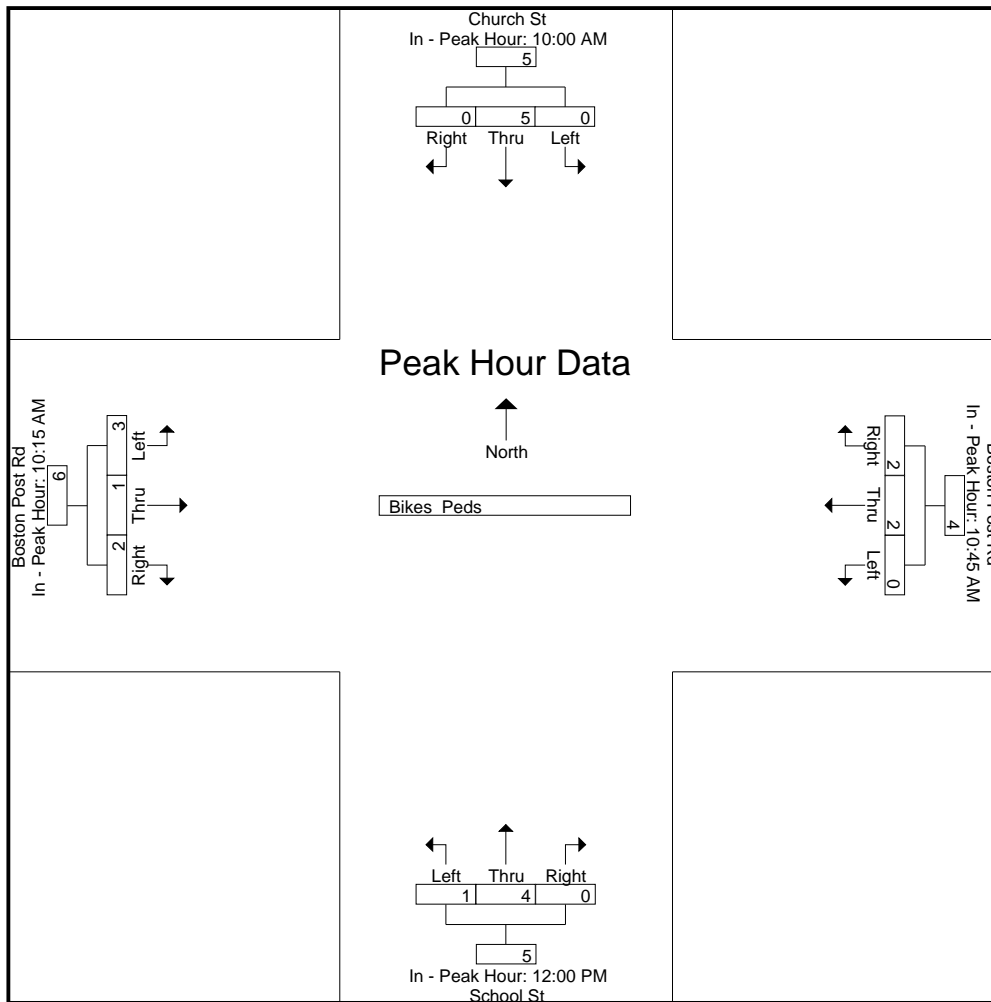
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 31

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00 AM				10:45 AM				12:00 PM				10:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
+15 mins.	0	1	0	1	0	0	0	0	1	2	0	3	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	2
+45 mins.	0	4	0	4	0	0	1	1	0	2	0	2	1	0	0	1
Total Volume	0	5	0	5	0	2	2	4	1	4	0	5	3	1	2	6
% App. Total	0	100	0		0	50	50		20	80	0		50	16.7	33.3	
PHF	.000	.313	.000	.313	.000	.250	.500	.500	.250	.500	.000	.417	.375	.250	.250	.750



Accurate Counts

978-664-2565

N/S Street : Church St / School St
 E/W Street: Boston Post Road
 City/State : Weston, MA
 Weather : Clear

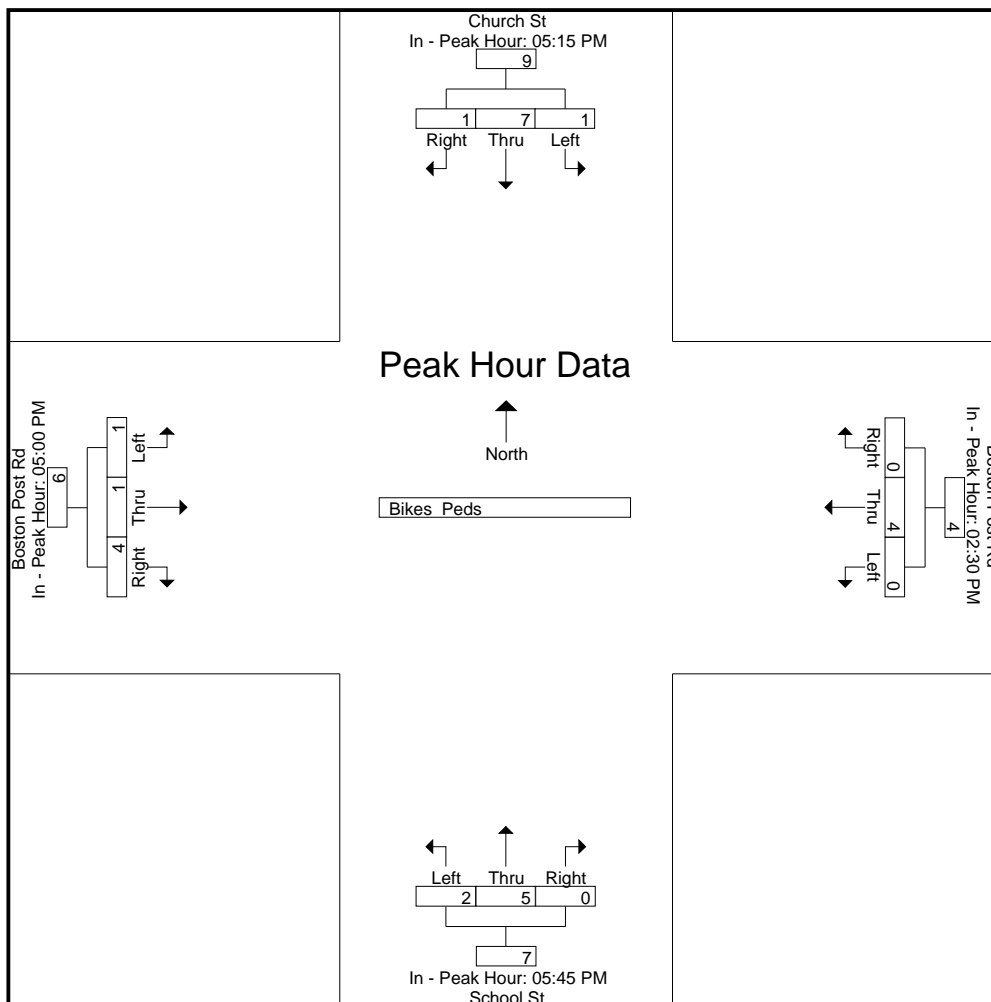
File Name : 12179001
 Site Code : 12179001
 Start Date : 5/17/2017
 Page No : 32

Start Time	Church St From North				Boston Post Rd From East				School St From South				Boston Post Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM				02:30 PM				05:45 PM				05:00 PM			
+0 mins.	1	2	0	3	0	3	0	3	1	2	0	3	0	0	2	2
+15 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	4	0	4	0	1	0	1	0	2	0	2	1	0	2	3
Total Volume	1	7	1	9	0	4	0	4	2	5	0	7	1	1	4	6
% App. Total	11.1	77.8	11.1		0	100	0		28.6	71.4	0		16.7	16.7	66.7	
PHF	.250	.438	.250	.563	.000	.333	.000	.333	.500	.625	.000	.583	.250	.250	.500	.500



Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179VOL

Start Time	5/17/2017 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	19			3	63				
12:15		0	28			0	49				
12:30		1	24			4	25				
12:45		1	14	2	85	1	51	8	188	10	273
01:00		0	25			0	37				
01:15		1	20			0	44				
01:30		0	12			0	39				
01:45		1	17	2	74	0	45	0	165	2	239
02:00		0	23			1	35				
02:15		0	21			3	42				
02:30		0	12			2	48				
02:45		0	17	0	73	0	49	6	174	6	247
03:00		0	19			0	49				
03:15		0	25			0	66				
03:30		0	24			0	102				
03:45		0	20	0	88	3	102	3	319	3	407
04:00		1	23			1	123				
04:15		3	23			1	124				
04:30		1	14			0	143				
04:45		1	15	6	75	4	132	6	522	12	597
05:00		2	25			3	141				
05:15		3	14			1	155				
05:30		3	23			5	146				
05:45		6	24	14	86	16	137	25	579	39	665
06:00		4	16			7	159				
06:15		12	15			13	119				
06:30		20	12			19	114				
06:45		45	15	81	58	31	71	70	463	151	521
07:00		46	12			19	57				
07:15		85	9			21	40				
07:30		68	12			26	32				
07:45		84	10	283	43	27	29	93	158	376	201
08:00		79	9			26	26				
08:15		69	8			30	27				
08:30		58	10			33	32				
08:45		66	9	272	36	26	19	115	104	387	140
09:00		51	9			28	29				
09:15		44	11			23	27				
09:30		45	4			32	17				
09:45		41	8	181	32	27	20	110	93	291	125
10:00		39	1			22	16				
10:15		13	6			27	3				
10:30		18	2			44	6				
10:45		16	3	86	12	41	6	134	31	220	43
11:00		18	1			42	6				
11:15		23	2			33	9				
11:30		15	1			34	8				
11:45		18	2	74	6	48	8	157	31	231	37
Total		1001	668			727	2827			1728	3495
Percent		60.0%	40.0%			20.5%	79.5%			33.1%	66.9%

Accurate Counts

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

978-664-2565

12179VOL

Start Time	5/18/2017		EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	
12:00		0	25			3	44					
12:15		1	23			3	50					
12:30		0	15			1	46					
12:45		0	19	1	82	1	43	8	183	9	265	
01:00		1	19			0	38					
01:15		0	16			0	34					
01:30		0	13			0	49					
01:45		0	18	1	66	0	42	0	163	1	229	
02:00		0	22			0	42					
02:15		0	24			0	46					
02:30		0	22			0	50					
02:45		0	14	0	82	0	45	0	183	0	265	
03:00		0	23			0	50					
03:15		0	22			0	71					
03:30		0	22			0	69					
03:45		0	20	0	87	2	114	2	304	2	391	
04:00		0	20			0	136					
04:15		1	18			1	144					
04:30		1	13			2	122					
04:45		1	20	3	71	4	117	7	519	10	590	
05:00		2	9			3	138					
05:15		6	16			2	154					
05:30		3	17			5	141					
05:45		10	18	21	60	18	149	28	582	49	642	
06:00		9	13			9	124					
06:15		25	15			13	113					
06:30		40	12			24	81					
06:45		42	13	116	53	38	116	84	434	200	487	
07:00		51	15			19	50					
07:15		79	8			20	44					
07:30		70	10			17	37					
07:45		82	11	282	44	34	43	90	174	372	218	
08:00		83	6			37	29					
08:15		77	3			40	24					
08:30		64	5			26	28					
08:45		76	7	300	21	25	28	128	109	428	130	
09:00		79	11			20	40					
09:15		57	10			31	28					
09:30		44	4			29	30					
09:45		47	3	227	28	50	28	130	126	357	154	
10:00		40	5			30	12					
10:15		30	2			25	11					
10:30		20	3			27	11					
10:45		25	2	115	12	39	5	121	39	236	51	
11:00		20	2			46	12					
11:15		17	4			42	6					
11:30		12	2			40	1					
11:45		29	0	78	8	41	4	169	23	247	31	
Total		1144	614			767	2839			1911	3453	
Percent		65.1%	34.9%			21.3%	78.7%			35.6%	64.4%	
Grand Total		2145	1282			1494	5666			3639	6948	
Percent		62.6%	37.4%			20.9%	79.1%			34.4%	65.6%	

ADT ADT 5,294 AADT 5,294

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179VOL

Start Time	5/15/2017		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	2	8	1	8	*	*	*	*	*	*	2	8
01:00	*	*	*	*	2	0	1	0	*	*	*	*	*	*	2	0
02:00	*	*	*	*	0	6	0	0	*	*	*	*	*	*	0	3
03:00	*	*	*	*	0	3	0	2	*	*	*	*	*	*	0	2
04:00	*	*	*	*	6	6	3	7	*	*	*	*	*	*	4	6
05:00	*	*	*	*	14	25	21	28	*	*	*	*	*	*	18	26
06:00	*	*	*	*	81	70	116	84	*	*	*	*	*	*	98	77
07:00	*	*	*	*	283	93	282	90	*	*	*	*	*	*	282	92
08:00	*	*	*	*	272	115	300	128	*	*	*	*	*	*	286	122
09:00	*	*	*	*	181	110	227	130	*	*	*	*	*	*	204	120
10:00	*	*	*	*	86	134	115	121	*	*	*	*	*	*	100	128
11:00	*	*	*	*	74	157	78	169	*	*	*	*	*	*	76	163
12:00 PM	*	*	*	*	85	188	82	183	*	*	*	*	*	*	84	186
01:00	*	*	*	*	74	165	66	163	*	*	*	*	*	*	70	164
02:00	*	*	*	*	73	174	82	183	*	*	*	*	*	*	78	178
03:00	*	*	*	*	88	319	87	304	*	*	*	*	*	*	88	312
04:00	*	*	*	*	75	522	71	519	*	*	*	*	*	*	73	520
05:00	*	*	*	*	86	579	60	582	*	*	*	*	*	*	73	580
06:00	*	*	*	*	58	463	53	434	*	*	*	*	*	*	56	448
07:00	*	*	*	*	43	158	44	174	*	*	*	*	*	*	44	166
08:00	*	*	*	*	36	104	21	109	*	*	*	*	*	*	28	106
09:00	*	*	*	*	32	93	28	126	*	*	*	*	*	*	30	110
10:00	*	*	*	*	12	31	12	39	*	*	*	*	*	*	12	35
11:00	*	*	*	*	6	31	8	23	*	*	*	*	*	*	7	27
Lane	0	0	0	0	1669	3554	1758	3606	0	0	0	0	0	0	1715	3579
Day	0		0		5223		5364		0		0		0		5294	
AM Peak	-	-	-	-	07:00	11:00	08:00	11:00	-	-	-	-	-	-	08:00	11:00
Vol.	-	-	-	-	283	157	300	169	-	-	-	-	-	-	286	163
PM Peak	-	-	-	-	15:00	17:00	15:00	17:00	-	-	-	-	-	-	15:00	17:00
Vol.	-	-	-	-	88	579	87	582	-	-	-	-	-	-	88	580

Comb. Total	0	0	5223	5364	0	0	0	5294
ADT	ADT 5,294	AADT 5,294						

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179CLS

EB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/17/17	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	5	0	0	0	1	0	0	0	0	0	0	0	6
05:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
06:00	1	69	8	1	2	0	0	0	0	0	0	0	0	81
07:00	2	243	32	4	2	0	0	0	0	0	0	0	0	283
08:00	3	244	22	0	1	0	0	1	0	0	0	0	0	271
09:00	2	153	22	1	2	0	0	0	1	0	0	0	0	181
10:00	0	69	9	0	4	1	0	2	1	0	0	0	0	86
11:00	0	51	17	1	3	0	0	1	1	0	0	0	0	74
12 PM	0	57	20	3	2	1	0	1	0	0	0	0	0	84
13:00	0	60	11	3	0	0	0	0	0	0	0	0	0	74
14:00	3	56	10	1	3	0	0	0	0	0	0	0	0	73
15:00	1	69	14	1	3	0	0	0	0	0	0	0	0	88
16:00	1	66	7	0	1	0	0	0	0	0	0	0	0	75
17:00	1	72	11	0	0	0	0	0	0	0	0	0	0	84
18:00	1	47	7	0	2	1	0	0	0	0	0	0	0	58
19:00	0	39	3	0	1	0	0	0	0	0	0	0	0	43
20:00	0	33	2	0	1	0	0	0	0	0	0	0	0	36
21:00	1	29	2	0	0	0	0	0	0	0	0	0	0	32
22:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Day Total	16	1391	202	15	29	4	0	5	3	0	0	0	0	1665
Percent	1.0%	83.5%	12.1%	0.9%	1.7%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	07:00	10:00	04:00		10:00	09:00					07:00
Vol.	3	244	32	4	4	1		2	1					283
PM Peak	14:00	17:00	12:00	12:00	14:00	12:00		12:00						15:00
Vol.	3	72	20	3	3	1		1						88

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179CLS

EB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/18/17	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
06:00	1	88	21	2	4	0	0	0	0	0	0	0	0	116
07:00	2	248	26	2	4	0	0	0	0	0	0	0	0	282
08:00	1	268	21	1	6	1	0	2	0	0	0	0	0	300
09:00	2	193	27	3	2	0	0	0	0	0	0	0	0	227
10:00	1	95	9	0	8	1	0	1	0	0	0	0	0	115
11:00	0	63	9	1	4	0	0	1	0	0	0	0	0	78
12 PM	0	61	15	0	4	1	0	0	1	0	0	0	0	82
13:00	1	47	13	1	2	1	0	1	0	0	0	0	0	66
14:00	1	58	16	1	4	0	0	1	0	0	0	0	0	81
15:00	0	64	19	1	3	0	0	0	0	0	0	0	0	87
16:00	1	55	13	1	0	0	0	0	0	0	0	0	0	70
17:00	0	47	9	0	3	0	0	0	0	0	0	0	0	59
18:00	1	44	7	0	0	1	0	0	0	0	0	0	0	53
19:00	0	37	7	0	0	0	0	0	0	0	0	0	0	44
20:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
21:00	0	26	2	0	0	0	0	0	0	0	0	0	0	28
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Day Total	11	1450	224	13	45	5	0	6	1	0	0	0	0	1755
Percent	0.6%	82.6%	12.8%	0.7%	2.6%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	09:00	09:00	10:00	08:00		08:00						08:00
Vol.	2	268	27	3	8	1		2						300
PM Peak	13:00	15:00	15:00	13:00	12:00	12:00		13:00	12:00					15:00
Vol.	1	64	19	1	4	1		1	1					87
Grand Total	27	2841	426	28	74	9	0	11	4	0	0	0	0	3420
Percent	0.8%	83.1%	12.5%	0.8%	2.2%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179CLS

WB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/17/17	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
05:00	0	22	1	1	0	0	0	1	0	0	0	0	0	25
06:00	1	41	22	1	4	0	0	1	0	0	0	0	0	70
07:00	1	71	15	1	2	1	0	2	0	0	0	0	0	93
08:00	5	76	21	2	5	2	1	1	0	0	0	0	0	113
09:00	2	79	22	0	4	1	0	0	1	0	0	0	0	109
10:00	4	95	26	1	4	1	1	0	2	0	0	0	0	134
11:00	7	124	21	0	2	0	0	2	0	0	0	0	0	156
12 PM	12	140	28	1	4	2	0	0	0	0	0	0	0	187
13:00	3	130	26	2	1	3	0	0	0	0	0	0	0	165
14:00	3	132	29	6	3	1	0	0	0	0	0	0	0	174
15:00	2	272	33	3	6	1	0	1	0	0	0	0	0	318
16:00	2	443	65	2	7	2	0	1	0	0	0	0	0	522
17:00	6	516	46	1	6	2	0	1	0	0	0	0	0	578
18:00	8	431	20	0	4	0	0	0	0	0	0	0	0	463
19:00	0	149	8	0	1	0	0	0	0	0	0	0	0	158
20:00	1	96	6	0	1	0	0	0	0	0	0	0	0	104
21:00	5	83	5	0	0	0	0	0	0	0	0	0	0	93
22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
23:00	1	26	4	0	0	0	0	0	0	0	0	0	0	31
Day Total	63	2972	404	21	55	17	2	10	3	0	0	0	0	3547
Percent	1.8%	83.8%	11.4%	0.6%	1.6%	0.5%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	08:00	08:00	08:00	08:00	07:00	10:00					11:00
Vol.	7	124	26	2	5	2	1	2	2					156
PM Peak	12:00	17:00	16:00	14:00	16:00	13:00		15:00						17:00
Vol.	12	516	65	6	7	3		1						578

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179CLS

WB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/18/17	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	2
04:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
05:00	2	19	5	1	0	0	0	1	0	0	0	0	0	28
06:00	2	52	21	3	3	2	0	0	1	0	0	0	0	84
07:00	0	60	16	2	9	0	0	2	0	0	0	0	0	89
08:00	9	90	19	3	6	1	0	0	0	0	0	0	0	128
09:00	8	89	22	2	4	3	0	1	0	0	0	0	0	129
10:00	1	94	19	1	3	2	0	1	0	0	0	0	0	121
11:00	6	126	27	1	6	1	0	2	0	0	0	0	0	169
12 PM	8	135	27	4	7	0	0	1	0	0	0	0	0	182
13:00	3	126	25	2	4	0	0	1	1	0	0	0	0	162
14:00	4	134	35	4	2	2	0	0	0	0	0	0	0	181
15:00	3	263	34	2	2	0	0	0	0	0	0	0	0	304
16:00	2	447	57	2	6	0	0	3	0	0	0	0	0	517
17:00	7	516	49	1	7	0	0	1	0	0	0	0	0	581
18:00	3	400	27	0	4	0	0	0	0	0	0	0	0	434
19:00	2	152	19	0	0	0	0	0	1	0	0	0	0	174
20:00	2	101	6	0	0	0	0	0	0	0	0	0	0	109
21:00	12	108	6	0	0	0	0	0	0	0	0	0	0	126
22:00	1	36	2	0	0	0	0	0	0	0	0	0	0	39
23:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Day Total	75	2983	420	28	63	11	0	14	3	0	0	0	0	3597
Percent	2.1%	82.9%	11.7%	0.8%	1.8%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	06:00	07:00	09:00		07:00	06:00					11:00
Vol.	9	126	27	3	9	3		2	1					169
PM Peak	21:00	17:00	16:00	12:00	12:00	14:00		16:00	13:00					17:00
Vol.	12	516	57	4	7	2		3	1					581
Grand Total	138	5955	824	49	118	28	2	24	6	0	0	0	0	7144
Percent	1.9%	83.4%	11.5%	0.7%	1.7%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179CLS

EB, WB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/17/17	0	8	2	0	0	0	0	0	0	0	0	0	0	10
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	9	1	0	0	2	0	0	0	0	0	0	0	12
05:00	0	31	5	1	1	0	0	1	0	0	0	0	0	39
06:00	2	110	30	2	6	0	0	1	0	0	0	0	0	151
07:00	3	314	47	5	4	1	0	2	0	0	0	0	0	376
08:00	8	320	43	2	6	2	1	2	0	0	0	0	0	384
09:00	4	232	44	1	6	1	0	0	2	0	0	0	0	290
10:00	4	164	35	1	8	2	1	2	3	0	0	0	0	220
11:00	7	175	38	1	5	0	0	3	1	0	0	0	0	230
12 PM	12	197	48	4	6	3	0	1	0	0	0	0	0	271
13:00	3	190	37	5	1	3	0	0	0	0	0	0	0	239
14:00	6	188	39	7	6	1	0	0	0	0	0	0	0	247
15:00	3	341	47	4	9	1	0	1	0	0	0	0	0	406
16:00	3	509	72	2	8	2	0	1	0	0	0	0	0	597
17:00	7	588	57	1	6	2	0	1	0	0	0	0	0	662
18:00	9	478	27	0	6	1	0	0	0	0	0	0	0	521
19:00	0	188	11	0	2	0	0	0	0	0	0	0	0	201
20:00	1	129	8	0	2	0	0	0	0	0	0	0	0	140
21:00	6	112	7	0	0	0	0	0	0	0	0	0	0	125
22:00	0	40	3	0	0	0	0	0	0	0	0	0	0	43
23:00	1	32	4	0	0	0	0	0	0	0	0	0	0	37
Day Total	79	4363	606	36	84	21	2	15	6	0	0	0	0	5212
Percent	1.5%	83.7%	11.6%	0.7%	1.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	07:00	10:00	04:00	08:00	11:00	10:00					08:00
Vol.	8	320	47	5	8	2	1	3	3					384
PM Peak	12:00	17:00	16:00	14:00	15:00	12:00		12:00						17:00
Vol.	12	588	72	7	9	3		1						662

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179CLS

EB, WB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/18/17	0	9	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	2
04:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:00	2	34	10	1	1	0	0	1	0	0	0	0	0	49
06:00	3	140	42	5	7	2	0	0	1	0	0	0	0	200
07:00	2	308	42	4	13	0	0	2	0	0	0	0	0	371
08:00	10	358	40	4	12	2	0	2	0	0	0	0	0	428
09:00	10	282	49	5	6	3	0	1	0	0	0	0	0	356
10:00	2	189	28	1	11	3	0	2	0	0	0	0	0	236
11:00	6	189	36	2	10	1	0	3	0	0	0	0	0	247
12 PM	8	196	42	4	11	1	0	1	1	0	0	0	0	264
13:00	4	173	38	3	6	1	0	2	1	0	0	0	0	228
14:00	5	192	51	5	6	2	0	1	0	0	0	0	0	262
15:00	3	327	53	3	5	0	0	0	0	0	0	0	0	391
16:00	3	502	70	3	6	0	0	3	0	0	0	0	0	587
17:00	7	563	58	1	10	0	0	1	0	0	0	0	0	640
18:00	4	444	34	0	4	1	0	0	0	0	0	0	0	487
19:00	2	189	26	0	0	0	0	0	1	0	0	0	0	218
20:00	2	120	8	0	0	0	0	0	0	0	0	0	0	130
21:00	12	134	8	0	0	0	0	0	0	0	0	0	0	154
22:00	1	46	4	0	0	0	0	0	0	0	0	0	0	51
23:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
Day Total	86	4433	644	41	108	16	0	20	4	0	0	0	0	5352
Percent	1.6%	82.8%	12.0%	0.8%	2.0%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00	06:00	07:00	09:00		11:00	06:00					08:00
Vol.	10	358	49	5	13	3		3	1					428
PM Peak	21:00	17:00	16:00	14:00	12:00	14:00		16:00	12:00					17:00
Vol.	12	563	70	5	11	2		3	1					640
Grand Total	165	8796	1250	77	192	37	2	35	10	0	0	0	0	10564
Percent	1.6%	83.3%	11.8%	0.7%	1.8%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179SPD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/17/17	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	2	1	0	3	0	0	0	0	0	0	0	6
05:00	0	0	0	0	7	5	2	0	0	0	0	0	0	0	14
06:00	0	0	0	1	19	42	16	3	0	0	0	0	0	0	81
07:00	4	0	2	19	100	123	32	3	0	0	0	0	0	0	283
08:00	6	5	1	14	106	107	31	2	0	0	0	0	0	0	272
09:00	3	0	4	9	59	80	24	1	1	0	0	0	0	0	181
10:00	0	0	1	8	33	34	9	1	0	0	0	0	0	0	86
11:00	3	0	2	12	24	24	9	0	0	0	0	0	0	0	74
12 PM	3	0	3	10	32	27	9	1	0	0	0	0	0	0	85
13:00	3	0	1	12	17	25	15	1	0	0	0	0	0	0	74
14:00	1	0	0	4	28	32	4	4	0	0	0	0	0	0	73
15:00	4	0	0	8	34	27	13	2	0	0	0	0	0	0	88
16:00	4	0	2	5	27	25	12	0	0	0	0	0	0	0	75
17:00	8	0	0	6	32	31	5	4	0	0	0	0	0	0	86
18:00	2	0	1	10	17	16	9	3	0	0	0	0	0	0	58
19:00	1	0	1	2	15	16	7	1	0	0	0	0	0	0	43
20:00	0	0	1	5	11	15	3	1	0	0	0	0	0	0	36
21:00	0	0	0	8	18	4	2	0	0	0	0	0	0	0	32
22:00	0	0	1	3	4	3	1	0	0	0	0	0	0	0	12
23:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
Total	42	5	20	139	589	639	207	27	1	0	0	0	0	0	1669

Daily

15th Percentile : 30 MPH
 50th Percentile : 35 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1228
 Percent in Pace : 73.6%
 Number of Vehicles > 35 MPH : 874
 Percent of Vehicles > 35 MPH : 52.4%

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179SPD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/18/17	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
05:00	0	0	0	2	7	5	6	1	0	0	0	0	0	0	21
06:00	1	0	0	1	25	48	36	5	0	0	0	0	0	0	116
07:00	2	0	1	18	106	132	20	3	0	0	0	0	0	0	282
08:00	4	4	4	32	127	100	24	5	0	0	0	0	0	0	300
09:00	5	0	1	13	88	89	27	3	1	0	0	0	0	0	227
10:00	3	0	1	11	31	43	21	5	0	0	0	0	0	0	115
11:00	1	1	3	3	30	30	10	0	0	0	0	0	0	0	78
12 PM	2	0	2	8	26	34	10	0	0	0	0	0	0	0	82
13:00	0	0	2	8	26	23	7	0	0	0	0	0	0	0	66
14:00	6	0	1	7	32	31	4	1	0	0	0	0	0	0	82
15:00	4	1	2	11	28	32	8	1	0	0	0	0	0	0	87
16:00	6	1	1	4	25	27	6	1	0	0	0	0	0	0	71
17:00	4	0	0	6	25	17	5	2	1	0	0	0	0	0	60
18:00	3	0	0	6	18	19	5	1	0	1	0	0	0	0	53
19:00	1	0	1	6	14	16	5	1	0	0	0	0	0	0	44
20:00	0	1	0	1	10	7	2	0	0	0	0	0	0	0	21
21:00	3	0	1	6	12	6	0	0	0	0	0	0	0	0	28
22:00	0	0	1	0	6	3	2	0	0	0	0	0	0	0	12
23:00	0	0	1	0	5	1	1	0	0	0	0	0	0	0	8
Total	45	8	22	144	642	664	200	30	2	1	0	0	0	0	1758

Daily

- 15th Percentile : 30 MPH
- 50th Percentile : 35 MPH
- 85th Percentile : 39 MPH
- 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 1306

Percent in Pace : 74.3%

Number of Vehicles > 35 MPH : 897

Percent of Vehicles > 35 MPH : 51.0%

Grand Total	87	13	42	283	1231	1303	407	57	3	1	0	0	0	0	3427
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Overall

- 15th Percentile : 30 MPH
- 50th Percentile : 35 MPH
- 85th Percentile : 39 MPH
- 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 2534

Percent in Pace : 73.9%

Number of Vehicles > 35 MPH : 1771

Percent of Vehicles > 35 MPH : 51.7%

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179SPD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/17/17	0	0	0	1	5	2	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	2	3	0	1	0	0	0	0	0	0	0	6
03:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
04:00	0	0	0	1	2	1	2	0	0	0	0	0	0	0	6
05:00	0	0	1	1	12	8	2	0	1	0	0	0	0	0	25
06:00	2	0	0	8	33	23	4	0	0	0	0	0	0	0	70
07:00	2	0	2	16	44	23	6	0	0	0	0	0	0	0	93
08:00	14	1	4	26	39	25	5	1	0	0	0	0	0	0	115
09:00	6	0	1	21	53	22	7	0	0	0	0	0	0	0	110
10:00	6	3	7	19	52	46	1	0	0	0	0	0	0	0	134
11:00	10	2	2	7	82	47	6	1	0	0	0	0	0	0	157
12 PM	19	6	3	27	75	52	6	0	0	0	0	0	0	0	188
13:00	6	0	4	20	81	47	6	1	0	0	0	0	0	0	165
14:00	6	0	0	19	68	65	15	1	0	0	0	0	0	0	174
15:00	6	0	2	21	151	119	20	0	0	0	0	0	0	0	319
16:00	5	1	11	54	216	212	22	1	0	0	0	0	0	0	522
17:00	4	3	14	72	273	188	24	1	0	0	0	0	0	0	579
18:00	2	1	7	44	238	159	12	0	0	0	0	0	0	0	463
19:00	1	0	1	12	63	72	8	1	0	0	0	0	0	0	158
20:00	0	0	2	19	46	30	6	1	0	0	0	0	0	0	104
21:00	0	0	0	8	39	40	5	1	0	0	0	0	0	0	93
22:00	0	0	0	7	9	13	1	1	0	0	0	0	0	0	31
23:00	0	0	0	4	11	13	3	0	0	0	0	0	0	0	31
Total	89	17	61	410	1596	1207	163	10	1	0	0	0	0	0	3554

Daily

- 15th Percentile : 29 MPH
- 50th Percentile : 33 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 39 MPH

Mean Speed(Average) : 34 MPH

- 10 MPH Pace Speed : 31-40 MPH
- Number in Pace : 2803
- Percent in Pace : 78.9%
- Number of Vehicles > 35 MPH : 1381
- Percent of Vehicles > 35 MPH : 38.9%

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179SPD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/18/17	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7
05:00	0	2	0	3	9	8	4	2	0	0	0	0	0	0	28
06:00	1	0	1	22	33	21	6	0	0	0	0	0	0	0	84
07:00	5	1	3	10	44	25	1	1	0	0	0	0	0	0	90
08:00	22	1	12	12	57	22	2	0	0	0	0	0	0	0	128
09:00	14	1	6	24	57	23	5	0	0	0	0	0	0	0	130
10:00	2	0	1	25	53	34	6	0	0	0	0	0	0	0	121
11:00	11	2	4	24	76	46	6	0	0	0	0	0	0	0	169
12 PM	15	3	3	27	69	57	8	1	0	0	0	0	0	0	183
13:00	4	1	2	24	70	55	7	0	0	0	0	0	0	0	163
14:00	8	4	4	21	90	48	7	1	0	0	0	0	0	0	183
15:00	7	0	4	35	139	101	18	0	0	0	0	0	0	0	304
16:00	8	0	2	53	275	161	18	2	0	0	0	0	0	0	519
17:00	7	7	19	81	282	167	19	0	0	0	0	0	0	0	582
18:00	1	2	5	44	230	122	28	2	0	0	0	0	0	0	434
19:00	3	0	2	25	77	57	8	2	0	0	0	0	0	0	174
20:00	1	1	6	20	54	25	2	0	0	0	0	0	0	0	109
21:00	25	5	3	15	47	26	4	1	0	0	0	0	0	0	126
22:00	0	0	0	4	17	12	5	1	0	0	0	0	0	0	39
23:00	0	0	0	1	9	10	2	1	0	0	0	0	0	0	23
Total	134	30	77	474	1694	1026	157	14	0	0	0	0	0	0	3606

Daily

- 15th Percentile : 28 MPH
- 50th Percentile : 33 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 39 MPH

Mean Speed(Average) : 33 MPH

- 10 MPH Pace Speed : 31-40 MPH
- Number in Pace : 2720
- Percent in Pace : 75.4%
- Number of Vehicles > 35 MPH : 1197
- Percent of Vehicles > 35 MPH : 33.2%

Grand Total	223	47	138	884	3290	2233	320	24	1	0	0	0	0	0	7160
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Overall

- 15th Percentile : 28 MPH
- 50th Percentile : 33 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 39 MPH

Mean Speed(Average) : 33 MPH

- 10 MPH Pace Speed : 31-40 MPH
- Number in Pace : 5523
- Percent in Pace : 77.1%
- Number of Vehicles > 35 MPH : 2578
- Percent of Vehicles > 35 MPH : 36.0%

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179SPD

EB, WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/17/17	0	0	0	1	6	3	0	0	0	0	0	0	0	0	10
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	2	3	0	1	0	0	0	0	0	0	0	6
03:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
04:00	0	0	0	3	3	1	5	0	0	0	0	0	0	0	12
05:00	0	0	1	1	19	13	4	0	1	0	0	0	0	0	39
06:00	2	0	0	9	52	65	20	3	0	0	0	0	0	0	151
07:00	6	0	4	35	144	146	38	3	0	0	0	0	0	0	376
08:00	20	6	5	40	145	132	36	3	0	0	0	0	0	0	387
09:00	9	0	5	30	112	102	31	1	1	0	0	0	0	0	291
10:00	6	3	8	27	85	80	10	1	0	0	0	0	0	0	220
11:00	13	2	4	19	106	71	15	1	0	0	0	0	0	0	231
12 PM	22	6	6	37	107	79	15	1	0	0	0	0	0	0	273
13:00	9	0	5	32	98	72	21	2	0	0	0	0	0	0	239
14:00	7	0	0	23	96	97	19	5	0	0	0	0	0	0	247
15:00	10	0	2	29	185	146	33	2	0	0	0	0	0	0	407
16:00	9	1	13	59	243	237	34	1	0	0	0	0	0	0	597
17:00	12	3	14	78	305	219	29	5	0	0	0	0	0	0	665
18:00	4	1	8	54	255	175	21	3	0	0	0	0	0	0	521
19:00	2	0	2	14	78	88	15	2	0	0	0	0	0	0	201
20:00	0	0	3	24	57	45	9	2	0	0	0	0	0	0	140
21:00	0	0	0	16	57	44	7	1	0	0	0	0	0	0	125
22:00	0	0	1	10	13	16	2	1	0	0	0	0	0	0	43
23:00	0	0	0	5	14	15	3	0	0	0	0	0	0	0	37
Total	131	22	81	549	2185	1846	370	37	2	0	0	0	0	0	5223

Daily

- 15th Percentile : 30 MPH
- 50th Percentile : 34 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 41 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

- Number in Pace : 4031
- Percent in Pace : 77.2%
- Number of Vehicles > 35 MPH : 2255
- Percent of Vehicles > 35 MPH : 43.2%

Accurate Counts

978-664-2565

Location : Boston Post Road
 Location : East of School Street
 City/State: Weston, MA

12179SPD

EB, WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/18/17	0	0	0	2	4	3	0	0	0	0	0	0	0	0	9
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	2	4	2	1	0	0	0	0	0	0	10
05:00	0	2	0	5	16	13	10	3	0	0	0	0	0	0	49
06:00	2	0	1	23	58	69	42	5	0	0	0	0	0	0	200
07:00	7	1	4	28	150	157	21	4	0	0	0	0	0	0	372
08:00	26	5	16	44	184	122	26	5	0	0	0	0	0	0	428
09:00	19	1	7	37	145	112	32	3	1	0	0	0	0	0	357
10:00	5	0	2	36	84	77	27	5	0	0	0	0	0	0	236
11:00	12	3	7	27	106	76	16	0	0	0	0	0	0	0	247
12 PM	17	3	5	35	95	91	18	1	0	0	0	0	0	0	265
13:00	4	1	4	32	96	78	14	0	0	0	0	0	0	0	229
14:00	14	4	5	28	122	79	11	2	0	0	0	0	0	0	265
15:00	11	1	6	46	167	133	26	1	0	0	0	0	0	0	391
16:00	14	1	3	57	300	188	24	3	0	0	0	0	0	0	590
17:00	11	7	19	87	307	184	24	2	1	0	0	0	0	0	642
18:00	4	2	5	50	248	141	33	3	0	1	0	0	0	0	487
19:00	4	0	3	31	91	73	13	3	0	0	0	0	0	0	218
20:00	1	2	6	21	64	32	4	0	0	0	0	0	0	0	130
21:00	28	5	4	21	59	32	4	1	0	0	0	0	0	0	154
22:00	0	0	1	4	23	15	7	1	0	0	0	0	0	0	51
23:00	0	0	1	1	14	11	3	1	0	0	0	0	0	0	31
Total	179	38	99	618	2336	1690	357	44	2	1	0	0	0	0	5364

Daily
 15th Percentile : 28 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 4026
 Percent in Pace : 75.1%
 Number of Vehicles > 35 MPH : 2094
 Percent of Vehicles > 35 MPH : 39.0%

Grand Total	310	60	180	1167	4521	3536	727	81	4	1	0	0	0	0	10587
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Overall
 15th Percentile : 29 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8057
 Percent in Pace : 76.1%
 Number of Vehicles > 35 MPH : 4349
 Percent of Vehicles > 35 MPH : 41.1%



Stopping and Intersection Sight Distance Worksheet

Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]
Based on 'A Policy on Geometric Design of Highways and Streets', AASHTO, 2011

Section I				Section III			
Project Information				ISD and SSD Calculations (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664]			
Project Number: 12179.00		Analyst: ALB		Cases are described in detail on subsequent pages. In summary... B1: left turn from minor road, from stop control B2: right turn from minor road, from stop control B3: crossing maneuver from minor road, from stop control, assuming left- and right turns are not permitted [otherwise, case B1 or B2 would supercede]			
City/Town, State: Weston, MA		Client:					
Location: Intersection of Boston Post Rd, Church St, & School St							
Street Names and Directions			Street Notes				
Major Street name: Boston Post Rd EB/WB							
Minor Street name: School St NB/SB							
Minor Street intersects from the: south							
The minor street <i>predominantly</i> serves... Passenger Cars							
Sight distance location intersection is... Existing							
Total number of lanes on Major Street is... 2							
Grade Information [enter down slope as a negative number]							
Major Street Approach Grade: 0.00% EB							
0.00% WB							
Minor Street Approach Grade: 0.00% SB							
9.00% NB							
Major Street Speed Information							
		<i>Posted</i>				<i>Observed *</i>	
		30 EB		38			
		30 WB		38			
				<i>* note: off-peak 85th percentile speeds</i>			
Section II				Section IV			
ISD and SSD Observations				AASHTO Guidance			
Instructions on how to observe and measure ISD and SSD are included on subsequent pages.				Refer to AASHTO for specific guidance on SSD and ISD if presented with an unusual/atypical case.			
ISD - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a site drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left; and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a <i>desirable</i> visibility criterion for the safe operation of an unsignalized intersection.				Adequate ISD is not needed at signalized intersections, assuming traffic signal heads are visible on all approaches. Any object that would obstruct the driver's view should be removed or lowered, if practical. Such objects include buildings, parked cars, highway structures, hedges/vegetation/trees/bushes/unmowed lawn, walls, fences, and terrain. For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above the roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road.			
SSD - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the <i>minimum</i> visibility criterion for the safe operation of an unsignalized intersection.				Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).			
Observed ISD: 217 looking left [west]				Limiting Factors: Approach grade, trees Dense trees, vegetation			
(rounded to nearest 5 feet) 138 looking right [east]							
Observed SSD: 328 traveling EB				Trees, minor street grade Dense trees, vegetation			
(rounded to nearest 5 feet) 312 traveling WB							



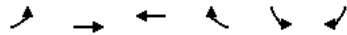


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↕			↕			↑	
Traffic Volume (vph)	0	280	325	5	70	30	70	130	5	20	140	0
Future Volume (vph)	0	280	325	5	70	30	70	130	5	20	140	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1900	1599	0	1720	0	0	1828	0	0	1814	0
Flt Permitted					0.998			0.983			0.994	
Satd. Flow (perm)	0	1900	1599	0	1720	0	0	1828	0	0	1814	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			571			529			110	
Travel Time (s)		4.4			13.0			12.0			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.78	0.78	0.78	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	20%	5%	6%	0%	2%	25%	5%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	346	0	115	0	0	263	0	0	179	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↕			↕			↑	
Traffic Vol, veh/h	0	280	325	5	70	30	70	130	5	20	140	0
Future Vol, veh/h	0	280	325	5	70	30	70	130	5	20	140	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	91	91	91	78	78	78	89	89	89
Heavy Vehicles, %	1	0	1	20	5	6	0	2	25	5	4	2
Mvmt Flow	0	298	346	5	77	33	90	167	6	22	157	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	298	0	0	481	419	298	488	402	-
Stage 1	-	-	-	-	-	-	298	298	-	104	104	-
Stage 2	-	-	-	-	-	-	183	121	-	384	298	-
Critical Hdwy	-	-	-	4.3	-	-	7.1	6.52	6.45	7.15	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.15	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.15	5.54	-
Follow-up Hdwy	-	-	-	2.38	-	-	3.5	4.018	3.525	3.545	4.036	-
Pot Cap-1 Maneuver	0	-	-	1167	-	-	499	525	690	485	534	0
Stage 1	0	-	-	-	-	-	715	667	-	894	805	0
Stage 2	0	-	-	-	-	-	823	796	-	633	663	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1167	-	-	383	522	690	360	531	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	522	-	360	531	-
Stage 1	-	-	-	-	-	-	715	667	-	894	801	-
Stage 2	-	-	-	-	-	-	658	792	-	470	663	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			22.2			16.2		
HCM LOS	C			C			C			C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	467	-	-	1167	-	-	501					
HCM Lane V/C Ratio	0.563	-	-	0.005	-	-	0.359					
HCM Control Delay (s)	22.2	-	-	8.1	0	-	16.2					
HCM Lane LOS	C	-	-	A	A	-	C					
HCM 95th %tile Q(veh)	3.4	-	-	0	-	-	1.6					












Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↕
Traffic Volume (vph)	425	605	140	0	0	115
Future Volume (vph)	425	605	140	0	0	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1854	1863	0	0	1596
Flt Permitted		0.980				
Satd. Flow (perm)	0	1854	1863	0	0	1596
Link Speed (mph)		30	30		30	
Link Distance (ft)		237	195		176	
Travel Time (s)		5.4	4.4		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.88	0.88	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	2%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1108	159	0	0	142
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.4% ICU Level of Service C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	425	605	140	0	0	115
Future Vol, veh/h	425	605	140	0	0	115
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	93	93	88	88	81	81
Heavy Vehicles, %	1	0	2	2	3	3
Mvmt Flow	457	651	159	0	0	142
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	159	0	-	0	-	159
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.327
Pot Cap-1 Maneuver	1427	-	-	0	0	884
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1427	-	-	-	-	884
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1427	-	-	884		
HCM Lane V/C Ratio	0.32	-	-	0.161		
HCM Control Delay (s)	8.7	0	-	9.9		
HCM Lane LOS	A	A	-	A		
HCM 95th %tile Q(veh)	1.4	-	-	0.6		

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	425	0	160	115	0	160
Future Volume (vph)	425	0	160	115	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	0	0	1783	0	1611
Flt Permitted				0.972		
Satd. Flow (perm)	1881	0	0	1783	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	176			263	110	
Travel Time (s)	4.0			6.0	2.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.79	0.79	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	349	0	184
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.9%
ICU Level of Service	A
Analysis Period (min)	15

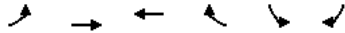


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↕			↕			↑	
Traffic Volume (vph)	0	55	170	5	445	100	140	95	1	20	250	0
Future Volume (vph)	0	55	170	5	445	100	140	95	1	20	250	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1900	1599	0	1849	0	0	1843	0	0	1875	0
Flt Permitted								0.971			0.996	
Satd. Flow (perm)	0	1900	1599	0	1849	0	0	1843	0	0	1875	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			571			529			110	
Travel Time (s)		4.4			13.0			12.0			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.88	0.88	0.88	0.91	0.91	0.91	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	195	0	626	0	0	259	0	0	310	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.7%
	ICU Level of Service C
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	63.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↕			↕			↑	
Traffic Vol, veh/h	0	55	170	5	445	100	140	95	1	20	250	0
Future Vol, veh/h	0	55	170	5	445	100	140	95	1	20	250	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	88	88	88	91	91	91	87	87	87
Heavy Vehicles, %	0	0	1	0	0	1	0	0	0	0	1	0
Mvmt Flow	0	63	195	6	506	114	154	104	1	23	287	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	63	0	0	781	694	63	690	637	-
Stage 1	-	-	-	-	-	-	63	63	-	574	574	-
Stage 2	-	-	-	-	-	-	718	631	-	116	63	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.51	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4.009	-
Pot Cap-1 Maneuver	0	-	-	1553	-	-	315	369	1007	362	396	0
Stage 1	0	-	-	-	-	-	953	846	-	507	505	0
Stage 2	0	-	-	-	-	-	423	477	-	894	844	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1553	-	-	~ 127	367	1007	281	394	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 127	367	-	281	394	-
Stage 1	-	-	-	-	-	-	953	846	-	507	502	-
Stage 2	-	-	-	-	-	-	180	474	-	783	844	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			\$ 301.3			44.2		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	173	-	-	1553	-	-	383					
HCM Lane V/C Ratio	1.499	-	-	0.004	-	-	0.81					
HCM Control Delay (s)	\$ 301.3	-	-	7.3	0	-	44.2					
HCM Lane LOS	F	-	-	A	A	-	E					
HCM 95th %tile Q(veh)	16.6	-	-	0	-	-	7.2					
Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												












Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↕
Traffic Volume (vph)	135	225	585	0	0	400
Future Volume (vph)	135	225	585	0	0	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1847	1900	0	0	1644
Flt Permitted		0.982				
Satd. Flow (perm)	0	1847	1900	0	0	1644
Link Speed (mph)		30	30		30	
Link Distance (ft)		237	195		176	
Travel Time (s)		5.4	4.4		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.91	0.91	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	387	643	0	0	500
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.2%
	ICU Level of Service B
Analysis Period (min)	15

Intersection							
Int Delay, s/veh	28.4						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑	↑				↑
Traffic Vol, veh/h	135	225	585	0	0	400	
Future Vol, veh/h	135	225	585	0	0	400	
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	93	93	91	91	80	80	
Heavy Vehicles, %	1	1	0	0	0	0	
Mvmt Flow	145	242	643	0	0	500	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	643	0	-	0	-	643	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Critical Hdwy	4.11	-	-	-	-	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	
Follow-up Hdwy	2.209	-	-	-	-	3.3	
Pot Cap-1 Maneuver	947	-	-	0	0	~ 477	
Stage 1	-	-	-	0	0	-	
Stage 2	-	-	-	0	0	-	
Platoon blocked, %	-	-	-	-	-	-	
Mov Cap-1 Maneuver	947	-	-	-	-	~ 477	
Mov Cap-2 Maneuver	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Approach	EB		WB		SB		
HCM Control Delay, s	3.6		0		84		
HCM LOS					F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1			
Capacity (veh/h)	947	-	-	477			
HCM Lane V/C Ratio	0.153	-	-	1.048			
HCM Control Delay (s)	9.5	0	-	84			
HCM Lane LOS	A	A	-	F			
HCM 95th %tile Q(veh)	0.5	-	-	15.2			
Notes							
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon							

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	135	0	270	400	0	195
Future Volume (vph)	135	0	270	400	0	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	0	0	1855	0	1637
Flt Permitted				0.980		
Satd. Flow (perm)	1881	0	0	1855	0	1637
Link Speed (mph)	30			30	30	
Link Distance (ft)	176			263	110	
Travel Time (s)	4.0			6.0	2.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.83	0.83	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	0	0	807	0	241
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.8%
ICU Level of Service	A
Analysis Period (min)	15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	280	330	5	70	30	70	130	5	20	140	115
Future Volume (vph)	425	280	330	5	70	30	70	130	5	20	140	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1834	1599	0	1731	0	0	1828	0	0	1723	0
Flt Permitted		0.971			0.998			0.983			0.996	
Satd. Flow (perm)	0	1834	1599	0	1731	0	0	1828	0	0	1723	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			571			529			402	
Travel Time (s)		8.9			13.0			12.0			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.78	0.78	0.78	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	20%	4%	6%	0%	2%	25%	5%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	758	355	0	115	0	0	263	0	0	316	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕	↕		↕	↕
Traffic Vol, veh/h	425	280	330	5	70	30	70	130	5	20	140	115
Future Vol, veh/h	425	280	330	5	70	30	70	130	5	20	140	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	91	91	91	78	78	78	87	87	87
Heavy Vehicles, %	1	0	1	20	4	6	0	2	25	5	4	3
Mvmt Flow	457	301	355	5	77	33	90	167	6	23	161	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	301	0	0	1466	1336	301	1406	1319	93
Stage 1	-	-	-	-	-	-	1215	1215	-	104	104	-
Stage 2	-	-	-	-	-	-	251	121	-	1302	1215	-
Critical Hdwy	4.11	-	-	4.3	-	-	7.1	6.52	6.45	7.15	6.54	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.15	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.15	5.54	-
Follow-up Hdwy	2.209	-	-	2.38	-	-	3.5	4.018	3.525	3.545	4.036	3.327
Pot Cap-1 Maneuver	1486	-	-	1164	-	-	107	~ 153	688	115	~ 156	961
Stage 1	-	-	-	-	-	-	224	254	-	894	805	-
Stage 2	-	-	-	-	-	-	758	796	-	195	252	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1486	-	-	1164	-	-	-	~ 74	688	-	~ 75	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 74	-	-	~ 75	-
Stage 1	-	-	-	-	-	-	108	~ 123	-	433	801	-
Stage 2	-	-	-	-	-	-	520	792	-	-	~ 122	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.5	0.4	-	-
HCM LOS	-	-	-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1486	-	-	1164	-	-	-
HCM Lane V/C Ratio	-	0.308	-	-	0.005	-	-	-
HCM Control Delay (s)	-	8.5	0	-	8.1	0	-	-
HCM Lane LOS	-	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	-	1.3	-	-	0	-	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	55	170	5	445	100	140	95	1	20	250	400
Future Volume (vph)	135	55	170	5	445	100	140	95	1	20	250	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1835	1599	0	1849	0	0	1843	0	0	1738	0
Flt Permitted		0.966						0.971			0.999	
Satd. Flow (perm)	0	1835	1599	0	1849	0	0	1843	0	0	1738	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		442			571			529			325	
Travel Time (s)		10.0			13.0			12.0			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.91	0.91	0.91	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	183	0	626	0	0	259	0	0	807	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	105.1% ICU Level of Service G
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	269.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	135	55	170	5	445	100	140	95	1	20	250	400
Future Vol, veh/h	135	55	170	5	445	100	140	95	1	20	250	400
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	88	88	88	91	91	91	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1	0	0	0	0	1	0
Mvmt Flow	145	59	183	6	506	114	154	104	1	24	301	482
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	619	0	0	59	0	0	1314	980	59	976	923	563
Stage 1	-	-	-	-	-	-	349	349	-	574	574	-
Stage 2	-	-	-	-	-	-	965	631	-	402	349	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	971	-	-	1558	-	-	~ 136	252	1012	232	~ 271	530
Stage 1	-	-	-	-	-	-	671	637	-	507	505	-
Stage 2	-	-	-	-	-	-	309	477	-	629	635	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	971	-	-	1558	-	-	-	206	1012	122	~ 222	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	206	-	122	~ 222	-
Stage 1	-	-	-	-	-	-	552	524	-	417	502	-
Stage 2	-	-	-	-	-	-	~ 11	474	-	414	523	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.5			0.1						\$ 691.4		
HCM LOS										F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	971	-	-	1558	-	-	328				
HCM Lane V/C Ratio	-	0.149	-	-	0.004	-	-	2.461				
HCM Control Delay (s)	-	9.4	0	-	7.3	0	-	\$ 691.4				
HCM Lane LOS	-	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	-	0.5	-	-	0	-	-	64.6				
Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	425	280	330	5	70	30	70	130	5	20	140	115
Future Volume (vph)	425	280	330	5	70	30	70	130	5	20	140	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1769	0	0	1731	0	0	1828	0	0	1723	0
Flt Permitted		0.980			0.998			0.983			0.996	
Satd. Flow (perm)	0	1769	0	0	1731	0	0	1828	0	0	1723	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			571			529			402	
Travel Time (s)		8.9			13.0			12.0			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.78	0.78	0.78	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	20%	4%	6%	0%	2%	25%	5%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1113	0	0	115	0	0	263	0	0	316	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	101.6%
ICU Level of Service	G
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	266
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔				↔				↔	
Traffic Vol, veh/h	0	425	280	330	0	5	70	30	0	70	130	5	0	20	140	115
Future Vol, veh/h	0	425	280	330	0	5	70	30	0	70	130	5	0	20	140	115
Peak Hour Factor	0.92	0.93	0.93	0.93	0.92	0.91	0.91	0.91	0.92	0.78	0.78	0.78	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	1	0	1	2	20	4	6	2	0	2	25	2	5	4	3
Mvmt Flow	0	457	301	355	0	5	77	33	0	90	167	6	0	23	161	132
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	418.7	14.9	21.2	23.4
HCM LOS	F	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	41%	5%	7%
Vol Thru, %	63%	27%	67%	51%
Vol Right, %	2%	32%	29%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	1035	105	275
LT Vol	70	425	5	20
Through Vol	130	280	70	140
RT Vol	5	330	30	115
Lane Flow Rate	263	1113	115	316
Geometry Grp	1	1	1	1
Degree of Util (X)	0.512	1.882	0.239	0.587
Departure Headway (Hd)	9.088	6.089	9.044	8.71
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	399	601	399	417
Service Time	7.088	4.135	7.044	6.71
HCM Lane V/C Ratio	0.659	1.852	0.288	0.758
HCM Control Delay	21.2	418.7	14.9	23.4
HCM Lane LOS	C	F	B	C
HCM 95th-tile Q	2.8	70.6	0.9	3.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	135	55	170	5	445	100	140	95	1	20	250	400
Future Volume (vph)	135	55	170	5	445	100	140	95	1	20	250	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1738	0	0	1849	0	0	1843	0	0	1738	0
Flt Permitted		0.982						0.971			0.999	
Satd. Flow (perm)	0	1738	0	0	1849	0	0	1843	0	0	1738	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		442			571			529			325	
Travel Time (s)		10.0			13.0			12.0			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.91	0.91	0.91	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	387	0	0	626	0	0	259	0	0	807	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	115.5%
ICU Level of Service	H
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	253.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔				↔				↔	
Traffic Vol, veh/h	0	135	55	170	0	5	445	100	0	140	95	1	0	20	250	400
Future Vol, veh/h	0	135	55	170	0	5	445	100	0	140	95	1	0	20	250	400
Peak Hour Factor	0.92	0.93	0.93	0.93	0.92	0.88	0.88	0.88	0.92	0.91	0.91	0.91	0.92	0.83	0.83	0.83
Heavy Vehicles, %	2	0	0	1	2	0	0	1	2	0	0	0	2	0	1	0
Mvmt Flow	0	145	59	183	0	6	506	114	0	154	104	1	0	24	301	482
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	71.3	253.5	41.5	410.1
HCM LOS	F	F	E	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	38%	1%	3%
Vol Thru, %	40%	15%	81%	37%
Vol Right, %	0%	47%	18%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	360	550	670
LT Vol	140	135	5	20
Through Vol	95	55	445	250
RT Vol	1	170	100	400
Lane Flow Rate	259	387	625	807
Geometry Grp	1	1	1	1
Degree of Util (X)	0.683	0.921	1.467	1.84
Departure Headway (Hd)	13.597	12.355	10.752	9.441
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	270	298	344	396
Service Time	11.597	10.355	8.752	7.441
HCM Lane V/C Ratio	0.959	1.299	1.817	2.038
HCM Control Delay	41.5	71.3	253.5	410.1
HCM Lane LOS	E	F	F	F
HCM 95th-tile Q	4.5	8.7	26.5	45.8