

## MEMORANDUM

**TO:** Mark Seck, CFA  
Wood Partners, LLC  
91 Hartnell Avenue  
Lexington, Massachusetts, 02421

**DATE:** September 18, 2019

**FROM:** Samuel W. Gregorio, PE, PTOE, RSP<sub>1</sub>  
Senior Design Engineer

**PROJECT NO.:** T0923

**RE:** Alta at River's Edge – 490 Boston Post Road – Wayland, MA  
Traffic Impact Assessment

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### INTRODUCTION

TEC, Inc. (TEC) has been retained by Wood Partners, LLC (the “Applicant”) to prepare a Traffic Impact Assessment (TIA) associated with a proposed Alta at River’s Edge development (the “Project”) to be located at 490 Boston Post Road (US Route 20) in Wayland, Massachusetts. The site was formerly used by the Town of Wayland as a septic treatment facility and is currently utilized by the Town of Wayland for bus parking. The Town recently issued a warrant article allowing for the development of up to 220 residential apartment units, of which a minimum of 25 percent will be age-restricted units and 25 percent will be affordable housing units.

The Project proposes to construct 218 residential apartment units within the 8.24-acre parcel; including 65 age-restricted units. The property will feature residential amenities, such as a fitness center, resident lounge, business center/work stations, and two interior courtyards featuring a pool, outdoor fireplace, and dining areas. The additional amenities will be resident-centric and therefore will not add additional traffic to the facility. Access and egress for the site will be provided via a modified driveway to the existing access roadway which currently serves the DPW Transfer Station along Boston Post Road, which is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT).

TEC has evaluated the traffic operations for the site driveways and study area intersections under existing and future conditions. The future year planning horizon examines traffic operations under existing conditions (2019), as well as a 7-year design horizon (2026) for traffic-volume projections, which includes an evaluation of the no-build conditions (without the proposed project) and build conditions (with site traffic added). These conditions are compared to determine what, if any, additional off-site mitigation is necessary to provide reasonable traffic operations in the area after the project is complete.

As the Project’s driveway directly accesses State Highway Layout (SHLO) along Boston Post Road and requires a change-in-use, the project is subject to a Permit to Access State Highway from the MassDOT – District 3 office.

## EXISTING CONDITIONS

The study area was selected to contain the major roadways and intersections providing local access to the project site. The following intersections were included in the study area:

1. Boston Post Road (US Route 20) / Site Driveway
2. Boston Post Road (US Route 20) / Pelham Island Road
3. Boston Post Road (US Route 20) / Cochituate Road (Route 27/126)
4. Cochituate Road (Route 27/126) / Millbrook Road / Pelham Island Road

The study area intersections are shown graphically in Figure 1.

### Geometry

A comprehensive field inventory of existing traffic conditions at the study area intersections was conducted by TEC staff in August 2019 to obtain information related to intersection geometry and lane usage. The field investigation consisted of an inventory of existing roadway geometrics, operating characteristics, and safety characteristics. A description of the existing roadway and intersection inventory is provided below.

### **Roadways**

#### *Boston Post Road (US Route 20)*

Boston Post Road, signed as US Route 20, is a two-lane, east-west principal arterial roadway under the jurisdiction of MassDOT. Boston Post Road provides regional connection between Marlborough to the west and Waltham to the east, generally paralleling Interstate 90 (Massachusetts Turnpike) by approximately 3-miles. Boston Post Road is generally 30-foot wide in the vicinity of the project area with one travel lane in each direction and directional flow separated by a marked centerline. The posted speed limit along Boston Post Road varies between 35-45 miles per hour (mph). Immediately adjacent to the DPW Transfer Station Access Roadway, the posted speed is 45 mph. Through most of the corridor, no formal pedestrian or bicycle accommodations are present. Land uses along the roadway include retail, commercial, and residential uses.

### **Intersections**

#### *Boston Post Road (Route 20) / Site Driveway*

The DPW Transfer Station Access Roadway, herein referred to as the "Site Driveway", intersects Boston Post Road to form a three-legged unsignalized intersection. The Site Driveway consists of a single general-purpose travel lane which combines traffic from the DPW Transfer Station and the school bus parking lot. The Site Driveway southbound approach is under an assumed stop-control; however, no stop-sign or stop-line is present at the intersection. Stop-signs and stop-lines are present at the internal intersection approximately 50-feet to the north for both the DPW Transfer Station Access Roadway and the school bus parking approaches. Both the Boston Post Road eastbound and westbound approaches are free-flowing and are separated by a marked centerline. There are no sidewalk or crosswalks provided at the intersection.





1" = 1000'



Study Area Intersections:

1. Boston Post Road (Route 20) / Site Driveway
2. Boston Post Road (Route 20) / (Pelham Island Road)
3. Boston Post Road (Route 20) / Cochituate Road (Route 27/126)
4. Cochituate Road (Route 27/126) / Millbrook Road / Pelham Island

Figure 1

Project Location Map &  
Study Area Intersections



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*Boston Post Road (US Route 20) / Pelham Island Road*

Pelham Island Road intersects with Boston Post Road to create a four-legged, unsignalized, skewed intersection. Both the Pelham Island Road northbound and southbound approaches consist of single general-purpose travel lanes under STOP-control and are slightly offset to create two separate T-intersections. Pelham Island Road, north of the intersection, operates with one-way flow southbound. Directional flow along Pelham Island Road northbound is unmarked. The Boston Post Road eastbound approach consists of a single general-purpose travel lane while the westbound approach consists of two general-purpose travel lanes which merge at the intersection to result in a single lane. The Boston Post Road eastbound and westbound approaches are free-flowing with directional flow separated by a marked centerline. Sidewalks are provided along the northerly and southerly edges of Boston Post Road west of the intersection, along the southerly side of Boston Post Road east of the intersection, and the westerly side of Pelham Island Road. There are no crosswalks provided at this intersection.

*Boston Post Road (US Route 20) / Cochituate Road (Route 27/126)*

Cochituate Road, signed as State Route 27 and 126, intersects Boston Post Road to form a four-way, fully-actuated signalized intersection. The Cochituate Road northbound and southbound approaches both consist of an exclusive left-turn lane as well as a shared through/right-turn lane. The Boston Post Road eastbound and westbound approaches both consist of an exclusive left-turn lane, a through-only lane, and a shared through/right-turn lane. Directional flow along each intersection approach is separated by a marked centerline. Sidewalks are provided on both sides of Cochituate Road north of the intersection but only continue on the west side of Cochituate Road south of the intersection. Sidewalks are also provided along the southerly side of Boston Post Road through the intersection. Crosswalks are striped across all four intersection approaches.

*Cochituate Road (Route 27/126) / Millbrook Road / Pelham Island Road*

Cochituate Road intersects Millbrook Road and Pelham Island Road to form a four-legged, unsignalized intersection. The Pelham Island Road westbound approach consists of single general-purpose travel lanes under STOP-control with directional flow separated by a marked centerline. Pelham Island Road, west of the intersection, operates with one-way flow westbound. The Cochituate Road southbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. The Cochituate Road northbound approach consists of a single general-purpose travel lane. Both the Cochituate Road northbound and southbound approaches are free-flowing with directional flow separated by a marked centerline. Sidewalks are provided along both sides of Cochituate Road and along the north side of Pelham Island Road. There are crosswalks along the north, east, and west sides of the intersection.

**Existing Bicycle Accommodations**

Designated bicycle accommodations are not provided along the study area roadways in the vicinity of the project. Bicycle detection markings are present at the signalized intersection of Boston Post Road / Cochituate Road.

## Public Transportation

The proposed Alta at River's Edge project site is not located in close proximity to existing public transportation services. The MetroWest Regional Transit Authority (MWRTA) runs bus routes into the Town of Wayland; however, the bus routes only travel as far north of Cochituate Center.

## Existing Traffic Volumes

In order to establish existing traffic-volume conditions at the study area intersections, manual Turning Movement Counts (TMCs) were conducted at the study area intersections during the weekday morning (7:00 AM – 9:00 AM) and weekday evening (4:00 PM – 6:00 PM) peak periods on Wednesday, August 28, 2019 while area schools were in regular session. Note that the date represents the first day of school for Wayland Public Schools. TEC recognizes that the traffic count date occurs before Labor Day weekend; however, the presence of Wayland Public Schools in session and the nature of US Route 20 as a major commuter arterial suggests that traffic volumes as counted are not expected to be marginally different from counts conducted in September post-Labor Day. A detailed summary of the turning movement counts, partitioned into 15-minute intervals, is provided within Attachment A.

In addition, Automatic Traffic Recorder (ATR) counts were conducted along Boston Post Road, east of the site driveway, from Wednesday, August 28, 2019 through Thursday, August 29, 2019 concurrently with the TMCs to gather daily traffic-volume data, vehicle speeds, and vehicle classifications during a continuous 48-hour time period. A summary of the Weekday ATR traffic data is presented in Table 1. A detailed summary of the ATR data, partitioned into one-hour intervals, is provided within Attachment B.

**Table 1 – Existing Weekday Traffic Volume Summary**

Location	Weekday Traffic Volume <sup>(a)</sup>	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Traffic Volume <sup>(b)</sup>	K Factor <sup>(c)</sup>	Directional Distribution <sup>(d)</sup>	Traffic Volume	K Factor	Directional Distribution
Boston Post Road, east of Site Driveway	18,295	1,259	6.9	60.6% EB	1,426	7.8	56.8% WB

<sup>a</sup> Daily traffic expressed in vehicles per day

<sup>b</sup> Hourly traffic expressed in vehicles per hour

<sup>c</sup> Percent of daily traffic volumes which occurs during the peak hour

<sup>d</sup> Percent of peak-hour volume in the predominant direction of travel

Boston Post Road carries approximately 18,300 vehicles per day (vpd) on an average weekday. Directional distribution along the roadway is more prominent in the commuter direction to/from Interstate 95 / Route 128 to the east. Speed data indicates that the average speed and 85<sup>th</sup> percentile speed along Boston Post Road is 45 miles per hour (mph) and 49 mph in the eastbound direction, respectively, and 43 mph and 48 mph in the westbound direction, respectively. During the nighttime hours when free-flow conditions are experienced, the 85<sup>th</sup> percentile speed was in the 50-55 mph range.

### **Seasonal Adjustment**

In accordance with MassDOT standards, traffic volumes are typically adjusted to average-month conditions. Within the vicinity of project, there is currently no MassDOT permanent count station with month-to-month continuous data available to provide a precise overview of month-to-month fluctuations in traffic volumes. To account for seasonal adjustment, TEC utilized MassDOT's weekday seasonal and axle correction factors as published in 2017 (most recent publication). The factors provide a month-to-month overview of traffic volumes statewide by roadway functional classification and land (urban vs. rural) type. For principal arterials within an urban setting, traffic volumes in the month of August are 7.5 percent higher (factor of 0.93 of average month) than average-month conditions. Therefore, the August 2019 traffic volumes were unadjusted to reflect a conservative condition. The compiled seasonal adjustment data is provided in Attachment C. The resulting 2019 Existing weekday morning and weekday evening, peak-hour traffic-volume networks are illustrated in Figure 2.

### **Safety Analysis**

#### **Crash History Analysis**

Crash data for the study area intersections was compiled and analyzed for the most recent consecutive three-year period (2015-2017) on file from MassDOT and the Massachusetts Registry of Motor Vehicles (RMV). The motor vehicle crash data was reviewed to determine if any crash trends exist within the study area. A summary of the vehicle crash data and intersection crash rates are provided in Table 2.

#### **Crash Rate Worksheets**

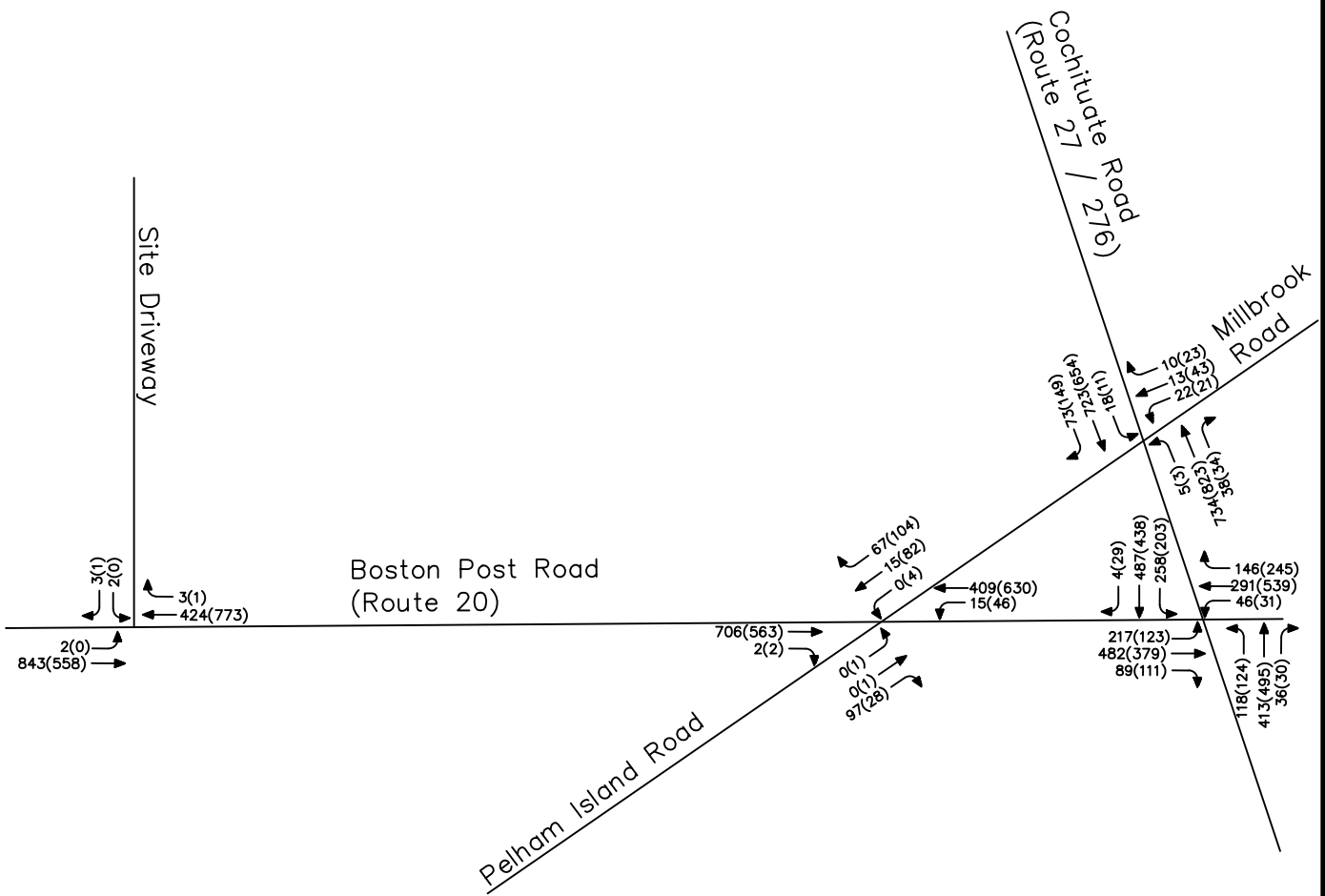
In addition to examining the number of collisions at the study area intersections, a crash rate was calculated to compare occurrence of collisions to the volume of traffic passing through the intersection. The crash rate per million entering vehicles (MEV) was calculated using the weekday evening peak hour volumes from the TMCs and a default K-factor obtained from MassDOT. The crash rates at each of the study area intersections were compared to the statewide and district-wide averages published by MassDOT in June 2018 to determine the significance of the crash occurrence. The statewide average for unsignalized intersections is 0.57, and the District 3 average for unsignalized intersections is 0.61. The statewide average for signalized intersections is 0.78, and the District 3 average for signalized intersections is 0.89. A compilation of the MEV rate calculation worksheets and detailed crash data are provided in Attachment D.

#### **Collision Data Summary**

The intersection of Boston Post Road / Cochituate Road experienced fourteen (14) crashes per year over the three-year study period. The crash rate for this intersection is significantly higher than the statewide and District 3 averages for signalized intersections. An overwhelming majority (30 of 42) of the crashes were rear-ends which is most-likely the result of the peak-hour congestion experienced at the intersection. This factor is further established by half (21 of 42) of the reported crashes occurring during the morning and evening commuter peak periods. Only six (6) of the reported crashes resulted in non-fatal injuries.



Not to Scale



XXX(XXX) = Weekday Morning(Weekday Evening)

Figure 2

2019 Existing Conditions Weekday Morning, Weekday Evening Peak Hour Traffic Volumes



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**Table 2 –Intersection Crash History Summary**

Parameter		Route 20 at Pelham Island Road	Route 20 at Cochituate Road	Cochituate Road at Millbrook Road at Pelham Island Road
Crash Year	2015	1	18	8
	2016	1	14	7
	2017	<u>5</u>	<u>10</u>	<u>8</u>
	<b>TOTAL</b>	<b>7</b>	<b>42</b>	<b>23</b>
<b>Average Annual Rate per MEV</b>		<b>2.33</b>	<b>14.00</b>	<b>7.67</b>
		<b>0.34</b>	<b>1.09</b>	<b>0.93</b>
Manner of Collision	Angle	0	6	13
	Rear-end	3	30	4
	Sideswipe	4	2	4
	Single Vehicle	0	3	2
	Head-On	0	0	0
	Ped / Bike	0	0	0
	Not Reported	<u>0</u>	<u>1</u>	<u>0</u>
	<b>TOTAL</b>	<b>7</b>	<b>42</b>	<b>23</b>
Road Surface Conditions	Dry	6	32	19
	Wet	1	7	4
	Snow / Ice	0	2	0
	Other / Unknown	<u>0</u>	<u>1</u>	<u>0</u>
		<b>TOTAL</b>	<b>7</b>	<b>42</b>
Injury Status (Crash Severity)	Prop Damage	6	35	20
	Non-Fatal Injury	1	6	3
	Fatal Injury	0	0	0
	Not Reported	<u>0</u>	<u>1</u>	<u>0</u>
	<b>TOTAL</b>	<b>7</b>	<b>42</b>	<b>23</b>
Day of Week	Monday-Friday	7	32	19
	Saturday-Sunday	<u>0</u>	<u>10</u>	<u>4</u>
		<b>TOTAL</b>	<b>7</b>	<b>42</b>
Time of Day	6:00AM-9:00AM	3	7	2
	9:00AM-3:00PM	0	15	11
	3:00PM-6:00PM	4	14	8
	6:00PM-6:00AM	<u>0</u>	<u>6</u>	<u>2</u>
	<b>TOTAL</b>	<b>7</b>	<b>42</b>	<b>23</b>

The intersection of Cochituate Road / Pelham Island Road / Millbrook Road experienced more than seven (7) crashes per year over the three-year study period. The crash rate for this intersection is significantly higher than the statewide and District 3 averages for unsignalized intersections. Due to the intersection's proximity to the signalized intersection of Boston Post Road / Cochituate Road, it is likely that many of the crashes that occurred at this location are generally related to the downstream traffic signal. Thirteen (13) of the crashes at this location were angled crashes which may be the result of vehicles attempting turning movements at the intersection and being blocked by queued traffic from the traffic signal or being conflict by vehicles at free-flow exiting the traffic signal. Approximately half (11 of 23) of the crashes at this location



occurred during the mid-day hours which may suggest that higher speeds than that of the peak hour congestion may be contributing to crashes. Similar to the signalized intersection, a low number (3 of 23) of the crashes resulted in non-fatal injuries.

The intersections of Boston Post Road / Site Driveway and Boston Post Road / Pelham Island Road experienced less than 3 crashes per year which indicated no apparent crash trends.

### **Sight Distance Measurements**

TEC measured the available sight distances at the site driveway / DPW Transfer Station Access Road along Boston Post Road. The available sight lines were compared to minimum requirements established by the American Association of State Highway and Transportation Officials (AASHTO).

Sight distance represents the length of roadway that is visible to a driver traveling within the roadway. Two types of sight distance are typically evaluated for driveways and intersections: stopping sight distance (SSD) and intersection sight distance (ISD). SSD is the minimum distance required for a driver traveling along a roadway to perceive an object in the roadway and stop safely in advance of the object when traveling on a wet pavement surface. SSD is measured from an eye height of 3.5-feet to an object height of 2-feet above the ground, which is equivalent to a driver viewing the taillight of a vehicle ahead. SSD is measured along the centerline of the travel lane approaching the driveway or intersection.

ISD represents the length of the roadway visible to a driver waiting to exit a driveway or minor street. Minimum ISD requirements are based on the distance required for a driver to exit a minor street onto a major street without requiring an approaching vehicle to reduce its speed from the design speed to less than 70 percent of the design speed. ISD is measured from an eye height of 3.5-feet to an object height of 3.5-feet and is measured from a distance 14.5-feet beyond the edge of the travel-way of the major roadway to represent a driver waiting to exit a driveway or minor roadway.

SSD is typically considered the critical sight distance, as it represents the minimum distance required for safe stopping, while ISD represents an acceptable speed reduction for approaching vehicles. The ISD, however, must be at least equal to the minimum required SSD in order to prevent a driver from entering the roadway when an approaching vehicle is too close to safely stop. The guidance provided by AASHTO states:

*“If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.”*

Tables 3 and 4 provide a summary of the available SSD and ISD at the intersection, respectively.

**Table 3 – Existing Stopping Sight Distance Measurements**

Approach / Direction	Operating Speed <sup>a</sup>	AASHTO Recommended Minimum	Measured Stopping Sight Distance
Site Driveway at Boston Post Road: <i>Boston Post Road eastbound</i>	49 MPH	440 FT	>800 FT
<i>Boston Post Road westbound</i>	48 MPH	375 FT	>800 FT

<sup>a</sup> Operating speeds calculated as 85<sup>th</sup> percentile speed from ATR counts in August 2019

<sup>b</sup> Assumes 4% grade along Boston Post Road

**Table 4 – Existing Intersection Sight Distance Measurements**

Approach / Direction	Operating Speed <sup>a</sup>	AASHTO Recommended Minimum	Measured Intersection Sight Distance
Site Driveway at Boston Post Road: <i>East of Driveway</i>	48 MPH	375 FT	>800 FT
<i>West of Driveway</i>	49 MPH	440 FT	>800 FT

<sup>a</sup> Operating speeds calculated as 85<sup>th</sup> percentile speed from ATR counts in August 2019

As shown in Tables 3 and 4, the ISD and SSD at the intersection of Boston Post Road / Site Driveway are in excess of AASHTO minimum recommendations based on the measured speed along the Boston Post Road. Note that vegetation along the northerly side of Boston Post Road, east of the site driveway, may be more prevalent in the future with standard growth. As vegetation moves closer to the roadway edge, the sight line to the east may be obstructed to distances shorter than AASHTO minimums. As this is MassDOT right-of-way, it is recommended that the Applicant collaborate with the Town and MassDOT to maintain the vegetation to maximize the sight lines and maintain a minimum ISD post-occupancy. In addition, the Applicant should minimize new vegetation within the site along the Boston Post Road right-of-way, west of the site driveway, to maintain sight lines to the west. All site related signage should be kept out of the minimum sight triangle in this direction.

## **FUTURE CONDITIONS**

Traffic volumes in the study area were projected to the year 2026, which reflects a 7-year planning horizon in accordance with MassDOT standards for TIA. The traffic conditions for the year 2026, under No-Build conditions, were developed to document the operating conditions independent of the proposed project, including all existing traffic, new traffic resulting from background growth, and traffic from specific developments in the vicinity of the site. Anticipated site-generated traffic volumes for the proposed school were superimposed upon the No-Build traffic networks to reflect the Build conditions with the proposed project.

### **Background Traffic Growth**

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

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

To provide a conservative analysis framework, both procedures were considered.

### **General Background Growth**

Traffic-volume data compiled by MassDOT from temporary count stations and historic traffic counts in Concord<sup>1</sup>, Framingham<sup>2</sup>, and Newton<sup>3</sup> along principal arterial roadways within the vicinity of the project were reviewed in order to determine traffic growth trends. Based on the MassDOT traffic volume data, traffic volumes in the area have been increasing at a rate of 0.33 percent per year since 2016. Therefore, to provide a conservative analysis scenario, a 0.5 percent per year compounded annual background traffic growth rate was used to account for potential future traffic growth external to the study area and presently unforeseen development. Count station data have been included in Attachment E.

### **Specific Development by Others**

TEC coordinated with the Town of Wayland Planning Department to identify nearby private / public development projects in the vicinity of the study area that are either in the planning process or were recently approved but not yet occupied. Based on these discussions there are several private or public development projects in the vicinity; however, there were no developments that are expected to add new or change traffic volumes through the study area.

Many of the developments as identified by the Town include small sub-division development or developments that would contribute minimal traffic to the study area. It is assumed that this traffic would be incorporated into the background growth rate as previously noted. Other more prominent projects, such as the Carroll School development or the 150 Main Street project are distant from the study area where other route choice opportunities are present. Along Boston Post Road, the Town identified the Cascade Residential Development project at 130 Boston Post Road. As a residential development, the project would contribute a majority of traffic to/from the east and not generally effect the study area for the low number of units associated with the project.

### *Reoccupancy of Wayland Village*

The Town Planning Department indicated that 30,000 square feet (SF) of retail space is currently vacant in the Wayland Village retail plaza located at 305 Boston Post Road. Much of the square footage is vacant once Whole Foods relocated its supermarket. Although vacant, much of the plaza could be reoccupied by a similar land use with minimal Town permitting. To assess the impact of additional traffic from the site that would not be represented in the August 2019 traffic counts, TEC estimated site generated traffic for the 30,000 SF of vacant space based on standard trip rates published in the Institute of Transportation Engineers (ITE) publication *Trip Generation*,

<sup>1</sup> Massachusetts Count Station 4003 – Concord – Route 62 – at Acton T.L.

<sup>2</sup> Massachusetts Count Station 4924 – Framingham – Route 135 - East of Route 126

<sup>3</sup> Massachusetts Count Station 6726 – Newton – Route 16 – West of Interstate 95

*10<sup>th</sup> Edition* for Land Use Code (LUC) 820 – Shopping Center. The trips were distributed along the traffic network based on existing traffic patterns. The resulting Reoccupancy of Vacant Space weekday morning and weekday evening, peak-hour traffic-volume networks are illustrated in Figure 3.

### **No-Build Traffic Volumes**

The 2026 No-Build weekday morning and weekday evening peak-hour traffic-volume networks were developed by applying the 0.5 percent per year compounded annual background traffic growth rate to the 2019 Existing Conditions peak-hour traffic volumes over the 7-year design horizon and adding traffic generated by the reoccupancy of vacant space at the Wayland Village retail plaza. The resulting 2026 No-Build weekday morning and weekday evening peak-hour traffic-volume networks are illustrated in Figure 4.

### **Site Generated Traffic**

The Project proposes to construct 218 residential apartment units within the 8.24-acre parcel; including 65 age-restricted units. The property will feature residential amenities, such as a fitness center, resident lounge, business center/work stations, and two interior courtyards featuring a pool, outdoor fireplace, and dining areas. The additional amenities will be resident-centric and therefore will not add additional traffic to the facility. Access and egress for the site will be provided via a modified driveway to the existing access roadway which currently serves the DPW Transfer Station along Boston Post Road.

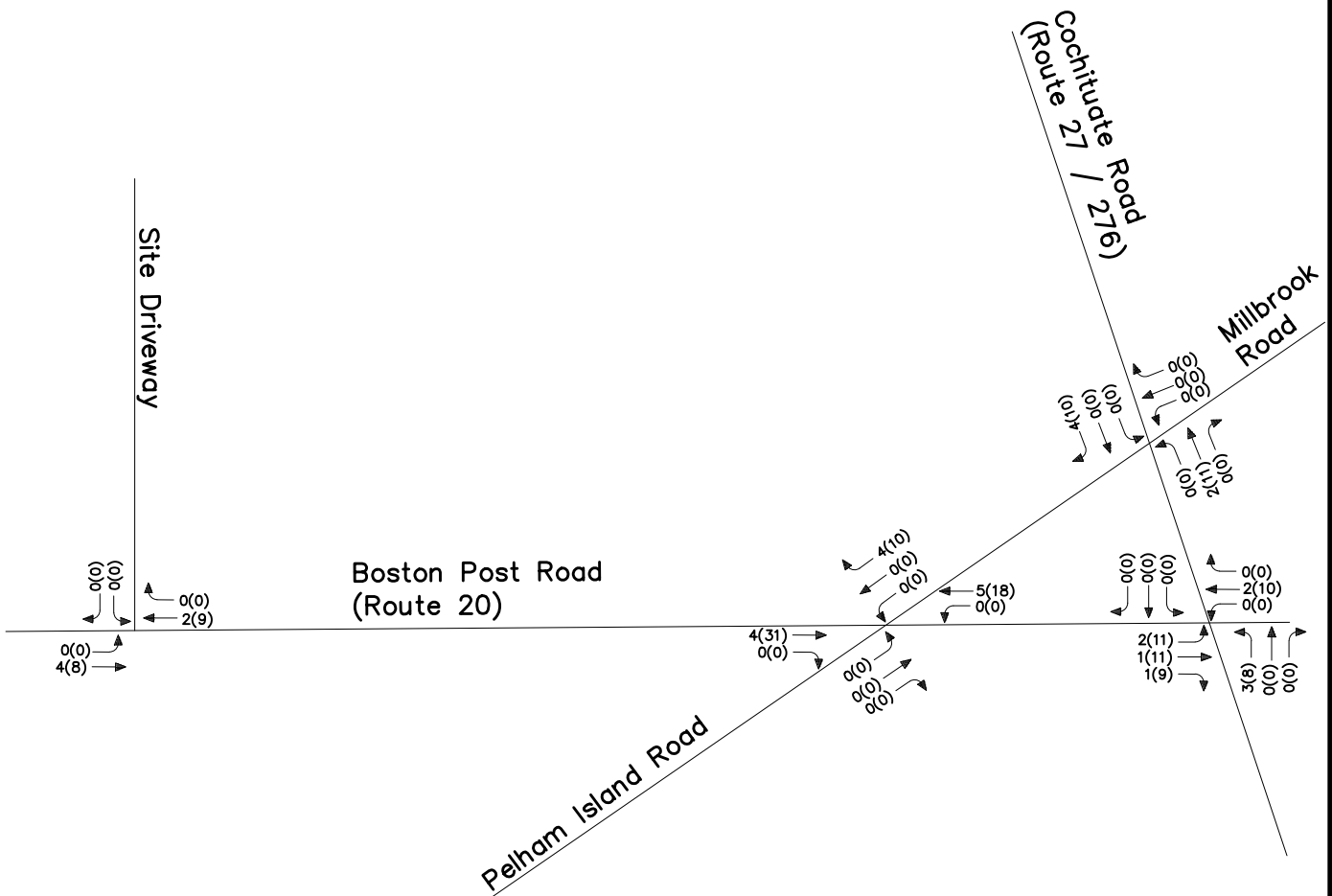
TEC estimated the site-generated traffic based on industry standard trip rates published in the ITE publication, *Trip Generation, 10<sup>th</sup> Edition and 10<sup>th</sup> Edition* for LUC 221 – Multifamily Housing (Mid-Rise) and LUC 252 – Senior Adult Housing Attached.

As shown in Table 5, the proposed Alta at River's Edge is anticipated to generate approximately 1072 new vehicle trips during the average weekday, with 70 new vehicle trips (20 entering and 50 exiting) during the weekday morning peak hour and 84 new vehicle trips (50 entering and 34 exiting) during the weekday evening peak hour. Trip generation worksheets are provided in Attachment F.





Not to Scale



XXX(XXX) = Weekday Morning(Weekday Evening)

Figure 3

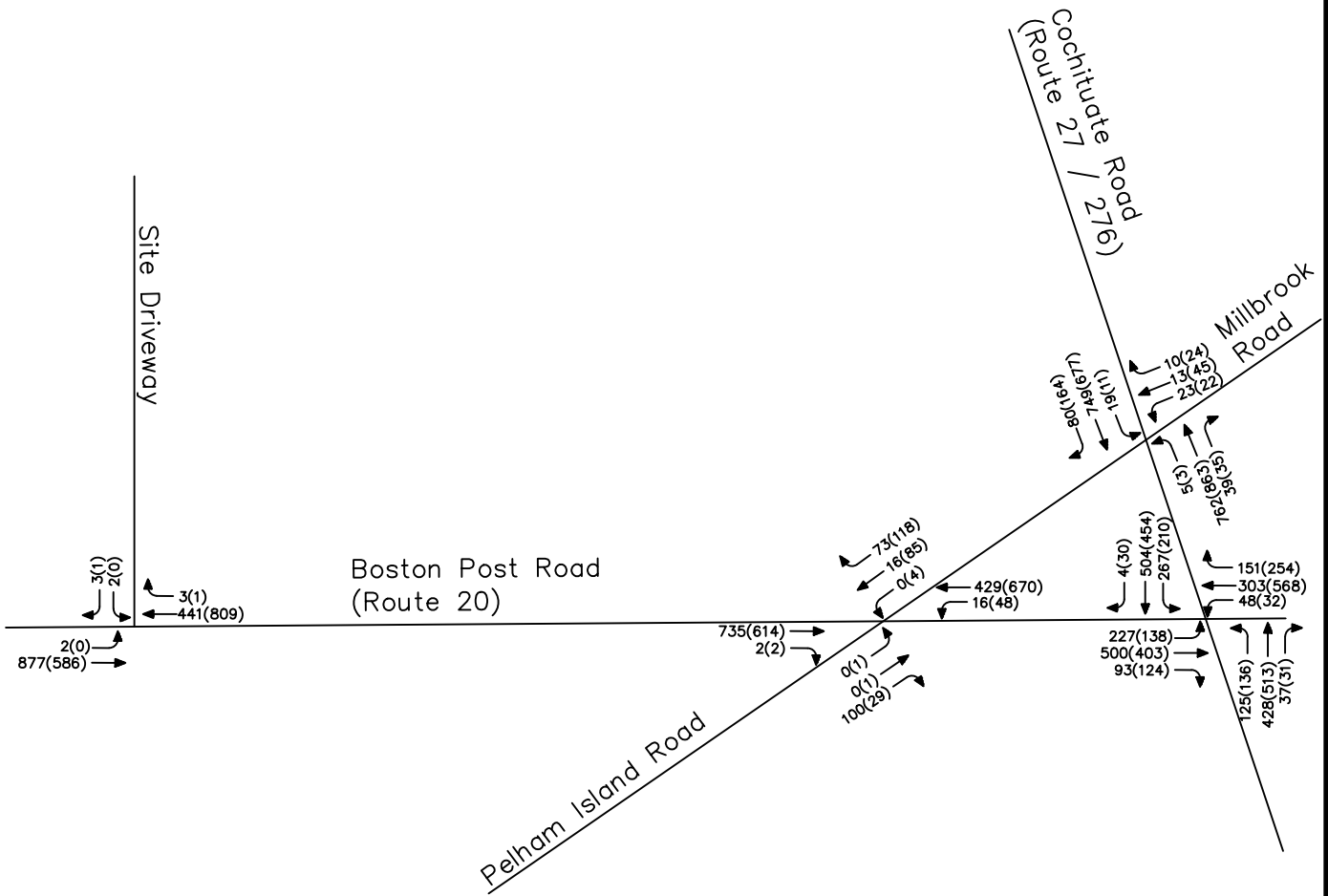
Re-occupancy of Wayland Village  
Weekday Morning, Weekday Evening  
Peak Hour Traffic Volumes



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Not to Scale



XXX(XXX) = Weekday Morning(Weekday Evening)

Figure 4

2026 No-Build Conditions Weekday Morning, Weekday Evening Peak Hour Traffic Volumes



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**Table 5 - Trip Generation Summary**

<b>Time Period / Direction</b>	<b>LUC 221 Multifamily Housing</b>	<b>LUC 252 Senior Adult Housing</b>	<b>Total New Trips</b>
<i>Weekday Daily</i>	832	240	<b>1072</b>
<i>Weekday Morning Peak Hour</i>			
Enter	15	5	<b>20</b>
Exit	<u>41</u>	<u>9</u>	<b><u>50</u></b>
Total	56	14	<b>70</b>
<i>Weekday Evening Peak Hour</i>			
Enter	41	9	<b>50</b>
Exit	<u>27</u>	<u>7</u>	<b><u>34</u></b>
Total	68	16	<b>87</b>

**Trip Distribution**

The distribution of both the age-restricted and multi-family residential site-generated traffic volumes was based on gravity models using 2009-2013 U.S. Census Bureau Journey-to-Work/Home data for the Town of Wayland. The residential distribution models the commutes of residents from Wayland to the top 24 workforce cities and towns, which represent approximately 90 percent of total Wayland residents. The top 90 percent of workforce communities generally allow for an approximation of overall distribution of traffic. Additional communities at this level each contribute less than 0.60% of the Wayland residents each which is deemed to not change the distribution of traffic calculations significantly.

The resulting primary trip distributions are shown in Table 6. The Net Site-Generated Trip Assignment traffic-volume network is graphically depicted in Figure 5 for the weekday morning and weekday evening peak hours. Trip distribution gravity model information is provided in Attachment G.

**Table 6 – Trip Distribution Summary**

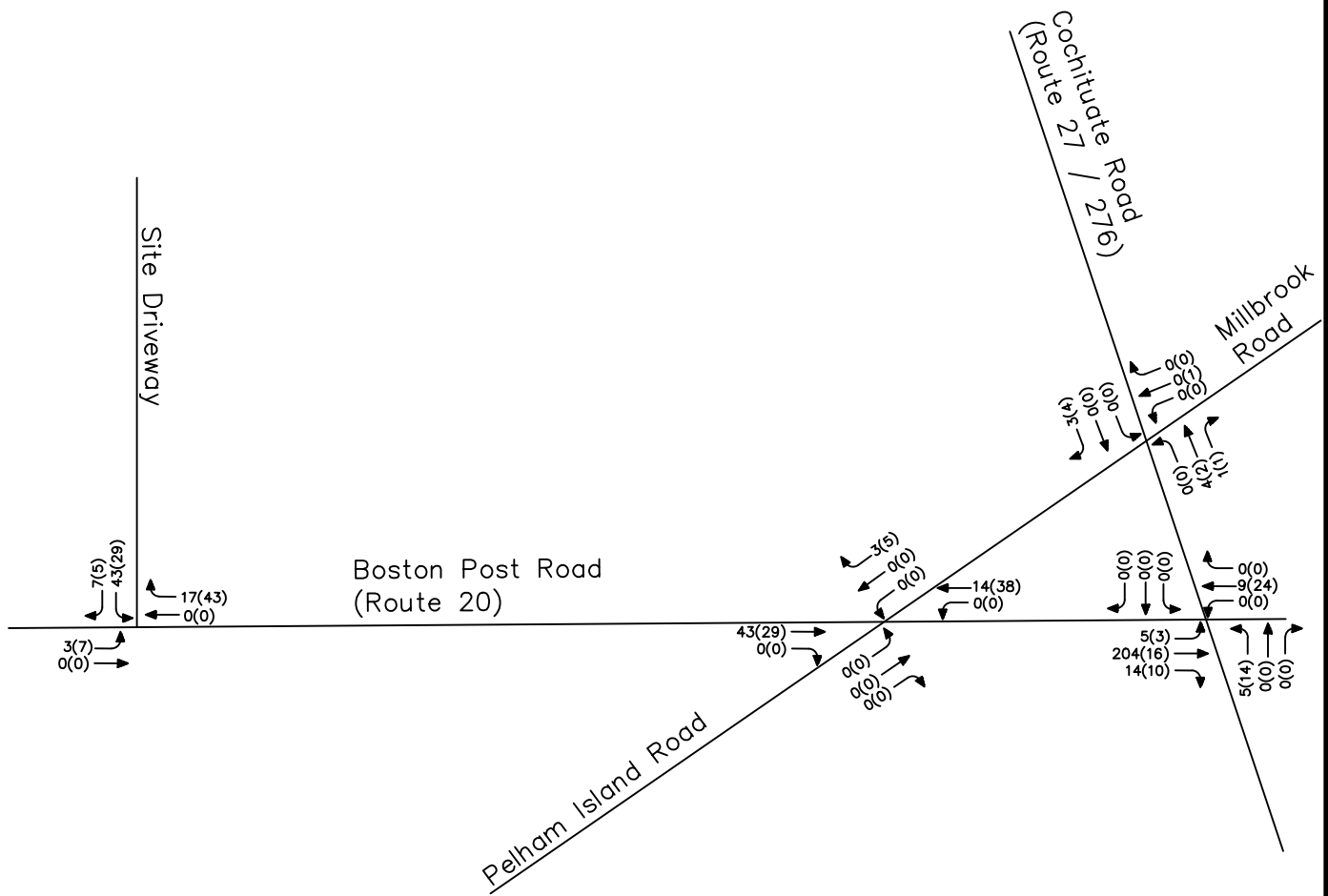
<b>Direction</b>	<b>All Time Periods</b>
Route 20 to/from East	48%
Route 20 to/from West	15%
Route 27/126 to/from South	28%
Route 27/126 to/from North	7%
<u>Millbrook Road to/from East</u>	<u>2%</u>
<b>Total</b>	<b>100%</b>

**2026 Build Traffic Volumes**

The 2026 Build Condition traffic-volume networks consist of the 2026 No-Build traffic-volumes with the addition of the site-generated traffic for the proposed Alta at River's Edge development. The resulting 2026 Build weekday morning, weekday dismissal, and weekday evening peak-hour traffic-volume networks are presented in Figure 6.



Not to Scale



XXX(XXX) = Weekday Morning(Weekday Evening)

Figure 5

Site Generated Weekday Morning,  
Weekday Evening  
Peak Hour Traffic Volumes

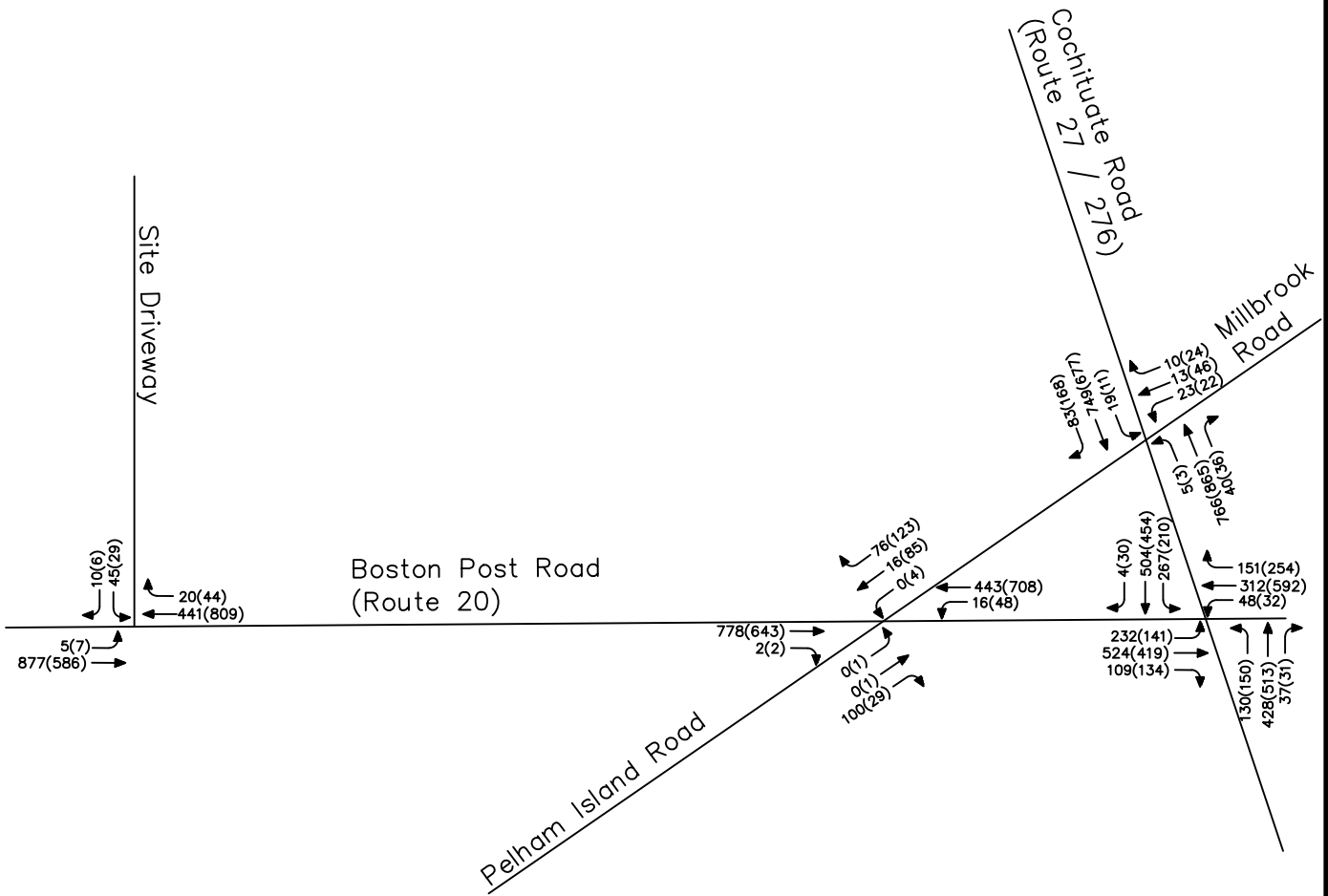


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Not to Scale



XXX(XXX) = Weekday Morning(Weekday Evening)

Figure 6

2026 Build Conditions Weekday Morning,  
Weekday Evening  
Peak Hour Traffic Volumes



TEC, Inc.  
146 Dascomb Road  
Andover, MA 01810

## **LEFT-TURN LANE WARRANTS**

A left-turn lane warrant analysis was conducted for the intersection of Boston Post Road / Site Driveway using hourly traffic volumes based on TMCs conducted in August 2019. The potential left-turn lane along Boston Post Road eastbound was analyzed under unsignalized intersection conditions.

The *MassHighway Project Development and Design Guide*<sup>4</sup> defines left-turn lane volume warrants at unsignalized and signalized intersections based on the Transportation Research Board's (TRB) publication, the *Highway Capacity Manual (HCM) 2010*<sup>5</sup>. The criteria are based on the operating speed of the roadway (45 mph posted), the opposing volume, and the percent of left-turning vehicles for the advancing vehicle volume. Based on the unsignalized operating conditions on Boston Post Road, the traffic volumes do not warrant the construction of a left-turn lane on the Boston Post Road eastbound approach. An excerpt from the *MassHighway Project Development and Design Guide* noting the criteria for the introduction of a left-turn lane by traffic volume is provided in Attachment H.

## **CAPACITY AND QUEUE ANALYSIS**

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

### **Methodology**

#### **Levels of Service**

A primary result of capacity analyses is the assignment of level-of-service to traffic facilities under various traffic-flow conditions.<sup>6</sup> The concept of level-of-service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

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<sup>4</sup> *MassHighway Project Development and Design Guide*, MassHighway (now Massachusetts Department of Transportation (MassDOT) – Highway Division); Boston, Massachusetts, 2006

<sup>5</sup> *Highway Capacity Manual 6<sup>th</sup> Edition*; Transportation Research Board; Washington, DC; 2016

<sup>6</sup> The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual 2010*; Transportation Research Board; Washington, DC; 2010

## Queue Length Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro 9.0™ intersection capacity analysis software which is also based upon the methodology and procedures presented in the *HCM 2010*. Synchro reports the 95<sup>th</sup> percentile queues for unsignalized intersections and both the 50<sup>th</sup> (average) and 95<sup>th</sup> percentile vehicle queues for signalized intersections, which are based on the number of vehicles that experience a delay of six (6) seconds or more at an intersection and is a function of the traffic signal timing; vehicle arrival patterns during the analysis period; and the saturation flow rate. The 50<sup>th</sup> percentile or average vehicle queue is the average number of vehicles that are projected to be delayed by six seconds or more at the intersection under study during the analysis period. The 95<sup>th</sup> percentile vehicle queue is the vehicle queue length that will be exceeded only five (5) percent of the time; or approximately three (3) minutes out of 60 minutes during the peak one hour of the day. During the remaining 57 minutes, the vehicle queue length will be less than the 95<sup>th</sup> percentile queue length.

## PARAMETERS FOR TRAFFIC IMPACT ANALYSIS

### Unsignalized Intersections

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

**Table 7 – Level-of-Service Criteria for Unsignalized Intersections <sup>(a)</sup>**

Level of Service ( $v/c \leq 1.0$ )	Level of Service ( $v/c > 1.0$ )	Average Control Delay (seconds per vehicle)	Description
A	F	≤10.0	LOS A represents a condition with little or no control delay to minor street traffic.
B	F	10.1 to 15.0	LOS B represents a condition with short control delays to minor street traffic.
C	F	15.1 to 25.0	LOS C represents a condition with average control delays to minor street traffic.
D	F	25.1 to 35.0	LOS D represents a condition with long control delays to minor street traffic.
E	F	35.1 to 50.0	LOS E represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
F	F	>50.0	LOS F represents a condition where minor street demand volume exceeds capacity of an approach lane, with excessive control delays resulting.

<sup>a</sup> Source: *Highway Capacity Manual 2010*; Transportation Research Board; Washington D.C.; 2010; page 17-2

## **Signalized Intersections**

LOS for signalized intersections is calculated using the operational analysis methodology of the *HCM 2010*. This method assesses the effects of signal type, timing, phasing, progression; vehicle mix; and geometrics on delay. LOS designations are based on the criterion of control or signal delay per vehicle. Control or signal delay can be related to driver discomfort, frustration, and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay and final acceleration delay.

Table 8 summarizes the relationship between LOS and control delay. The tabulated control delay criterion may be applied in assigning LOS designations to individual lane groups, to individual intersection approaches, or to entire intersections.

**Table 8 – Level-of-Service Criteria for Signalized Intersections<sup>(a)</sup>**

<b>Level of Service (v/c ≤ 1.0)</b>	<b>Level of Service (v/c &gt; 1.0)</b>	<b>Average Control Delay (seconds per vehicle)</b>	<b>Description</b>
A	F	≤10.0	LOS A describes operations with very low control delay; most vehicles do not stop at all.
B	F	10.1 to 20.0	LOS B describes operations with relatively low control delay. However, more vehicles stop than LOS A.
C	F	20.1 to 35.0	LOS C describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	F	35.1 to 55.0	LOS D describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable, whereby motorists are not able to get through the signal on one cycle.
E	F	55.1 to 80.0	LOS E describes operations with high control delay values. Individual cycle failures are frequent occurrences.
F	F	>80.0	LOS F describes operations with high control delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

<sup>a</sup> Source: *Highway Capacity Manual 2010*; Transportation Research Board; Washington D.C.; 2010

## **Intersection Capacity and Queue Analysis Results**

Level-of-service and queue analyses were conducted for 2019 Existing Conditions, 2026 No-Build Conditions, 2026 Build Conditions, and 2026 Build with Mitigation conditions for the intersections within the study area. The results of the intersection capacity and queue analysis are summarized in Table 9. The detailed intersection capacity and queue analysis worksheets are provided in Attachment I.

### **Boston Post Road / Site Driveway**

The Site Driveway approach (DPW Transfer Station Access Roadway) is anticipated to operate at LOS E during the 2026 Build conditions. Although the levels of service are elevated over No-Build conditions, the additional delay will be contained within the site along the DPW Transfer



Station Access Roadway. Mainline movements at this intersection are anticipated to operate at acceptable levels of service (LOS B or better). All approaches at the intersection will experience volume-to-capacity (V/C) ratios well below 1.00 which indicates that the intersection can accommodate the additional demand created by the site.

Although queues are not expected to extend more than one (1) vehicle along the DPW Transfer Station Access Roadway, the Applicant should collaborate with the Town to re-stripe the access roadway to provide separate left-turn and right-turn lanes to minimize the potential queue along the roadway between Boston Post Road and the driveway into the site.

### **Boston Post Road / Pelham Island Road**

Both the Pelham Island Road northbound and southbound approaches are anticipated to operate at elevated levels-of-service during the weekday evening peak hour under 2026 Build conditions. Although the delay on each approach does increase, the LOS is typical of unsignalized side-street approaches along arterials. This level of delay on the side-street approach is not expected to be experienced in a real-world scenario as the Synchro traffic analysis does not consider gaps created by the upstream signalized intersection with Cochituate Road. This signalized location will likely create significant gaps in mainline traffic that will allow for vehicles to egress the site in a timely manner. There is no feasible means to mitigate beyond conditions reported.

### **Boston Post Road / Cochituate Road**

All movements at the intersection of Boston Post Road / Cochituate Road are anticipated to operate at acceptable levels-of-service (LOS D or better) during the 2026 Build conditions. In addition, V/C ratios are anticipated to be well below 1.0 which indicates that the intersection can accommodate the additional demand created by the site. Understanding that queuing does occur at this location, the Applicant will work with MassDOT and the Town post-occupancy to evaluate modifications and optimizations to traffic signal timings at the intersection based on future traffic demands. TEC has provided a Build with Mitigation scenario which slightly modifies the traffic signal timings within the coordination stream along Cochituate Road.

### **Cochituate Road / Pelham Island Road / Millbrook Road**

Under both 2026 No-Build and Build conditions, the Millbrook Road westbound approach is anticipated to operate at an elevated level-of-service during both the weekday morning and weekday evening peak hours. The additional site generated trips from the project are not expected to increase the delay on the movement be more than 3 seconds per vehicle or increase queuing by more than one second per vehicle. All approaches at the intersection will experience V/C ratios well below 1.00 which indicates that the intersection can accommodate the additional demand created by the site. There is no feasible means to mitigate beyond conditions reported.

**Table 9 – Intersection Capacity and Queue Analysis Summary**

Intersection / Lane Group	2019 Existing				2026 No-Build				2026 Build				2026 Build Mitigation							
	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup>	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue				
<b>Boston Post Road / Site Driveway</b>																				
<i>Weekday Morning</i>																				
Boston Post Road EB	0.01	10.1	B	<25	0.01	10.2	B	<25	0.01	8.5	A	<25	No Mitigation Proposed							
Site Driveway SB	0.06	23.0	C	<25	0.06	24.3	C	<25	0.38	40.1	E	40								
<i>Weekday Evening</i>																				
Boston Post Road EB	0.01	0.0	A	<25	0.01	0.0	A	<25	0.01	10.3	B	<25								
Site Driveway SB	0.01	16.0	C	<25	0.01	16.7	C	<25	0.32	48.9	E	33								
<b>Boston Post Road / Pelham Island Road</b>																				
<i>Weekday Morning</i>																				
Boston Post Road WB	0.02	9.5	A	<25	0.02	9.7	A	<25	0.03	9.9	A	<25	No Mitigation Proposed							
Pelham Island Road NB	0.31	18.8	C	33	0.33	19.9	C	35	0.35	21.5	C	40								
Pelham Island Road SB	0.30	18.2	C	30	0.34	19.7	C	38	0.37	20.9	C	40								
<i>Weekday Evening</i>																				
Boston Post Road WB	0.05	8.9	A	<25	0.06	9.1	A	<25	0.06	9.2	A	<25								
Pelham Island Road NB	0.16	18.4	C	<25	0.22	24.1	C	<25	0.32	36.1	E	33								
Pelham Island Road SB	1.00	109.7	F	228	1.21	180.2	F	305	1.34	231.5	F	350								
<b>Boston Post Road / Cochituate Road</b>																				
<i>Weekday Morning</i>																				
Boston Post Road EBL	0.76	37.2	D	78/150	0.80	41.5	D	82/167	0.83	44.7	D	85/179	0.88	54.3	D	89/198				
Boston Post Road EBT/R	0.75	36.7	D	150/235	0.78	38.3	D	157/249	0.83	42.6	D	170/273	0.89	52.9	D	190/295				
Boston Post Road WBL	0.21	25.0	C	<25/36	0.23	24.9	C	<25/37	0.24	25.1	C	<25/37	0.26	26.3	C	<25/39				
Boston Post Road WBT/R	0.72	35.6	D	108/158	0.74	36.6	D	114/165	0.75	37.1	D	116/168	0.82	44.7	D	121/188				
Cochituate Road NBL	0.44	19.0	B	35/70	0.49	19.8	B	37/82	0.51	20.0	B	38/89	0.48	47.9	B	23/89				
Cochituate Road NBT/R	0.79	34.4	C	224/401	0.83	37.1	D	235/421	0.83	37.4	D	235/421	0.82	19.1	D	231/410				
Cochituate Road SBL	0.83	37.5	D	113/263	0.89	49.0	D	117/269	0.90	49.7	D	116/268	0.83	35.5	D	103/254				
Cochituate Road SBT/R	0.79	33.0	C	248/443	0.83	36.4	D	261/462	0.84	37.3	D	261/462	0.80	33.2	C	250/442				
<b>Overall Intersection</b>	<b>0.68</b>	<b>34.7</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>37.9</b>	<b>D</b>	<b>-</b>	<b>0.72</b>	<b>31.5</b>	<b>D</b>	<b>-</b>	<b>0.67</b>	<b>39.3</b>	<b>D</b>	<b>-</b>				
<i>Weekday Evening</i>																				
Boston Post Road EBL	0.59	31.9	C	52/122	0.67	35.7	D	59/155	0.72	39.1	D	58/160	0.72	39.1	D	58/160				
Boston Post Road EBT/R	0.50	30.4	C	148/204	0.53	30.5	C	162/221	0.54	30.4	C	165/223	0.54	30.4	C	165/223				
Boston Post Road WBL	0.12	26.3	C	<25/32	0.12	26.0	C	<25/33	0.13	25.0	C	12/31	0.13	25.0	C	<25/31				
Boston Post Road WBT/R	0.92	59.9	E	267/390	0.94	64.2	E	284/418	0.91	54.7	D	282/401	0.91	54.7	D	282/401				
Cochituate Road NBL	0.40	20.9	C	43/78	0.46	22.0	C	48/84	0.53	24.1	C	56/115	0.53	23.7	C	56/115				
Cochituate Road NBT/R	0.79	37.3	D	312/493	0.84	41.1	D	328/522	0.90	50.7	D	351/570	0.88	46.5	D	345/558				
Cochituate Road SBL	0.72	31.6	C	74/210	0.80	41.5	D	92/241	0.79	38.7	D	84/226	0.81	40.8	D	85/238				
Cochituate Road SBT/R	0.69	32.0	C	262/385	0.74	34.9	C	275/402	0.75	36.2	D	284/448	0.75	36.2	D	284/448				
<b>Overall Intersection</b>	<b>0.62</b>	<b>40.3</b>	<b>D</b>	<b>-</b>	<b>0.66</b>	<b>43.6</b>	<b>D</b>	<b>-</b>	<b>0.66</b>	<b>37.4</b>	<b>D</b>	<b>-</b>	<b>0.66</b>	<b>37.1</b>	<b>D</b>	<b>-</b>				
<b>Cochituate Road / Pelham Island Road / Millbrook Road</b>																				
<i>Weekday Morning</i>																				
Millbrook Road WB	0.45	54.8	F	50	0.51	65.1	F	58	0.51	66.0	F	58	No Mitigation Proposed							
Cochituate Road NB	0.01	9.5	A	<25	0.01	9.7	A	<25	0.01	9.7	A	<25								
Cochituate Road SB	0.02	9.6	A	<25	0.03	9.7	A	<25	0.03	9.7	A	<25								
<i>Weekday Evening</i>																				
Millbrook Road WB	0.61	54.0	F	83	0.70	69.5	F	103	0.72	71.6	F	105								
Cochituate Road NB	0.01	9.5	A	<25	0.01	9.6	A	<25	0.01	9.6	A	<25								
Cochituate Road SB	0.02	9.7	A	<25	0.02	9.9	A	<25	0.02	9.9	A	<25								

<sup>a</sup> Volume-to-capacity ratio,  
<sup>b</sup> Delay expressed in seconds per vehicle (average)  
<sup>c</sup> Level of service,  
<sup>d</sup> 50<sup>th</sup>/95<sup>th</sup> Percentile Queue [95<sup>th</sup> Percentile Queue only for unsignalized intersections]

## **PARKING**

The Town of Wayland does not have a residential parking requirement outlined within its Zoning Bylaw. The Applicant is proposing to provide 354 parking spaces for the 218 apartment units, at a ratio of 1.62 spaces per unit. The ITE publication, *Parking Generation, 5th Edition* for LUC 221 – Multifamily Housing (Mid-Rise) and LUC 252 – Senior Adult Housing recommends 196 parking spaces for 153 apartment units, and 40 parking spaces for 65 apartment units; respectively. This would provide a ratio of 1.08 spaces per unit, or 236 total parking spaces. The parking supply proposed will be adequate to support the projected demand for the residential units.

## **CONCLUSIONS AND RECOMMENDATIONS**

TEC has examined the potential traffic impacts associated with the proposed Alta at River's Edge development, located at 490 Boston Post Road in Wayland, Massachusetts on the study area roadways and intersections. The following is a summary of the results and conclusions of this effort:

- The Project proposes to construct 218 residential apartment units within the 8.24-acre parcel; including 65 age-restricted units. The property will feature residential amenities, such as a fitness center, resident lounge, business center/work stations, and two interior courtyards featuring a pool, outdoor fireplace, and dining areas. The additional amenities will be resident-centric and therefore will not add additional traffic to the facility.
- Access and egress for the site will be provided via a modified driveway to the existing access roadway which currently serves the DPW Transfer Station along Boston Post Road.
- As the Project's driveway directly accesses State Highway Layout (SHLO) along Boston Post Road and requires a change-in-use, the project is subject to a Permit to Access State Highway from the MassDOT – District 3 office.
- The intersection sight distance (ISD) and stopping sight distance (SSD) at the intersection of Boston Post Road / Site Driveway are in excess of AASHTO minimum recommendations based on the measured speed along the Boston Post Road.
- The Applicant should collaborate with the Town and MassDOT to maintain the vegetation to maximize the sight lines and maintain a minimum ISD post-occupancy. In addition, the Applicant should minimize new vegetation within the site along the Boston Post Road right-of-way, west of the site driveway, to maintain sight lines to the west. All site related signage should be kept out of the minimum sight triangle in this direction.

- The proposed Alta at River's Edge development is anticipated to generate approximately 1072 new vehicle trips during the average weekday, with 70 new vehicle trips (20 entering and 50 exiting) during the weekday morning peak hour and 87 new vehicle trips (50 entering and 34 exiting) during the weekday evening peak hour.
- Based on MassDOT industry standard calculations, a left-turn lane along Boston Post Road eastbound is not warranted at the site driveway location.
- The Site Driveway approach (DPW Transfer Station Access Roadway) is anticipated to operate at LOS E during the 2026 Build conditions at the intersection with Boston Post Road. Although the levels of service are elevated over No-Build conditions, the additional delay will be contained within the site along the DPW Transfer Station Access Roadway. Mainline movements at this intersection are anticipated to operate at acceptable levels of service (LOS B or better).
- Both the Pelham Island Road northbound and southbound approaches are anticipated to operate at elevated levels-of-service during the weekday evening peak hour under 2026 Build conditions at its intersection with Boston Post Road. Although the delay on each approach does increase, the LOS is typical of unsignalized side-street approaches along arterials. There is no feasible means to mitigate beyond conditions reported.
- All movements at the intersection of Boston Post Road / Cochituate Road are anticipated to operate at acceptable levels-of-service (LOS D or better) during the 2026 Build conditions. In addition, V/C ratios are anticipated to be well below 1.0 which indicates that the intersection can accommodate the additional demand created by the site.
- Under both 2026 No-Build and Build conditions, the Millbrook Road westbound approach is anticipated to operate at an elevated level-of-service during both the weekday morning and weekday evening peak hours at its intersection with Pelham Island Road / Cochituate Road. The additional site generated trips from the project are not expected to increase the delay on the movement be more than 3 seconds per vehicle or increase queuing by more than one second per vehicle.
- The proposed parking supply of 354 spaces on the site is sufficient to meet the anticipated demand for the residential units as based upon national industry standards.

#### **Off-Site Mitigation Measures**

- To provide enhanced pedestrian accommodations along Boston Post Road to a future Town-sponsored multi-use path and rail trail project, the Applicant has committed to contribute funding for the design and installation of a pedestrian crosswalk with accessible ramps across Boston Post Road at the DPW Transfer Station Access Roadway.



- The Applicant should provide signage and pavement markings to delineate travel within the on-site parking field to improve site circulation. This should include the installation of a stop-sign and stop-line along the DPW Transfer Station Access Roadway at Boston Post Road.
- The Applicant should collaborate with the Town to provide striping along the DPW Transfer Station Access Roadway between Boston Post Road and the drive aisle into the site to provide a left-turn lane and a right-turn lane.
- The Applicant, in coordination with the Town and MassDOT, will evaluate traffic signal timing modifications and optimizations at the intersection of Boston Post Road / Cochituate Road post-occupancy based on future traffic demands.

In conclusion, the anticipated traffic generated by the proposed Alta at River's Edge development can be safely and efficiently accommodated within the study area corridors and intersections with the implementation of off-site mitigation as listed.

**Attachment A**

Turning Movement Counts (TMCs)



PDI File #: **197134 A**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	85	0	85	194	0	0	0	194	1	8	0	0	9	288
7:15 AM	0	0	0	0	0	0	0	110	0	110	223	1	0	0	224	1	0	0	0	1	335
7:30 AM	0	1	0	0	1	0	0	91	1	92	222	0	0	0	222	0	0	0	0	0	315
7:45 AM	0	0	0	0	0	0	1	123	0	124	184	1	0	0	185	0	0	0	0	0	309
<b>Total</b>	0	1	0	0	1	0	1	409	1	411	823	2	0	0	825	2	8	0	0	10	1247
8:00 AM	0	1	0	0	1	0	2	100	0	102	214	0	0	0	214	0	2	0	0	2	319
8:15 AM	0	0	0	0	0	0	0	113	1	114	164	0	0	0	164	0	1	0	0	1	279
8:30 AM	0	0	0	0	0	0	3	89	0	92	195	0	0	0	195	0	0	0	0	0	287
8:45 AM	0	1	0	0	1	0	13	127	0	140	204	1	1	0	206	2	0	0	0	2	349
<b>Total</b>	0	2	0	0	2	0	18	429	1	448	777	1	1	0	779	2	3	0	0	5	1234
Grand Total	0	3	0	0	3	0	19	838	2	859	1600	3	1	0	1604	4	11	0	0	15	2481
Approach %	0.0	100.0	0.0	0.0		0.0	2.2	97.6	0.2		99.8	0.2	0.1	0.0		26.7	73.3	0.0	0.0		
Total %	0.0	0.1	0.0	0.0	0.1	0.0	0.8	33.8	0.1	34.6	64.5	0.1	0.0	0.0	64.7	0.2	0.4	0.0	0.0	0.6	
Exiting Leg Total	3					1613					845					20					2481
Cars	0	0	0	0	0	0	0	793	2	795	1525	0	0	0	1525	2	2	0	0	4	2324
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.6	100.0	92.5	95.3	0.0	0.0	0.0	95.1	50.0	18.2	0.0	0.0	26.7	93.7
Exiting Leg Total	0					1529					795					0					2324
Heavy Vehicles	0	3	0	0	3	0	19	45	0	64	75	3	1	0	79	2	9	0	0	11	157
% Heavy Vehicles	0.0	100.0	0.0	0.0	100.0	0.0	100.0	5.4	0.0	7.5	4.7	100.0	100.0	0.0	4.9	50.0	81.8	0.0	0.0	73.3	6.3
Exiting Leg Total	3					84					50					20					157

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

7:15 AM	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	110	0	110	223	1	0	0	224	1	0	0	0	1	335
7:30 AM	0	1	0	0	1	0	0	91	1	92	222	0	0	0	222	0	0	0	0	0	315
7:45 AM	0	0	0	0	0	0	1	123	0	124	184	1	0	0	185	0	0	0	0	0	309
8:00 AM	0	1	0	0	1	0	2	100	0	102	214	0	0	0	214	0	2	0	0	2	319
Total Volume	0	2	0	0	2	0	3	424	1	428	843	2	0	0	845	1	2	0	0	3	1278
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.7	99.1	0.2		99.8	0.2	0.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.375	0.862	0.250	0.863	0.945	0.500	0.000	0.000	0.943	0.250	0.250	0.000	0.000	0.375	0.954
Cars	0	0	0	0	0	0	0	402	1	403	791	0	0	0	791	0	1	0	0	1	1195
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.8	100.0	94.2	93.8	0.0	0.0	0.0	93.6	0.0	50.0	0.0	0.0	33.3	93.5
Heavy Vehicles	0	2	0	0	2	0	3	22	0	25	52	2	0	0	54	1	1	0	0	2	83
Heavy Vehicles %	0.0	100.0	0.0	0.0	100.0	0.0	100.0	5.2	0.0	5.8	6.2	100.0	0.0	0.0	6.4	100.0	50.0	0.0	0.0	66.7	6.5
Cars Enter Leg	0	0	0	0	0	0	0	402	1	403	791	0	0	0	791	0	1	0	0	1	1195
Heavy Enter Leg	0	2	0	0	2	0	3	22	0	25	52	2	0	0	54	1	1	0	0	2	83
Total Entering Leg	0	2	0	0	2	0	3	424	1	428	843	2	0	0	845	1	2	0	0	3	1278
Cars Exiting Leg	0					793					402					0					1195
Heavy Exiting Leg	2					53					25					3					83
Total Exiting Leg	2					846					427					3					1278

PDI File #: **197134 A**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	83	0	83	189	0	0	0	189	0	0	0	0	0	272
7:15 AM	0	0	0	0	0	0	0	104	0	104	208	0	0	0	208	0	0	0	0	0	312
7:30 AM	0	0	0	0	0	0	0	86	1	87	208	0	0	0	208	0	0	0	0	0	295
7:45 AM	0	0	0	0	0	0	0	117	0	117	173	0	0	0	173	0	0	0	0	0	290
<b>Total</b>	0	0	0	0	0	0	0	390	1	391	778	0	0	0	778	0	0	0	0	0	1169
8:00 AM	0	0	0	0	0	0	0	95	0	95	202	0	0	0	202	0	1	0	0	1	298
8:15 AM	0	0	0	0	0	0	0	103	1	104	155	0	0	0	155	0	1	0	0	1	260
8:30 AM	0	0	0	0	0	0	0	83	0	83	192	0	0	0	192	0	0	0	0	0	275
8:45 AM	0	0	0	0	0	0	0	122	0	122	198	0	0	0	198	2	0	0	0	2	322
<b>Total</b>	0	0	0	0	0	0	0	403	1	404	747	0	0	0	747	2	2	0	0	4	1155
Grand Total	0	0	0	0	0	0	0	793	2	795	1525	0	0	0	1525	2	2	0	0	4	2324
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	99.7	0.3		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.1	0.1	34.2	65.6	0.0	0.0	0.0	65.6	0.1	0.1	0.0	0.0	0.2	
Exiting Leg Total	0					1529					795					0					2324

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	104	0	104	208	0	0	0	208	0	0	0	0	0	312
7:30 AM	0	0	0	0	0	0	0	86	1	87	208	0	0	0	208	0	0	0	0	0	295
7:45 AM	0	0	0	0	0	0	0	117	0	117	173	0	0	0	173	0	0	0	0	0	290
8:00 AM	0	0	0	0	0	0	0	95	0	95	202	0	0	0	202	0	1	0	0	1	298
Total Volume	0	0	0	0	0	0	0	402	1	403	791	0	0	0	791	0	1	0	0	1	1195
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	99.8	0.2		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.859	0.250	0.861	0.951	0.000	0.000	0.000	0.951	0.000	0.250	0.000	0.000	0.250	0.958
Entering Leg	0	0	0	0	0	0	0	402	1	403	791	0	0	0	791	0	1	0	0	1	1195
Exiting Leg	0					793					402					0					1195
<b>Total</b>	0					1196					1193					1					2390



PDI File #: **197134 A**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	2	0	2	5	0	0	0	5	1	8	0	0	9	16
7:15 AM	0	0	0	0	0	0	0	6	0	6	15	1	0	0	16	1	0	0	0	1	23
7:30 AM	0	1	0	0	1	0	0	5	0	5	14	0	0	0	14	0	0	0	0	0	20
7:45 AM	0	0	0	0	0	0	1	6	0	7	11	1	0	0	12	0	0	0	0	0	19
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>
8:00 AM	0	1	0	0	1	0	2	5	0	7	12	0	0	0	12	0	1	0	0	1	21
8:15 AM	0	0	0	0	0	0	0	10	0	10	9	0	0	0	9	0	0	0	0	0	19
8:30 AM	0	0	0	0	0	0	3	6	0	9	3	0	0	0	3	0	0	0	0	0	12
8:45 AM	0	1	0	0	1	0	13	5	0	18	6	1	1	0	8	0	0	0	0	0	27
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>26</b>	<b>0</b>	<b>44</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>79</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>0</b>	<b>64</b>	<b>75</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>157</b>
Approach %	0.0	100.0	0.0	0.0		0.0	29.7	70.3	0.0		94.9	3.8	1.3	0.0		18.2	81.8	0.0	0.0		
Total %	0.0	1.9	0.0	0.0	1.9	0.0	12.1	28.7	0.0	40.8	47.8	1.9	0.6	0.0	50.3	1.3	5.7	0.0	0.0	7.0	
Exiting Leg Total	3					84					50					20					157
Buses	0	0	0	0	0	0	19	1	0	20	1	0	1	0	2	2	9	0	0	11	33
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	100.0	2.2	0.0	31.3	1.3	0.0	100.0	0.0	2.5	100.0	100.0	0.0	0.0	100.0	21.0
Exiting Leg Total	0					10					3					20					33
Single-Unit Trucks	0	3	0	0	3	0	0	35	0	35	58	3	0	0	61	0	0	0	0	0	99
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	77.8	0.0	54.7	77.3	100.0	0.0	0.0	77.2	0.0	0.0	0.0	0.0	0.0	63.1
Exiting Leg Total	3					58					38					0					99
Articulated Trucks	0	0	0	0	0	0	0	9	0	9	16	0	0	0	16	0	0	0	0	0	25
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	14.1	21.3	0.0	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0	15.9
Exiting Leg Total	0					16					9					0					25

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	6	0	6	15	1	0	0	16	1	0	0	0	1	23
7:30 AM	0	1	0	0	1	0	0	5	0	5	14	0	0	0	14	0	0	0	0	0	20
7:45 AM	0	0	0	0	0	0	1	6	0	7	11	1	0	0	12	0	0	0	0	0	19
8:00 AM	0	1	0	0	1	0	2	5	0	7	12	0	0	0	12	0	1	0	0	1	21
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	12.0	88.0	0.0		96.3	3.7	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.375	0.917	0.000	0.893	0.867	0.500	0.000	0.000	0.844	0.250	0.250	0.000	0.000	0.500	0.902
Buses	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	1	0	0	2	6
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	12.0	1.9	0.0	0.0	0.0	1.9	100.0	100.0	0.0	0.0	100.0	7.2
Single-Unit Trucks	0	2	0	0	2	0	0	19	0	19	39	2	0	0	41	0	0	0	0	0	62
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	86.4	0.0	76.0	75.0	100.0	0.0	0.0	75.9	0.0	0.0	0.0	0.0	0.0	74.7
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	12	0	0	0	12	0	0	0	0	0	15
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	12.0	23.1	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	18.1
Buses	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	1	0	0	2	6
Single-Unit Trucks	0	2	0	0	2	0	0	19	0	19	39	2	0	0	41	0	0	0	0	0	62
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	12	0	0	0	12	0	0	0	0	0	15
<b>Total Entering Leg</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>
Buses	0					2					1					3					6
Single-Unit Trucks	2					39					21					0					62
Articulated Trucks	0					12					3					0					15
<b>Total Exiting Leg</b>	<b>2</b>					<b>53</b>					<b>25</b>					<b>3</b>					<b>83</b>

PDI File #: **197134 A**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Buses**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	8	0	0	10	12
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	14
<b>Total</b>	0	0	0	0	0	0	18	1	0	19	0	0	1	0	1	0	1	0	0	1	21
<b>Grand Total</b>	0	0	0	0	0	0	19	1	0	20	1	0	1	0	2	2	9	0	0	11	33
Approach %	0.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		50.0	0.0	50.0	0.0		18.2	81.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	57.6	3.0	0.0	60.6	3.0	0.0	3.0	0.0	6.1	6.1	27.3	0.0	0.0	33.3	
Exiting Leg Total	0					10					3					20					33

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	14
<b>Total Volume</b>	0	0	0	0	0	0	18	1	0	19	0	0	1	0	1	0	1	0	0	1	21
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	94.7	5.3	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.346	0.250	0.000	0.365	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	18	1	0	19	0	0	1	0	1	0	1	0	0	1	21
Exiting Leg	0					1					1					19					21
<b>Total</b>	0					20					2					20					42

PDI File #: **197134 A**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Single-Unit Trucks**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	0	6	0	6	8	1	0	0	9	0	0	0	0	0	15
7:30 AM	0	1	0	0	1	0	0	4	0	4	11	0	0	0	11	0	0	0	0	0	16
7:45 AM	0	0	0	0	0	0	0	5	0	5	11	1	0	0	12	0	0	0	0	0	17
<b>Total</b>	0	1	0	0	1	0	0	17	0	17	35	2	0	0	37	0	0	0	0	0	55
8:00 AM	0	1	0	0	1	0	0	4	0	4	9	0	0	0	9	0	0	0	0	0	14
8:15 AM	0	0	0	0	0	0	0	8	0	8	7	0	0	0	7	0	0	0	0	0	15
8:30 AM	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
8:45 AM	0	1	0	0	1	0	0	3	0	3	4	1	0	0	5	0	0	0	0	0	9
<b>Total</b>	0	2	0	0	2	0	0	18	0	18	23	1	0	0	24	0	0	0	0	0	44
<b>Grand Total</b>	0	3	0	0	3	0	0	35	0	35	58	3	0	0	61	0	0	0	0	0	99
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		95.1	4.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	3.0	0.0	0.0	3.0	0.0	0.0	35.4	0.0	35.4	58.6	3.0	0.0	0.0	61.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					58					38					0					99

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	6	0	6	8	1	0	0	9	0	0	0	0	0	15
7:30 AM	0	1	0	0	1	0	0	4	0	4	11	0	0	0	11	0	0	0	0	0	16
7:45 AM	0	0	0	0	0	0	0	5	0	5	11	1	0	0	12	0	0	0	0	0	17
8:00 AM	0	1	0	0	1	0	0	4	0	4	9	0	0	0	9	0	0	0	0	0	14
<b>Total Volume</b>	0	2	0	0	2	0	0	19	0	19	39	2	0	0	41	0	0	0	0	0	62
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		95.1	4.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.792	0.000	0.792	0.886	0.500	0.000	0.000	0.854	0.000	0.000	0.000	0.000	0.000	0.912
Entering Leg	0	2	0	0	2	0	0	19	0	19	39	2	0	0	41	0	0	0	0	0	62
Exiting Leg	2					39					21					0					62
<b>Total</b>	4					58					62					0					124

PDI File #: **197134 A**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Articulated Trucks**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	2	0	2	9	0	0	0	9	0	0	0	0	0	11
8:00 AM	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
<b>Total</b>	0	0	0	0	0	0	0	7	0	7	7	0	0	0	7	0	0	0	0	0	14
<b>Grand Total</b>	0	0	0	0	0	0	0	9	0	9	16	0	0	0	16	0	0	0	0	0	25
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	36.0	64.0	0.0	0.0	0.0	64.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					16					9					0					25

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

7:15 AM	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
<b>Total Volume</b>	0	0	0	0	0	0	0	3	0	3	12	0	0	0	12	0	0	0	0	0	15
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	0	0	3	0	3	12	0	0	0	12	0	0	0	0	0	15
Exiting Leg	0					12					3					0					15
<b>Total</b>	0					15					15					0					30







PDI File #: **197134 AA**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	198	0	198	110	0	0	0	110	2	0	0	0	2	310
4:15 PM	0	0	0	0	0	0	0	212	0	212	106	0	0	0	106	0	0	0	0	0	318
4:30 PM	0	0	0	0	0	0	0	180	0	180	118	0	0	1	119	0	0	0	0	0	299
4:45 PM	0	0	0	0	0	0	0	231	0	231	147	0	0	0	147	0	0	0	0	0	378
<b>Total</b>	0	0	0	0	0	0	0	821	0	821	481	0	0	1	482	2	0	0	0	2	1305
5:00 PM	0	0	0	0	0	0	1	173	0	174	138	0	0	0	138	0	0	0	0	0	312
5:15 PM	0	0	0	0	0	0	0	189	1	190	155	0	0	0	155	1	0	0	0	1	346
5:30 PM	0	0	0	0	0	0	0	166	0	166	127	0	0	0	127	0	0	0	0	0	293
5:45 PM	0	0	0	0	0	0	2	199	0	201	131	0	0	0	131	0	1	0	0	1	333
<b>Total</b>	0	0	0	0	0	0	3	727	1	731	551	0	0	0	551	1	1	0	0	2	1284
Grand Total	0	0	0	0	0	0	3	1548	1	1552	1032	0	0	1	1033	3	1	0	0	4	2589
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.2	99.7	0.1		99.9	0.0	0.0	0.1		75.0	25.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.1	59.8	0.0	59.9	39.9	0.0	0.0	0.0	39.9	0.1	0.0	0.0	0.0	0.2	
Exiting Leg Total	0					1034					1552					3					2589
Cars	0	0	0	0	0	0	0	1513	1	1514	1010	0	0	1	1011	3	1	0	0	4	2529
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.7	100.0	97.6	97.9	0.0	0.0	100.0	97.9	100.0	100.0	0.0	0.0	100.0	97.7
Exiting Leg Total	0					1012					1517					0					2529
Heavy Vehicles	0	0	0	0	0	0	3	35	0	38	22	0	0	0	22	0	0	0	0	0	60
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	100.0	2.3	0.0	2.4	2.1	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.3
Exiting Leg Total	0					22					35					3					60

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

4:30 PM	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	180	0	180	118	0	0	1	119	0	0	0	0	0	299
4:45 PM	0	0	0	0	0	0	0	231	0	231	147	0	0	0	147	0	0	0	0	0	378
5:00 PM	0	0	0	0	0	0	1	173	0	174	138	0	0	0	138	0	0	0	0	0	312
5:15 PM	0	0	0	0	0	0	0	189	1	190	155	0	0	0	155	1	0	0	0	1	346
Total Volume	0	0	0	0	0	0	1	773	1	775	558	0	0	1	559	1	0	0	0	1	1335
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.1	99.7	0.1		99.8	0.0	0.0	0.2		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.837	0.250	0.839	0.900	0.000	0.000	0.250	0.902	0.250	0.000	0.000	0.000	0.250	0.883
Cars	0	0	0	0	0	0	0	755	1	756	550	0	0	1	551	1	0	0	0	1	1308
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.7	100.0	97.5	98.6	0.0	0.0	100.0	98.6	100.0	0.0	0.0	0.0	100.0	98.0
Heavy Vehicles	0	0	0	0	0	0	1	18	0	19	8	0	0	0	8	0	0	0	0	0	27
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	2.3	0.0	2.5	1.4	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	2.0
Cars Enter Leg	0	0	0	0	0	0	0	755	1	756	550	0	0	1	551	1	0	0	0	1	1308
Heavy Enter Leg	0	0	0	0	0	0	1	18	0	19	8	0	0	0	8	0	0	0	0	0	27
Total Entering Leg	0	0	0	0	0	0	1	773	1	775	558	0	0	1	559	1	0	0	0	1	1335
Cars Exiting Leg	0					551					757					0					1308
Heavy Exiting Leg	0					8					18					1					27
Total Exiting Leg	0					559					775					1					1335

PDI File #: **197134 AA**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	190	0	190	105	0	0	0	105	2	0	0	0	2	297
4:15 PM	0	0	0	0	0	0	0	209	0	209	103	0	0	0	103	0	0	0	0	0	312
4:30 PM	0	0	0	0	0	0	0	172	0	172	115	0	0	1	116	0	0	0	0	0	288
4:45 PM	0	0	0	0	0	0	0	229	0	229	146	0	0	0	146	0	0	0	0	0	375
<b>Total</b>	0	0	0	0	0	0	0	800	0	800	469	0	0	1	470	2	0	0	0	2	1272
5:00 PM	0	0	0	0	0	0	0	168	0	168	134	0	0	0	134	0	0	0	0	0	302
5:15 PM	0	0	0	0	0	0	0	186	1	187	155	0	0	0	155	1	0	0	0	1	343
5:30 PM	0	0	0	0	0	0	0	162	0	162	125	0	0	0	125	0	0	0	0	0	287
5:45 PM	0	0	0	0	0	0	0	197	0	197	127	0	0	0	127	0	1	0	0	1	325
<b>Total</b>	0	0	0	0	0	0	0	713	1	714	541	0	0	0	541	1	1	0	0	2	1257
Grand Total	0	0	0	0	0	0	0	1513	1	1514	1010	0	0	1	1011	3	1	0	0	4	2529
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	99.9	0.1		99.9	0.0	0.0	0.1		75.0	25.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.8	0.0	59.9	39.9	0.0	0.0	0.0	40.0	0.1	0.0	0.0	0.0	0.2	
Exiting Leg Total	0					1012					1517					0					2529

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	172	0	172	115	0	0	1	116	0	0	0	0	0	288
4:45 PM	0	0	0	0	0	0	0	229	0	229	146	0	0	0	146	0	0	0	0	0	375
5:00 PM	0	0	0	0	0	0	0	168	0	168	134	0	0	0	134	0	0	0	0	0	302
5:15 PM	0	0	0	0	0	0	0	186	1	187	155	0	0	0	155	1	0	0	0	1	343
Total Volume	0	0	0	0	0	0	0	755	1	756	550	0	0	1	551	1	0	0	0	1	1308
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	99.9	0.1		99.8	0.0	0.0	0.2		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.824	0.250	0.825	0.887	0.000	0.000	0.250	0.889	0.250	0.000	0.000	0.000	0.250	0.872
Entering Leg	0	0	0	0	0	0	0	755	1	756	550	0	0	1	551	1	0	0	0	1	1308
Exiting Leg	0					551					757					0					1308
<b>Total</b>	0					1307					1308					1					2616

PDI File #: **197134 AA**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	8	0	8	5	0	0	0	5	0	0	0	0	0	13
4:15 PM	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	8	0	8	3	0	0	0	3	0	0	0	0	0	11
4:45 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	0	21	0	21	12	0	0	0	12	0	0	0	0	0	33
5:00 PM	0	0	0	0	0	0	1	5	0	6	4	0	0	0	4	0	0	0	0	0	10
5:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	2	2	0	4	4	0	0	0	4	0	0	0	0	0	8
<b>Total</b>	0	0	0	0	0	0	3	14	0	17	10	0	0	0	10	0	0	0	0	0	27
<b>Grand Total</b>	0	0	0	0	0	0	3	35	0	38	22	0	0	0	22	0	0	0	0	0	60
Approach %	0.0	0.0	0.0	0.0		0.0	7.9	92.1	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	5.0	58.3	0.0	63.3	36.7	0.0	0.0	0.0	36.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					22					35					3					60
Buses	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	0	0	0	0	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	100.0	2.9	0.0	10.5	9.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10.0
Exiting Leg Total	0					2					1					3					6
Single-Unit Trucks	0	0	0	0	0	0	0	27	0	27	15	0	0	0	15	0	0	0	0	0	42
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.1	0.0	71.1	68.2	0.0	0.0	0.0	68.2	0.0	0.0	0.0	0.0	0.0	70.0
Exiting Leg Total	0					15					27					0					42
Articulated Trucks	0	0	0	0	0	0	0	7	0	7	5	0	0	0	5	0	0	0	0	0	12
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	18.4	22.7	0.0	0.0	0.0	22.7	0.0	0.0	0.0	0.0	0.0	20.0
Exiting Leg Total	0					5					7					0					12

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	8	0	8	5	0	0	0	5	0	0	0	0	0	13
4:15 PM	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	8	0	8	3	0	0	0	3	0	0	0	0	0	11
4:45 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
<b>Total Volume</b>	0	0	0	0	0	0	0	21	0	21	12	0	0	0	12	0	0	0	0	0	33
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.656	0.000	0.656	0.600	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.635
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	4.8	8.3	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6.1
Single-Unit Trucks	0	0	0	0	0	0	0	16	0	16	9	0	0	0	9	0	0	0	0	0	25
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.2	0.0	76.2	75.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	75.8
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	19.0	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18.2
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	16	0	16	9	0	0	0	9	0	0	0	0	0	25
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
<b>Total Entering Leg</b>	0	0	0	0	0	0	0	21	0	21	12	0	0	0	12	0	0	0	0	0	33
Buses	0					1					1					0					2
Single-Unit Trucks	0					9					16					0					25
Articulated Trucks	0					2					4					0					6
<b>Total Exiting Leg</b>	0					12					21					0					33

PDI File #: **197134 AA**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
<b>Grand Total</b>	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	16.7	0.0	66.7	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					1					3					6

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
Exiting Leg	0					1					0					3					4
<b>Total</b>	0					4					1					3					8



PDI File #: **197134 AA**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Single-Unit Trucks**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	7	0	7	3	0	0	0	3	0	0	0	0	0	10
4:15 PM	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	0	16	0	16	9	0	0	0	9	0	0	0	0	0	25
5:00 PM	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
<b>Total</b>	0	0	0	0	0	0	0	11	0	11	6	0	0	0	6	0	0	0	0	0	17
<b>Grand Total</b>	0	0	0	0	0	0	0	27	0	27	15	0	0	0	15	0	0	0	0	0	42
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.3	0.0	64.3	35.7	0.0	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					15					27					0					42

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

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	7	0	7	3	0	0	0	3	0	0	0	0	0	10
4:15 PM	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
<b>Total Volume</b>	0	0	0	0	0	0	0	16	0	16	9	0	0	0	9	0	0	0	0	0	25
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.571	0.000	0.571	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0					16					9					0					25
Exiting Leg	0					9					16					0					25
<b>Total</b>	0					25					25					0					50

PDI File #: **197134 AA**  
 Location: **N: 484 Boston Post Road NW: School Bus Lot**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Articulated Trucks**

	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
<b>Grand Total</b>	0	0	0	0	0	0	0	7	0	7	5	0	0	0	5	0	0	0	0	0	12
<b>Approach %</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>Total %</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.3	0.0	58.3	41.7	0.0	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	
<b>Exiting Leg Total</b>	0					5					7					0					12

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

4:00 PM	484 Boston Post Road					Boston Post Road (Route 20)					Boston Post Road (Route 20)					School Bus Lot					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>PHF</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.333	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.375
<b>Entering Leg</b>	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	6
<b>Exiting Leg</b>	0					2					4					0					6
<b>Total</b>	0					6					6					0					12





PDI File #: **197134 B**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	10	5	0	0	15	0	81	4	0	85	14	0	0	0	14	0	198	0	0	198	312
7:15 AM	11	7	0	0	18	0	107	6	0	113	25	0	2	0	27	0	184	0	0	184	342
7:30 AM	18	9	0	0	27	0	73	8	0	81	32	0	0	0	32	0	185	0	0	185	325
7:45 AM	18	5	0	0	23	0	100	6	0	106	31	0	0	0	31	0	182	0	0	182	342
<b>Total</b>	<b>57</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>361</b>	<b>24</b>	<b>0</b>	<b>385</b>	<b>102</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>749</b>	<b>0</b>	<b>0</b>	<b>749</b>	<b>1321</b>
8:00 AM	13	4	0	0	17	0	95	2	0	97	29	0	0	0	29	0	181	0	0	181	324
8:15 AM	20	1	0	0	21	0	104	3	0	107	23	0	0	0	23	1	150	0	0	151	302
8:30 AM	12	3	0	0	15	0	90	9	0	99	21	0	0	0	21	0	170	0	0	170	305
8:45 AM	22	7	0	0	29	0	120	1	0	121	24	0	0	0	24	1	205	0	0	206	380
<b>Total</b>	<b>67</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>409</b>	<b>15</b>	<b>0</b>	<b>424</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>706</b>	<b>0</b>	<b>0</b>	<b>708</b>	<b>1311</b>
Grand Total	124	41	0	0	165	0	770	39	0	809	199	0	2	0	201	2	1455	0	0	1457	2632
Approach %	75.2	24.8	0.0	0.0		0.0	95.2	4.8	0.0		99.0	0.0	1.0	0.0		0.1	99.9	0.0	0.0		
Total %	4.7	1.6	0.0	0.0	6.3	0.0	29.3	1.5	0.0	30.7	7.6	0.0	0.1	0.0	7.6	0.1	55.3	0.0	0.0	55.4	
Exiting Leg Total	0					1654					82					896					2632
Cars	114	40	0	0	154	0	705	38	0	743	197	0	2	0	199	2	1354	0	0	1356	2452
% Cars	91.9	97.6	0.0	0.0	93.3	0.0	91.6	97.4	0.0	91.8	99.0	0.0	100.0	0.0	99.0	100.0	93.1	0.0	0.0	93.1	93.2
Exiting Leg Total	0					1551					80					821					2452
Heavy Vehicles	10	1	0	0	11	0	65	1	0	66	2	0	0	0	2	0	101	0	0	101	180
% Heavy Vehicles	8.1	2.4	0.0	0.0	6.7	0.0	8.4	2.6	0.0	8.2	1.0	0.0	0.0	1.0	1.0	0.0	6.9	0.0	0.0	6.9	6.8
Exiting Leg Total	0					103					2					75					180

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	11	7	0	0	18	0	107	6	0	113	25	0	2	0	27	0	184	0	0	184	342
7:30 AM	18	9	0	0	27	0	73	8	0	81	32	0	0	0	32	0	185	0	0	185	325
7:45 AM	18	5	0	0	23	0	100	6	0	106	31	0	0	0	31	0	182	0	0	182	342
8:00 AM	13	4	0	0	17	0	95	2	0	97	29	0	0	0	29	0	181	0	0	181	324
Total Volume	60	25	0	0	85	0	375	22	0	397	117	0	2	0	119	0	732	0	0	732	1333
% Approach Total	70.6	29.4	0.0	0.0		0.0	94.5	5.5	0.0		98.3	0.0	1.7	0.0		0.0	100.0	0.0	0.0		
PHF	0.833	0.694	0.000	0.000	0.787	0.000	0.876	0.688	0.000	0.878	0.914	0.000	0.250	0.000	0.930	0.000	0.989	0.000	0.000	0.989	0.974
Cars	54	24	0	0	78	0	352	21	0	373	116	0	2	0	118	0	671	0	0	671	1240
Cars %	90.0	96.0	0.0	0.0	91.8	0.0	93.9	95.5	0.0	94.0	99.1	0.0	100.0	0.0	99.2	0.0	91.7	0.0	0.0	91.7	93.0
Heavy Vehicles	6	1	0	0	7	0	23	1	0	24	1	0	0	0	1	0	61	0	0	61	93
Heavy Vehicles %	10.0	4.0	0.0	0.0	8.2	0.0	6.1	4.5	0.0	6.0	0.9	0.0	0.0	0.0	0.8	0.0	8.3	0.0	0.0	8.3	7.0
Cars Enter Leg	54	24	0	0	78	0	352	21	0	373	116	0	2	0	118	0	671	0	0	671	1240
Heavy Enter Leg	6	1	0	0	7	0	23	1	0	24	1	0	0	0	1	0	61	0	0	61	93
Total Entering Leg	60	25	0	0	85	0	375	22	0	397	117	0	2	0	119	0	732	0	0	732	1333
Cars Exiting Leg	0					787					45					408					1240
Heavy Exiting Leg	0					62					2					29					93
Total Exiting Leg	0					849					47					437					1333



PDI File #: **197134 B**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	9	5	0	0	14	0	75	4	0	79	14	0	0	0	14	0	179	0	0	179	286
7:15 AM	8	7	0	0	15	0	100	6	0	106	25	0	2	0	27	0	169	0	0	169	317
7:30 AM	18	9	0	0	27	0	68	8	0	76	31	0	0	0	31	0	173	0	0	173	307
7:45 AM	16	4	0	0	20	0	97	5	0	102	31	0	0	0	31	0	164	0	0	164	317
<b>Total</b>	<b>51</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>340</b>	<b>23</b>	<b>0</b>	<b>363</b>	<b>101</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>685</b>	<b>0</b>	<b>0</b>	<b>685</b>	<b>1227</b>
8:00 AM	12	4	0	0	16	0	87	2	0	89	29	0	0	0	29	0	165	0	0	165	299
8:15 AM	18	1	0	0	19	0	99	3	0	102	23	0	0	0	23	1	140	0	0	141	285
8:30 AM	11	3	0	0	14	0	81	9	0	90	21	0	0	0	21	0	165	0	0	165	290
8:45 AM	22	7	0	0	29	0	98	1	0	99	23	0	0	0	23	1	199	0	0	200	351
<b>Total</b>	<b>63</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>365</b>	<b>15</b>	<b>0</b>	<b>380</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>669</b>	<b>0</b>	<b>0</b>	<b>671</b>	<b>1225</b>
Grand Total	114	40	0	0	154	0	705	38	0	743	197	0	2	0	199	2	1354	0	0	1356	2452
Approach %	74.0	26.0	0.0	0.0		0.0	94.9	5.1	0.0		99.0	0.0	1.0	0.0		0.1	99.9	0.0	0.0		
Total %	4.6	1.6	0.0	0.0	6.3	0.0	28.8	1.5	0.0	30.3	8.0	0.0	0.1	0.0	8.1	0.1	55.2	0.0	0.0	55.3	
Exiting Leg Total	0					1551					80					821					2452

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	8	7	0	0	15	0	100	6	0	106	25	0	2	0	27	0	169	0	0	169	317
7:30 AM	18	9	0	0	27	0	68	8	0	76	31	0	0	0	31	0	173	0	0	173	307
7:45 AM	16	4	0	0	20	0	97	5	0	102	31	0	0	0	31	0	164	0	0	164	317
8:00 AM	12	4	0	0	16	0	87	2	0	89	29	0	0	0	29	0	165	0	0	165	299
Total Volume	54	24	0	0	78	0	352	21	0	373	116	0	2	0	118	0	671	0	0	671	1240
% Approach Total	69.2	30.8	0.0	0.0		0.0	94.4	5.6	0.0		98.3	0.0	1.7	0.0		0.0	100.0	0.0	0.0		
PHF	0.750	0.667	0.000	0.000	0.722	0.000	0.880	0.656	0.000	0.880	0.935	0.000	0.250	0.000	0.952	0.000	0.970	0.000	0.000	0.970	0.978
Entering Leg	54	24	0	0	78	0	352	21	0	373	116	0	2	0	118	0	671	0	0	671	1240
Exiting Leg	0					787					45					408					1240
Total	78					1160					163					1079					2480

PDI File #: **197134 B**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
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 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
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 Class:



46 Morton Street, Framingham, MA 01702  
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 Email: datarequests@pdilic.com

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	19	0	0	19	26
7:15 AM	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	25
7:30 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	12	0	0	12	18
7:45 AM	2	1	0	0	3	0	3	1	0	4	0	0	0	0	0	0	18	0	0	18	25
<b>Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>94</b>
8:00 AM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	16	0	0	16	25
8:15 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	17
8:30 AM	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	15
8:45 AM	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	0	6	0	0	6	29
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>86</b>
<b>Grand Total</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>65</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>180</b>
Approach %	90.9	9.1	0.0	0.0		0.0	98.5	1.5	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	5.6	0.6	0.0	0.0	6.1	0.0	36.1	0.6	0.0	36.7	1.1	0.0	0.0	0.0	1.1	0.0	56.1	0.0	0.0	56.1	
Exiting Leg Total	0					103					2					75					180
Buses	3	1	0	0	4	0	19	1	0	20	1	0	0	0	1	0	9	0	0	9	34
% Buses	30.0	100.0	0.0	0.0	36.4	0.0	29.2	100.0	0.0	30.3	50.0	0.0	0.0	0.0	50.0	0.0	8.9	0.0	0.0	8.9	18.9
Exiting Leg Total	0					10					2					22					34
Single-Unit Trucks	6	0	0	0	6	0	35	0	0	35	1	0	0	0	1	0	71	0	0	71	113
% Single-Unit	60.0	0.0	0.0	0.0	54.5	0.0	53.8	0.0	0.0	53.0	50.0	0.0	0.0	0.0	50.0	0.0	70.3	0.0	0.0	70.3	62.8
Exiting Leg Total	0					72					0					41					113
Articulated Trucks	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	21	0	0	21	33
% Articulated	10.0	0.0	0.0	0.0	9.1	0.0	16.9	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0.0	0.0	20.8	18.3
Exiting Leg Total	0					21					0					12					33

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	19	0	0	19	26
7:15 AM	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	25
7:30 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	12	0	0	12	18
7:45 AM	2	1	0	0	3	0	3	1	0	4	0	0	0	0	0	0	18	0	0	18	25
<b>Total Volume</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>94</b>
% Approach Total	85.7	14.3	0.0	0.0		0.0	95.5	4.5	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.000	0.583	0.000	0.750	0.250	0.000	0.786	0.250	0.000	0.000	0.000	0.250	0.000	0.842	0.000	0.000	0.842	0.904
Buses	2	1	0	0	3	0	0	1	0	1	1	0	0	0	1	0	8	0	0	8	13
Buses %	33.3	100.0	0.0	0.0	42.9	0.0	0.0	100.0	0.0	4.5	100.0	0.0	0.0	0.0	100.0	0.0	12.5	0.0	0.0	12.5	13.8
Single-Unit Trucks	3	0	0	0	3	0	17	0	0	17	0	0	0	0	0	0	40	0	0	40	60
Single-Unit %	50.0	0.0	0.0	0.0	42.9	0.0	81.0	0.0	0.0	77.3	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	62.5	63.8
Articulated Trucks	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	16	0	0	16	21
Articulated %	16.7	0.0	0.0	0.0	14.3	0.0	19.0	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	22.3
Buses	2	1	0	0	3	0	0	1	0	1	1	0	0	0	1	0	8	0	0	8	13
Single-Unit Trucks	3	0	0	0	3	0	17	0	0	17	0	0	0	0	0	0	40	0	0	40	60
Articulated Trucks	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	16	0	0	16	21
<b>Total Entering Leg</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>94</b>
Buses	0					9					2					2					13
Single-Unit Trucks	0					40					0					20					60
Articulated Trucks	0					16					0					5					21
<b>Total Exiting Leg</b>	0					65					2					27					94

PDI File #: **197134 B**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
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 Class:



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

**Buses**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:45 AM	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>13</b>
8:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	14
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>
Grand Total	3	1	0	0	4	0	19	1	0	20	1	0	0	0	1	0	9	0	0	9	34
Approach %	75.0	25.0	0.0	0.0		0.0	95.0	5.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	8.8	2.9	0.0	0.0	11.8	0.0	55.9	2.9	0.0	58.8	2.9	0.0	0.0	0.0	2.9	0.0	26.5	0.0	0.0	26.5	
Exiting Leg Total	0					10					2					22					34

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	14
Total Volume	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	0	1	0	0	1	21
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.339	0.000	0.000	0.339	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.375
Entering Leg	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	0	1	0	0	1	21
Exiting Leg	0					1					0					20					21
Total	1					20					0					21					42

PDI File #: **197134 B**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Single-Unit Trucks**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	16
7:15 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	16
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	17
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>
8:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	20
8:15 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	13
8:30 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	10
8:45 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4	10
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>53</b>
Grand Total	6	0	0	0	6	0	35	0	0	35	1	0	0	0	1	0	71	0	0	71	113
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	5.3	0.0	0.0	0.0	5.3	0.0	31.0	0.0	0.0	31.0	0.9	0.0	0.0	0.0	0.9	0.0	62.8	0.0	0.0	62.8	
Exiting Leg Total	0					72					0					41					113

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	16
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	17
8:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	20
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>64</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.643	0.000	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.000	0.786	0.800
Entering Leg	2	0	0	0	2	0	18	0	0	18	0	0	0	0	0	0	44	0	0	44	64
Exiting Leg	0					44					0					20					64
<b>Total</b>	<b>2</b>					<b>62</b>					<b>0</b>					<b>64</b>					<b>128</b>

PDI File #: **197134 B**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Articulated Trucks**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	9
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>21</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>12</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	3.0	0.0	0.0	0.0	3.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	63.6	
Exiting Leg Total	0					21					0					12					33

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	9
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>21</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.583
Entering Leg	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	16	0	0	16	21
Exiting Leg	0					16					0					5					21
<b>Total</b>	<b>1</b>					<b>20</b>					<b>0</b>					<b>21</b>					<b>42</b>

PDI File #: 197134 B  
 Location: N: Pelham Island Road S: Pelham Island Road  
 Location: E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)  
 City, State: Wayland, MA  
 Client: TEC/L.Oltman  
 Site Code: P2019



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

Count Date: Wednesday, August 28, 2019  
 Start Time: 7:00 AM  
 End Time: 9:00 AM

**Bicycles (on Roadway and Crosswalks)**

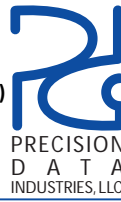
	Pelham Island Road							Boston Post Road (Route 20)							Pelham Island Road							Boston Post Road (Route 20)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:30 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3	
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
<b>Grand Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
Approach %	50.0	50.0	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	25.0	25.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	12.5	0.0	0.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							1							3							4							8

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

	Pelham Island Road							Boston Post Road (Route 20)							Pelham Island Road							Boston Post Road (Route 20)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:30 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3	
<b>Total Volume</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>		
% Approach Total	66.7	33.3	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.500	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.500	0.250	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.583		
Entering Leg	2	1	0	0	0	0	3	0	2	1	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	7		
Exiting Leg	0							1							2							4							7
<b>Total</b>	<b>3</b>							<b>4</b>							<b>3</b>							<b>4</b>							<b>14</b>



PDI File #: **197134 B**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
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 Class:



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

**Pedestrians**

	Pelham Island Road							Boston Post Road (Route 20)							Pelham Island Road							Boston Post Road (Route 20)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Pelham Island Road							Boston Post Road (Route 20)							Pelham Island Road							Boston Post Road (Route 20)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **197134 BB**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	32	11	1	0	44	0	164	11	0	175	6	0	0	0	6	0	112	0	0	112	337
4:15 PM	34	12	2	0	48	0	163	5	0	168	14	1	1	0	16	0	115	0	0	115	347
4:30 PM	29	8	1	0	38	0	154	8	0	162	5	0	0	0	5	1	127	0	0	128	333
4:45 PM	33	17	0	0	50	0	179	6	0	185	2	0	0	0	2	0	140	0	0	140	377
<b>Total</b>	128	48	4	0	180	0	660	30	0	690	27	1	1	0	29	1	494	0	0	495	1394
5:00 PM	20	29	0	0	49	0	153	7	0	160	12	0	1	0	13	1	147	0	0	148	370
5:15 PM	30	23	1	0	54	1	151	15	0	167	9	1	0	0	10	1	135	0	0	136	367
5:30 PM	21	13	3	0	37	0	147	18	0	165	5	0	0	0	5	0	141	0	0	141	348
5:45 PM	27	20	10	0	57	0	170	24	0	194	7	0	0	0	7	3	131	0	0	134	392
<b>Total</b>	98	85	14	0	197	1	621	64	0	686	33	1	1	0	35	5	554	0	0	559	1477
Grand Total	226	133	18	0	377	1	1281	94	0	1376	60	2	2	0	64	6	1048	0	0	1054	2871
Approach %	59.9	35.3	4.8	0.0		0.1	93.1	6.8	0.0		93.8	3.1	3.1	0.0		0.6	99.4	0.0	0.0		
Total %	7.9	4.6	0.6	0.0	13.1	0.0	44.6	3.3	0.0	47.9	2.1	0.1	0.1	0.0	2.2	0.2	36.5	0.0	0.0	36.7	
Exiting Leg Total	3					1126					233					1509					2871
Cars	224	133	17	0	374	1	1238	91	0	1330	60	2	2	0	64	6	1026	0	0	1032	2800
% Cars	99.1	100.0	94.4	0.0	99.2	100.0	96.6	96.8	0.0	96.7	100.0	100.0	100.0	0.0	100.0	100.0	97.9	0.0	0.0	97.9	97.5
Exiting Leg Total	3					1103					230					1464					2800
Heavy Vehicles	2	0	1	0	3	0	43	3	0	46	0	0	0	0	0	0	22	0	0	22	71
% Heavy Vehicles	0.9	0.0	5.6	0.0	0.8	0.0	3.4	3.2	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	2.5
Exiting Leg Total	0					23					3					45					71

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	20	29	0	0	49	0	153	7	0	160	12	0	1	0	13	1	147	0	0	148	370
5:15 PM	30	23	1	0	54	1	151	15	0	167	9	1	0	0	10	1	135	0	0	136	367
5:30 PM	21	13	3	0	37	0	147	18	0	165	5	0	0	0	5	0	141	0	0	141	348
5:45 PM	27	20	10	0	57	0	170	24	0	194	7	0	0	0	7	3	131	0	0	134	392
Total Volume	98	85	14	0	197	1	621	64	0	686	33	1	1	0	35	5	554	0	0	559	1477
% Approach Total	49.7	43.1	7.1	0.0		0.1	90.5	9.3	0.0		94.3	2.9	2.9	0.0		0.9	99.1	0.0	0.0		
PHF	0.817	0.733	0.350	0.000	0.864	0.250	0.913	0.667	0.000	0.884	0.688	0.250	0.250	0.000	0.673	0.417	0.942	0.000	0.000	0.944	0.942
Cars	98	85	13	0	196	1	604	62	0	667	33	1	1	0	35	5	544	0	0	549	1447
Cars %	100.0	100.0	92.9	0.0	99.5	100.0	97.3	96.9	0.0	97.2	100.0	100.0	100.0	0.0	100.0	100.0	98.2	0.0	0.0	98.2	98.0
Heavy Vehicles	0	0	1	0	1	0	17	2	0	19	0	0	0	0	0	0	10	0	0	10	30
Heavy Vehicles %	0.0	0.0	7.1	0.0	0.5	0.0	2.7	3.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	2.0
Cars Enter Leg	98	85	13	0	196	1	604	62	0	667	33	1	1	0	35	5	544	0	0	549	1447
Heavy Enter Leg	0	0	1	0	1	0	17	2	0	19	0	0	0	0	0	0	10	0	0	10	30
Total Entering Leg	98	85	14	0	197	1	621	64	0	686	33	1	1	0	35	5	554	0	0	559	1477
Cars Exiting Leg	2					590					152					703					1447
Heavy Exiting Leg	0					11					2					17					30
Total Exiting Leg	2					601					154					720					1477

PDI File #: **197134 BB**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	32	11	1	0	44	0	154	10	0	164	6	0	0	0	6	0	109	0	0	109	323					
4:15 PM	33	12	2	0	47	0	160	5	0	165	14	1	1	0	16	0	112	0	0	112	340					
4:30 PM	28	8	1	0	37	0	147	8	0	155	5	0	0	0	5	1	123	0	0	124	321					
4:45 PM	33	17	0	0	50	0	173	6	0	179	2	0	0	0	2	0	138	0	0	138	369					
<b>Total</b>	<b>126</b>	<b>48</b>	<b>4</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>634</b>	<b>29</b>	<b>0</b>	<b>663</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>483</b>	<b>1353</b>					
5:00 PM	20	29	0	0	49	0	148	7	0	155	12	0	1	0	13	1	143	0	0	144	361					
5:15 PM	30	23	1	0	54	1	148	14	0	163	9	1	0	0	10	1	133	0	0	134	361					
5:30 PM	21	13	3	0	37	0	142	17	0	159	5	0	0	0	5	0	141	0	0	141	342					
5:45 PM	27	20	9	0	56	0	166	24	0	190	7	0	0	0	7	3	127	0	0	130	383					
<b>Total</b>	<b>98</b>	<b>85</b>	<b>13</b>	<b>0</b>	<b>196</b>	<b>1</b>	<b>604</b>	<b>62</b>	<b>0</b>	<b>667</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>5</b>	<b>544</b>	<b>0</b>	<b>0</b>	<b>549</b>	<b>1447</b>					
Grand Total	224	133	17	0	374	1	1238	91	0	1330	60	2	2	0	64	6	1026	0	0	1032	2800					
Approach %	59.9	35.6	4.5	0.0		0.1	93.1	6.8	0.0		93.8	3.1	3.1	0.0		0.6	99.4	0.0	0.0							
Total %	8.0	4.8	0.6	0.0	13.4	0.0	44.2	3.3	0.0	47.5	2.1	0.1	0.1	0.0	2.3	0.2	36.6	0.0	0.0	36.9						
Exiting Leg Total						3					1103					230					1464					2800

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	20	29	0	0	49	0	148	7	0	155	12	0	1	0	13	1	143	0	0	144	361					
5:15 PM	30	23	1	0	54	1	148	14	0	163	9	1	0	0	10	1	133	0	0	134	361					
5:30 PM	21	13	3	0	37	0	142	17	0	159	5	0	0	0	5	0	141	0	0	141	342					
5:45 PM	27	20	9	0	56	0	166	24	0	190	7	0	0	0	7	3	127	0	0	130	383					
Total Volume	98	85	13	0	196	1	604	62	0	667	33	1	1	0	35	5	544	0	0	549	1447					
% Approach Total	50.0	43.4	6.6	0.0		0.1	90.6	9.3	0.0		94.3	2.9	2.9	0.0		0.9	99.1	0.0	0.0							
PHF	0.817	0.733	0.361	0.000	0.875	0.250	0.910	0.646	0.000	0.878	0.688	0.250	0.250	0.000	0.673	0.417	0.951	0.000	0.000	0.953	0.945					
Entering Leg	98	85	13	0	196	1	604	62	0	667	33	1	1	0	35	5	544	0	0	549	1447					
Exiting Leg						2					590					152					703					1447
Total	198					1257					187					1252					2894					

PDI File #: **197134 BB**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	3	0	0	3	14
4:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
4:30 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	12
4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>
5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
5:15 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6
5:30 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>
Approach %	66.7	0.0	33.3	0.0		0.0	93.5	6.5	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	2.8	0.0	1.4	0.0	4.2	0.0	60.6	4.2	0.0	64.8	0.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	0.0	31.0	
Exiting Leg Total	0					23					3					45					71
Buses	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	7
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	9.3	33.3	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	9.9
Exiting Leg Total	0					2					1					4					7
Single-Unit Trucks	2	0	1	0	3	0	30	2	0	32	0	0	0	0	0	0	15	0	0	15	50
% Single-Unit	100.0	0.0	100.0	0.0	100.0	0.0	69.8	66.7	0.0	69.6	0.0	0.0	0.0	0.0	0.0	0.0	68.2	0.0	0.0	68.2	70.4
Exiting Leg Total	0					16					2					32					50
Articulated Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0.0	0.0	22.7	19.7
Exiting Leg Total	0					5					0					9					14

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	3	0	0	3	14
4:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
4:30 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	12
4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	96.3	3.7	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.650	0.250	0.000	0.614	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.732
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.3	4.9
Single-Unit Trucks	2	0	0	0	2	0	19	1	0	20	0	0	0	0	0	0	11	0	0	11	33
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	73.1	100.0	0.0	74.1	0.0	0.0	0.0	0.0	0.0	0.0	91.7	0.0	0.0	91.7	80.5
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.6
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	2	0	0	0	2	0	19	1	0	20	0	0	0	0	0	0	11	0	0	11	33
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
<b>Total Entering Leg</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>
Buses	0					1					0					1					2
Single-Unit Trucks	0					11					1					21					33
Articulated Trucks	0					0					0					6					6
<b>Total Exiting Leg</b>	<b>0</b>					<b>12</b>					<b>1</b>					<b>28</b>					<b>41</b>

PDI File #: **197134 BB**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
<b>Grand Total</b>	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7
<b>Approach %</b>	0.0	0.0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total %</b>	0.0	0.0	0.0	0.0	0.0	0.0	57.1	14.3	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6
<b>Exiting Leg Total</b>	0					2					1					4					7					

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

5:00 PM	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>PHF</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.625
<b>Entering Leg</b>	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
<b>Exiting Leg</b>	0					1					1					3					5					
<b>Total</b>	0					5					1					4					10					

PDI File #: **197134 BB**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Single-Unit Trucks**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	3	0	0	3	14
4:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>33</b>
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
5:15 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>17</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>
Approach %	66.7	0.0	33.3	0.0		0.0	93.8	6.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	4.0	0.0	2.0	0.0	6.0	0.0	60.0	4.0	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	30.0	
Exiting Leg Total	0					16					2					32					50

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	3	0	0	3	14
4:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>33</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.475	0.250	0.000	0.455	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.688	0.589
Entering Leg	2	0	0	0	2	0	19	1	0	20	0	0	0	0	0	0	11	0	0	11	33
Exiting Leg	0					11					1					21					33
<b>Total</b>	<b>2</b>					<b>31</b>					<b>1</b>					<b>32</b>					<b>66</b>

PDI File #: **197134 BB**  
 Location: **N: Pelham Island Road S: Pelham Island Road**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Articulated Trucks**

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	64.3	0.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	35.7	0.0	0.0	35.7					
Exiting Leg Total	0					5					0					9					14				

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

	Pelham Island Road					Boston Post Road (Route 20)					Pelham Island Road					Boston Post Road (Route 20)					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
Exiting Leg	0					2					0					7									
Total	0					9					0					9					18				





PDI File #: 197134 BB  
 Location: N: Pelham Island Road S: Pelham Island Road  
 Location: E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)  
 City, State: Wayland, MA  
 Client: TEC/L.Oltman  
 Site Code: P2019  
 Count Date: Wednesday, August 28, 2019  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
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**Pedestrians**

	Pelham Island Road							Boston Post Road (Route 20)							Pelham Island Road							Boston Post Road (Route 20)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	2	3	6	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	2	2	4	7	7
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3		0	0	0	0	50	50			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	14.3	42.9	0	0	0	0	28.6	28.6	57.1		
Exiting Leg Total	0							0							3							4							7

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

4:00 PM	Pelham Island Road							Boston Post Road (Route 20)							Pelham Island Road							Boston Post Road (Route 20)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	2	3	6	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	33.3	66.7			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.375	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	2	3	6	6
Exiting Leg	0							0							3							3							6
Total	0							0							6							6							12

PDI File #: **197134 C**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	88	46	0	135	45	74	7	0	126	5	89	6	0	100	24	106	82	0	212	573
7:15 AM	2	100	44	0	146	52	81	6	0	139	5	97	24	0	126	19	109	75	0	203	614
7:30 AM	0	101	57	0	158	40	68	8	0	116	5	81	13	0	99	27	119	84	0	230	603
7:45 AM	1	120	37	0	158	49	78	15	0	142	6	134	20	0	160	15	111	73	0	199	659
<b>Total</b>	<b>4</b>	<b>409</b>	<b>184</b>	<b>0</b>	<b>597</b>	<b>186</b>	<b>301</b>	<b>36</b>	<b>0</b>	<b>523</b>	<b>21</b>	<b>401</b>	<b>63</b>	<b>0</b>	<b>485</b>	<b>85</b>	<b>445</b>	<b>314</b>	<b>0</b>	<b>844</b>	<b>2449</b>
8:00 AM	1	133	72	0	206	34	74	21	0	129	7	117	20	0	144	26	110	61	0	197	676
8:15 AM	1	133	64	0	198	36	77	15	0	128	7	87	24	0	118	22	121	56	0	199	643
8:30 AM	1	105	50	0	156	37	70	3	0	110	11	103	27	0	141	24	120	40	0	184	591
8:45 AM	1	116	72	0	189	39	70	7	0	116	11	106	47	0	164	17	131	60	0	208	677
<b>Total</b>	<b>4</b>	<b>487</b>	<b>258</b>	<b>0</b>	<b>749</b>	<b>146</b>	<b>291</b>	<b>46</b>	<b>0</b>	<b>483</b>	<b>36</b>	<b>413</b>	<b>118</b>	<b>0</b>	<b>567</b>	<b>89</b>	<b>482</b>	<b>217</b>	<b>0</b>	<b>788</b>	<b>2587</b>
Grand Total	8	896	442	0	1346	332	592	82	0	1006	57	814	181	0	1052	174	927	531	0	1632	5036
Approach %	0.6	66.6	32.8	0.0		33.0	58.8	8.2	0.0		5.4	77.4	17.2	0.0		10.7	56.8	32.5	0.0		
Total %	0.2	17.8	8.8	0.0	26.7	6.6	11.8	1.6	0.0	20.0	1.1	16.2	3.6	0.0	20.9	3.5	18.4	10.5	0.0	32.4	
Exiting Leg Total	1677					1426					1152					781					5036
Cars	8	857	422	0	1287	312	552	78	0	942	49	775	154	0	978	149	893	516	0	1558	4765
% Cars	100.0	95.6	95.5	0.0	95.6	94.0	93.2	95.1	0.0	93.6	86.0	95.2	85.1	0.0	93.0	85.6	96.3	97.2	0.0	95.5	94.6
Exiting Leg Total	1603					1364					1084					714					4765
Heavy Vehicles	0	39	20	0	59	20	40	4	0	64	8	39	27	0	74	25	34	15	0	74	271
% Heavy Vehicles	0.0	4.4	4.5	0.0	4.4	6.0	6.8	4.9	0.0	6.4	14.0	4.8	14.9	0.0	7.0	14.4	3.7	2.8	0.0	4.5	5.4
Exiting Leg Total	74					62					68					67					271

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	1	133	72	0	206	34	74	21	0	129	7	117	20	0	144	26	110	61	0	197	676
8:15 AM	1	133	64	0	198	36	77	15	0	128	7	87	24	0	118	22	121	56	0	199	643
8:30 AM	1	105	50	0	156	37	70	3	0	110	11	103	27	0	141	24	120	40	0	184	591
8:45 AM	1	116	72	0	189	39	70	7	0	116	11	106	47	0	164	17	131	60	0	208	677
<b>Total Volume</b>	<b>4</b>	<b>487</b>	<b>258</b>	<b>0</b>	<b>749</b>	<b>146</b>	<b>291</b>	<b>46</b>	<b>0</b>	<b>483</b>	<b>36</b>	<b>413</b>	<b>118</b>	<b>0</b>	<b>567</b>	<b>89</b>	<b>482</b>	<b>217</b>	<b>0</b>	<b>788</b>	<b>2587</b>
% Approach Total	0.5	65.0	34.4	0.0		30.2	60.2	9.5	0.0		6.3	72.8	20.8	0.0		11.3	61.2	27.5	0.0		
PHF	1.000	0.915	0.896	0.000	0.909	0.936	0.945	0.548	0.000	0.936	0.818	0.882	0.628	0.000	0.864	0.856	0.920	0.889	0.000	0.947	0.955
Cars	4	471	246	0	721	139	271	43	0	453	33	389	95	0	517	78	466	213	0	757	2448
Cars %	100.0	96.7	95.3	0.0	96.3	95.2	93.1	93.5	0.0	93.8	91.7	94.2	80.5	0.0	91.2	87.6	96.7	98.2	0.0	96.1	94.6
Heavy Vehicles	0	16	12	0	28	7	20	3	0	30	3	24	23	0	50	11	16	4	0	31	139
Heavy Vehicles %	0.0	3.3	4.7	0.0	3.7	4.8	6.9	6.5	0.0	6.2	8.3	5.8	19.5	0.0	8.8	12.4	3.3	1.8	0.0	3.9	5.4
Cars Enter Leg	4	471	246	0	721	139	271	43	0	453	33	389	95	0	517	78	466	213	0	757	2448
Heavy Enter Leg	0	16	12	0	28	7	20	3	0	30	3	24	23	0	50	11	16	4	0	31	139
<b>Total Entering Leg</b>	<b>4</b>	<b>487</b>	<b>258</b>	<b>0</b>	<b>749</b>	<b>146</b>	<b>291</b>	<b>46</b>	<b>0</b>	<b>483</b>	<b>36</b>	<b>413</b>	<b>118</b>	<b>0</b>	<b>567</b>	<b>89</b>	<b>482</b>	<b>217</b>	<b>0</b>	<b>788</b>	<b>2587</b>
Cars Exiting Leg	741					745					592					370					2448
Heavy Exiting Leg	35					31					30					43					139
<b>Total Exiting Leg</b>	<b>776</b>					<b>776</b>					<b>622</b>					<b>413</b>					<b>2587</b>

PDI File #: **197134 C**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	83	45	0	129	41	70	7	0	118	4	86	6	0	96	13	102	78	0	193	536
7:15 AM	2	95	41	0	138	47	77	6	0	130	5	94	21	0	120	18	104	72	0	194	582
7:30 AM	0	96	55	0	151	38	63	8	0	109	4	79	12	0	95	26	115	82	0	223	578
7:45 AM	1	112	35	0	148	47	71	14	0	132	3	127	20	0	150	14	106	71	0	191	621
Total	4	386	176	0	566	173	281	35	0	489	16	386	59	0	461	71	427	303	0	801	2317
8:00 AM	1	128	67	0	196	31	70	21	0	122	6	112	17	0	135	20	104	59	0	183	636
8:15 AM	1	126	60	0	187	35	73	14	0	122	7	82	22	0	111	20	115	54	0	189	609
8:30 AM	1	103	48	0	152	36	65	2	0	103	9	100	24	0	133	23	118	40	0	181	569
8:45 AM	1	114	71	0	186	37	63	6	0	106	11	95	32	0	138	15	129	60	0	204	634
Total	4	471	246	0	721	139	271	43	0	453	33	389	95	0	517	78	466	213	0	757	2448
Grand Total	8	857	422	0	1287	312	552	78	0	942	49	775	154	0	978	149	893	516	0	1558	4765
Approach %	0.6	66.6	32.8	0.0		33.1	58.6	8.3	0.0		5.0	79.2	15.7	0.0		9.6	57.3	33.1	0.0		
Total %	0.2	18.0	8.9	0.0	27.0	6.5	11.6	1.6	0.0	19.8	1.0	16.3	3.2	0.0	20.5	3.1	18.7	10.8	0.0	32.7	
Exiting Leg Total	1603					1364					1084					714					4765

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	1	128	67	0	196	31	70	21	0	122	6	112	17	0	135	20	104	59	0	183	636
8:15 AM	1	126	60	0	187	35	73	14	0	122	7	82	22	0	111	20	115	54	0	189	609
8:30 AM	1	103	48	0	152	36	65	2	0	103	9	100	24	0	133	23	118	40	0	181	569
8:45 AM	1	114	71	0	186	37	63	6	0	106	11	95	32	0	138	15	129	60	0	204	634
Total Volume	4	471	246	0	721	139	271	43	0	453	33	389	95	0	517	78	466	213	0	757	2448
% Approach Total	0.6	65.3	34.1	0.0		30.7	59.8	9.5	0.0		6.4	75.2	18.4	0.0		10.3	61.6	28.1	0.0		
PHF	1.000	0.920	0.866	0.000	0.920	0.939	0.928	0.512	0.000	0.928	0.750	0.868	0.742	0.000	0.937	0.848	0.903	0.888	0.000	0.928	0.962
Entering Leg	4	471	246	0	721	139	271	43	0	453	33	389	95	0	517	78	466	213	0	757	2448
Exiting Leg	741					745					592					370					2448
Total	1462					1198					1109					1127					4896

PDI File #: 197134 C

Location: N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)

Location: E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)

City, State: Wayland, MA

Client: TEC/L.Oltman

Site Code: P2019

Count Date: Wednesday, August 28, 2019

Start Time: 7:00 AM

End Time: 9:00 AM

Class:



PRECISION DATA INDUSTRIES, LLC

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

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

Table with columns for road names (Cochituate Road, Boston Post Road) and directions (from North, East, South, West). Rows include time intervals (7:00 AM to 8:45 AM), totals, Grand Total, Approach %, and vehicle types (Buses, Single-Unit Trucks, Articulated Trucks).

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

Table showing peak hour analysis for 8:00 AM. Columns include road names and directions. Rows include time intervals (8:00 AM to 8:45 AM), Total Volume, % Approach Total, PHF, and vehicle types (Buses, Single-Unit Trucks, Articulated Trucks).

PDI File #: **197134 C**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
**E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



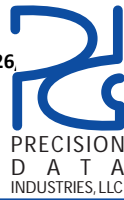
**Buses**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	2	3	0	9	10	
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	4	
7:45 AM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	4	
<b>Total</b>	0	0	0	0	0	5	1	0	0	6	1	2	0	0	3	4	3	4	0	11	20	
8:00 AM	0	1	2	0	3	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	6	
8:15 AM	0	2	0	0	2	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	5	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	14	
<b>Total</b>	0	4	2	0	6	1	1	1	0	3	0	0	18	0	18	1	0	0	0	1	28	
<b>Grand Total</b>	0	4	2	0	6	6	2	1	0	9	1	2	18	0	21	5	3	4	0	12	48	
Approach %	0.0	66.7	33.3	0.0		66.7	22.2	11.1	0.0		4.8	9.5	85.7	0.0		41.7	25.0	33.3	0.0			
Total %	0.0	8.3	4.2	0.0	12.5	12.5	4.2	2.1	0.0	18.8	2.1	4.2	37.5	0.0	43.8	10.4	6.3	8.3	0.0	25.0		
Exiting Leg Total						12					6					10					20	48

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

8:00 AM	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	1	2	0	3	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	6	
8:15 AM	0	2	0	0	2	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	5	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	14	
<b>Total Volume</b>	0	4	2	0	6	1	1	1	0	3	0	0	18	0	18	1	0	0	0	1	28	
<b>% Approach Total</b>	0.0	66.7	33.3	0.0		33.3	33.3	33.3	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0			
PHF	0.000	0.500	0.250	0.000	0.500	0.250	0.250	0.250	0.000	0.375	0.000	0.000	0.321	0.000	0.321	0.250	0.000	0.000	0.000	0.250	0.500	
Entering Leg	0	4	2	0	6	1	1	1	0	3	0	0	18	0	18	1	0	0	0	1	28	
Exiting Leg						1					2					6					19	28
<b>Total</b>						7					5					24					20	56

PDI File #: **197134 C**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
**E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Single-Unit Trucks**

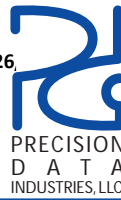
	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	1	0	6	3	4	0	0	7	1	2	0	0	3	7	1	1	0	9	25
7:15 AM	0	5	3	0	8	3	3	0	0	6	0	3	2	0	5	1	3	2	0	6	25
7:30 AM	0	3	2	0	5	1	3	0	0	4	0	1	1	0	2	0	2	1	0	3	14
7:45 AM	0	8	1	0	9	0	6	1	0	7	2	5	0	0	7	0	5	1	0	6	29
<b>Total</b>	0	21	7	0	28	7	16	1	0	24	3	11	3	0	17	8	11	5	0	24	93
8:00 AM	0	3	2	0	5	2	4	0	0	6	1	5	2	0	8	5	3	2	0	10	29
8:15 AM	0	3	2	0	5	1	2	0	0	3	0	5	1	0	6	1	5	2	0	8	22
8:30 AM	0	1	1	0	2	0	2	1	0	3	2	2	1	0	5	1	2	0	0	3	13
8:45 AM	0	2	1	0	3	1	4	1	0	6	0	9	1	0	10	2	1	0	0	3	22
<b>Total</b>	0	9	6	0	15	4	12	2	0	18	3	21	5	0	29	9	11	4	0	24	86
<b>Grand Total</b>	0	30	13	0	43	11	28	3	0	42	6	32	8	0	46	17	22	9	0	48	179
Approach %	0.0	69.8	30.2	0.0		26.2	66.7	7.1	0.0		13.0	69.6	17.4	0.0		35.4	45.8	18.8	0.0		
Total %	0.0	16.8	7.3	0.0	24.0	6.1	15.6	1.7	0.0	23.5	3.4	17.9	4.5	0.0	25.7	9.5	12.3	5.0	0.0	26.8	
Exiting Leg Total	52					41					50					36					179

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	5	3	0	8	3	3	0	0	6	0	3	2	0	5	1	3	2	0	6	25
7:30 AM	0	3	2	0	5	1	3	0	0	4	0	1	1	0	2	0	2	1	0	3	14
7:45 AM	0	8	1	0	9	0	6	1	0	7	2	5	0	0	7	0	5	1	0	6	29
8:00 AM	0	3	2	0	5	2	4	0	0	6	1	5	2	0	8	5	3	2	0	10	29
<b>Total Volume</b>	0	19	8	0	27	6	16	1	0	23	3	14	5	0	22	6	13	6	0	25	97
<b>% Approach Total</b>	0.0	70.4	29.6	0.0		26.1	69.6	4.3	0.0		13.6	63.6	22.7	0.0		24.0	52.0	24.0	0.0		
PHF	0.000	0.594	0.667	0.000	0.750	0.500	0.667	0.250	0.000	0.821	0.375	0.700	0.625	0.000	0.688	0.300	0.650	0.750	0.000	0.625	0.836
Entering Leg	0	19	8	0	27	6	16	1	0	23	3	14	5	0	22	6	13	6	0	25	97
Exiting Leg	26					24					26					21					97
<b>Total</b>	53					47					48					46					194



PDI File #: **197134 C**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
**E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Articulated Trucks**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	5
7:30 AM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	7
7:45 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	0	1	0	2	5
<b>Total</b>	0	2	1	0	3	1	3	0	0	4	1	2	1	0	4	2	4	2	0	8	19
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
8:15 AM	0	2	2	0	4	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	7
8:30 AM	0	0	1	0	1	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	0	1	0	0	1	7
<b>Total</b>	0	3	4	0	7	2	7	0	0	9	0	3	0	0	3	1	5	0	0	6	25
<b>Grand Total</b>	0	5	5	0	10	3	10	0	0	13	1	5	1	0	7	3	9	2	0	14	44
Approach %	0.0	50.0	50.0	0.0		23.1	76.9	0.0	0.0		14.3	71.4	14.3	0.0		21.4	64.3	14.3	0.0		
Total %	0.0	11.4	11.4	0.0	22.7	6.8	22.7	0.0	0.0	29.5	2.3	11.4	2.3	0.0	15.9	6.8	20.5	4.5	0.0	31.8	
Exiting Leg Total	10					15					8					11					44

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
8:15 AM	0	2	2	0	4	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	7
8:30 AM	0	0	1	0	1	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	0	1	0	0	1	7
<b>Total Volume</b>	0	3	4	0	7	2	7	0	0	9	0	3	0	0	3	1	5	0	0	6	25
<b>% Approach Total</b>	0.0	42.9	57.1	0.0		22.2	77.8	0.0	0.0		0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		
PHF	0.000	0.375	0.500	0.000	0.438	0.500	0.583	0.000	0.000	0.563	0.000	0.375	0.000	0.000	0.375	0.250	0.417	0.000	0.000	0.500	0.893
Entering Leg	0	3	4	0	7	2	7	0	0	9	0	3	0	0	3	1	5	0	0	6	25
Exiting Leg	5					9					4					7					25
<b>Total</b>	12					18					7					13					50

PDI File #: 197134 C

Location: N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 12

Location: E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)

City, State: Wayland, MA

Client: TEC/L.Oltman

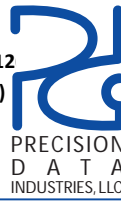
Site Code: P2019

Count Date: Wednesday, August 28, 2019

Start Time: 7:00 AM

End Time: 9:00 AM

Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Cochituate Road (Route 126/27)								Boston Post Road (Route 20)								Cochituate Road (Route 126/27)								Boston Post Road (Route 20)								Total						
	from North								from East								from South								from West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	4	4
8:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	0	0	1	0	1	0	0	1	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5	5
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0			0.0	0.0	0.0	0.0	0.0	20.0	20.0			
Total %	20.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0				
Exiting Leg Total	0								1								0								4								5						

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

	Cochituate Road (Route 126/27)								Boston Post Road (Route 20)								Cochituate Road (Route 126/27)								Boston Post Road (Route 20)								Total						
	from North								from East								from South								from West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
8:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	0	0	1	0	1	0	0	1	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5	5
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0			0.0	0.0	0.0	0.0	0.0	20.0	20.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.625			
Entering Leg	1	0	0	0	0	0	1	0	1	0	0	1	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5	5
Exiting Leg	0								1								0								4								5						
Total	1								3								1								5								10						

PDI File #: 197134 C

Location: N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 12

Location: E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)

City, State: Wayland, MA

Client: TEC/L.Oltman

Site Code: P2019

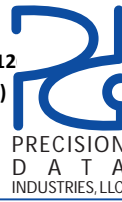
Count Date: Wednesday, August 28, 2019

Start Time: 7:00 AM

End Time: 9:00 AM

Class:

Pedestrians



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

Table with columns for road names (Cochituate Road, Boston Post Road) and directions (from North, East, South, West). Rows show pedestrian counts for various times (7:00 AM to 8:45 AM) and a Grand Total. Includes sub-columns for movement types like Right, Thru, Left, U-Turn, CW-SB, CW-NB, CW-WB, CW-EB.

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

Table showing peak hour analysis for 7:00 AM. Similar structure to the main table, but includes PHF (Peak Hour Factor) and % Approach Total. Total volume is 1, and PHF is 0.250.

PDI File #: **197134 CC**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	5	108	49	0	162	57	124	5	0	186	4	117	42	0	163	29	79	28	0	136	647
4:15 PM	3	119	55	0	177	45	132	3	0	180	11	108	32	0	151	24	76	28	0	128	636
4:30 PM	7	116	52	0	175	68	124	7	0	199	7	101	31	1	140	25	100	28	0	153	667
4:45 PM	7	110	48	0	165	64	147	7	0	218	7	111	32	0	150	31	87	31	0	149	682
<b>Total</b>	<b>22</b>	<b>453</b>	<b>204</b>	<b>0</b>	<b>679</b>	<b>234</b>	<b>527</b>	<b>22</b>	<b>0</b>	<b>783</b>	<b>29</b>	<b>437</b>	<b>137</b>	<b>1</b>	<b>604</b>	<b>109</b>	<b>342</b>	<b>115</b>	<b>0</b>	<b>566</b>	<b>2632</b>
5:00 PM	9	96	49	0	154	55	122	7	0	184	6	128	33	0	167	27	91	37	0	155	660
5:15 PM	5	112	58	0	175	58	135	5	0	198	10	127	34	0	171	22	106	28	0	156	700
5:30 PM	8	120	48	0	176	68	135	12	0	215	7	129	25	0	161	31	95	27	0	153	705
5:45 PM	9	114	48	0	171	50	156	6	0	212	7	120	30	0	157	19	94	26	0	139	679
<b>Total</b>	<b>31</b>	<b>442</b>	<b>203</b>	<b>0</b>	<b>676</b>	<b>231</b>	<b>548</b>	<b>30</b>	<b>0</b>	<b>809</b>	<b>30</b>	<b>504</b>	<b>122</b>	<b>0</b>	<b>656</b>	<b>99</b>	<b>386</b>	<b>118</b>	<b>0</b>	<b>603</b>	<b>2744</b>
Grand Total	53	895	407	0	1355	465	1075	52	0	1592	59	941	259	1	1260	208	728	233	0	1169	5376
Approach %	3.9	66.1	30.0	0.0		29.2	67.5	3.3	0.0		4.7	74.7	20.6	0.1		17.8	62.3	19.9	0.0		
Total %	1.0	16.6	7.6	0.0	25.2	8.6	20.0	1.0	0.0	29.6	1.1	17.5	4.8	0.0	23.4	3.9	13.5	4.3	0.0	21.7	
Exiting Leg Total	1639					1194					1156					1387					5376
Cars	51	886	393	0	1330	444	1052	50	0	1546	57	932	246	1	1236	202	712	232	0	1146	5258
% Cars	96.2	99.0	96.6	0.0	98.2	95.5	97.9	96.2	0.0	97.1	96.6	99.0	95.0	100.0	98.1	97.1	97.8	99.6	0.0	98.0	97.8
Exiting Leg Total	1608					1162					1139					1349					5258
Heavy Vehicles	2	9	14	0	25	21	23	2	0	46	2	9	13	0	24	6	16	1	0	23	118
% Heavy Vehicles	3.8	1.0	3.4	0.0	1.8	4.5	2.1	3.8	0.0	2.9	3.4	1.0	5.0	0.0	1.9	2.9	2.2	0.4	0.0	2.0	2.2
Exiting Leg Total	31					32					17					38					118

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	7	110	48	0	165	64	147	7	0	218	7	111	32	0	150	31	87	31	0	149	682
5:00 PM	9	96	49	0	154	55	122	7	0	184	6	128	33	0	167	27	91	37	0	155	660
5:15 PM	5	112	58	0	175	58	135	5	0	198	10	127	34	0	171	22	106	28	0	156	700
5:30 PM	8	120	48	0	176	68	135	12	0	215	7	129	25	0	161	31	95	27	0	153	705
Total Volume	29	438	203	0	670	245	539	31	0	815	30	495	124	0	649	111	379	123	0	613	2747
% Approach Total	4.3	65.4	30.3	0.0		30.1	66.1	3.8	0.0		4.6	76.3	19.1	0.0		18.1	61.8	20.1	0.0		
PHF	0.806	0.913	0.875	0.000	0.952	0.901	0.917	0.646	0.000	0.935	0.750	0.959	0.912	0.000	0.949	0.895	0.894	0.831	0.000	0.982	0.974
Cars	28	436	201	0	665	237	532	29	0	798	30	490	117	0	637	106	375	123	0	604	2704
Cars %	96.6	99.5	99.0	0.0	99.3	96.7	98.7	93.5	0.0	97.9	100.0	99.0	94.4	0.0	98.2	95.5	98.9	100.0	0.0	98.5	98.4
Heavy Vehicles	1	2	2	0	5	8	7	2	0	17	0	5	7	0	12	5	4	0	0	9	43
Heavy Vehicles %	3.4	0.5	1.0	0.0	0.7	3.3	1.3	6.5	0.0	2.1	0.0	1.0	5.6	0.0	1.8	4.5	1.1	0.0	0.0	1.5	1.6
Cars Enter Leg	28	436	201	0	665	237	532	29	0	798	30	490	117	0	637	106	375	123	0	604	2704
Heavy Enter Leg	1	2	2	0	5	8	7	2	0	17	0	5	7	0	12	5	4	0	0	9	43
Total Entering Leg	29	438	203	0	670	245	539	31	0	815	30	495	124	0	649	111	379	123	0	613	2747
Cars Exiting Leg	850					606					571					677					2704
Heavy Exiting Leg	13					6					9					15					43
Total Exiting Leg	863					612					580					692					2747

PDI File #: **197134 CC**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	105	44	0	153	49	117	5	0	171	3	115	40	0	158	29	77	28	0	134	616
4:15 PM	3	118	53	0	174	43	131	3	0	177	10	108	31	0	149	24	73	28	0	125	625
4:30 PM	7	115	48	0	170	66	118	7	0	191	7	100	30	1	138	24	96	28	0	148	647
4:45 PM	6	109	46	0	161	63	147	7	0	217	7	109	30	0	146	29	87	31	0	147	671
<b>Total</b>	<b>20</b>	<b>447</b>	<b>191</b>	<b>0</b>	<b>658</b>	<b>221</b>	<b>513</b>	<b>22</b>	<b>0</b>	<b>756</b>	<b>27</b>	<b>432</b>	<b>131</b>	<b>1</b>	<b>591</b>	<b>106</b>	<b>333</b>	<b>115</b>	<b>0</b>	<b>554</b>	<b>2559</b>
5:00 PM	9	96	49	0	154	54	121	5	0	180	6	127	30	0	163	25	88	37	0	150	647
5:15 PM	5	111	58	0	174	57	131	5	0	193	10	126	34	0	170	21	105	28	0	154	691
5:30 PM	8	120	48	0	176	63	133	12	0	208	7	128	23	0	158	31	95	27	0	153	695
5:45 PM	9	112	47	0	168	49	154	6	0	209	7	119	28	0	154	19	91	25	0	135	666
<b>Total</b>	<b>31</b>	<b>439</b>	<b>202</b>	<b>0</b>	<b>672</b>	<b>223</b>	<b>539</b>	<b>28</b>	<b>0</b>	<b>790</b>	<b>30</b>	<b>500</b>	<b>115</b>	<b>0</b>	<b>645</b>	<b>96</b>	<b>379</b>	<b>117</b>	<b>0</b>	<b>592</b>	<b>2699</b>
Grand Total	51	886	393	0	1330	444	1052	50	0	1546	57	932	246	1	1236	202	712	232	0	1146	5258
Approach %	3.8	66.6	29.5	0.0		28.7	68.0	3.2	0.0		4.6	75.4	19.9	0.1		17.6	62.1	20.2	0.0		
Total %	1.0	16.9	7.5	0.0	25.3	8.4	20.0	1.0	0.0	29.4	1.1	17.7	4.7	0.0	23.5	3.8	13.5	4.4	0.0	21.8	
Exiting Leg Total	1608					1162					1139					1349					5258

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	6	109	46	0	161	63	147	7	0	217	7	109	30	0	146	29	87	31	0	147	671
5:00 PM	9	96	49	0	154	54	121	5	0	180	6	127	30	0	163	25	88	37	0	150	647
5:15 PM	5	111	58	0	174	57	131	5	0	193	10	126	34	0	170	21	105	28	0	154	691
5:30 PM	8	120	48	0	176	63	133	12	0	208	7	128	23	0	158	31	95	27	0	153	695
Total Volume	28	436	201	0	665	237	532	29	0	798	30	490	117	0	637	106	375	123	0	604	2704
% Approach Total	4.2	65.6	30.2	0.0		29.7	66.7	3.6	0.0		4.7	76.9	18.4	0.0		17.5	62.1	20.4	0.0		
PHF	0.778	0.908	0.866	0.000	0.945	0.940	0.905	0.604	0.000	0.919	0.750	0.957	0.860	0.000	0.937	0.855	0.893	0.831	0.000	0.981	0.973
Entering Leg	28	436	201	0	665	237	532	29	0	798	30	490	117	0	637	106	375	123	0	604	2704
Exiting Leg	850					606					571					677					2704
<b>Total</b>	<b>1515</b>					<b>1404</b>					<b>1208</b>					<b>1281</b>					<b>5408</b>

PDI File #: 197134 CC

Location: N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)

Location: E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)

City, State: Wayland, MA

Client: TEC/L.Oltman

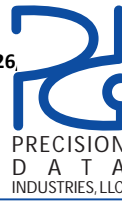
Site Code: P2019

Count Date: Wednesday, August 28, 2019

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



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

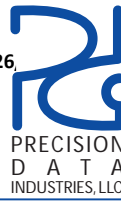
Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

Table with columns for road names (Cochituate Road, Boston Post Road) and directions (from North, from East, from South, from West). Rows include time intervals (4:00 PM to 5:45 PM), totals, and vehicle types (Buses, Single-Unit Trucks, Articulated Trucks).

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

Table showing peak hour analysis for 4:00 PM. Columns include road names and directions. Rows include time intervals, total volume, PHF, and vehicle type percentages (Buses, Single-Unit Trucks, Articulated Trucks).

PDI File #: **197134 CC**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)**  
 Location: **E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

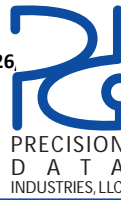
**Buses**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	2	0	2	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
<b>Grand Total</b>	0	0	3	0	3	1	3	0	0	4	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	11
<b>Approach %</b>	0.0	0.0	100.0	0.0		25.0	75.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
<b>Total %</b>	0.0	0.0	27.3	0.0	27.3	9.1	27.3	0.0	0.0	36.4	9.1	0.0	9.1	0.0	18.2	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0		
<b>Exiting Leg Total</b>	1					6					0					4					11					

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Total Volume</b>	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
<b>% Approach Total</b>	0.0	0.0	100.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
<b>PHF</b>	0.000	0.000	0.250	0.000	0.250	0.250	0.500	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	
<b>Entering Leg</b>	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
<b>Exiting Leg</b>	1					2					0					3					6					
<b>Total</b>	2					5					1					4					12					

PDI File #: **197134 CC**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
**E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Single-Unit Trucks**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	3	2	0	6	7	6	0	0	13	0	2	2	0	4	0	2	0	0	2	25
4:15 PM	0	1	2	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
4:30 PM	0	1	2	0	3	2	2	0	0	4	0	1	1	0	2	1	4	0	0	5	14
4:45 PM	1	1	1	0	3	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	8
<b>Total</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	1	2	0	0	3	6
5:15 PM	0	1	0	0	1	1	4	0	0	5	0	1	0	0	1	1	0	0	0	1	8
5:30 PM	0	0	0	0	0	4	2	0	0	6	0	1	1	0	2	0	0	0	0	0	8
5:45 PM	0	2	0	0	2	1	0	0	0	1	0	1	1	0	2	0	1	1	0	2	7
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>29</b>
<b>Grand Total</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>
Approach %	11.1	50.0	38.9	0.0	18	50.0	46.9	3.1	0.0	32	0.0	50.0	50.0	0.0	16	29.4	64.7	5.9	0.0	17	83
Total %	2.4	10.8	8.4	0.0	21.7	19.3	18.1	1.2	0.0	38.6	0.0	9.6	9.6	0.0	19.3	6.0	13.3	1.2	0.0	20.5	83
Exiting Leg Total	25					18					15					25					83

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

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	3	2	0	6	7	6	0	0	13	0	2	2	0	4	0	2	0	0	2	25
4:15 PM	0	1	2	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
4:30 PM	0	1	2	0	3	2	2	0	0	4	0	1	1	0	2	1	4	0	0	5	14
4:45 PM	1	1	1	0	3	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	8
<b>Total Volume</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>
<b>% Approach Total</b>	<b>13.3</b>	<b>40.0</b>	<b>46.7</b>	<b>0.0</b>	<b>21.7</b>	<b>52.6</b>	<b>47.4</b>	<b>0.0</b>	<b>0.0</b>	<b>38.6</b>	<b>0.0</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>19.3</b>	<b>27.3</b>	<b>72.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20.5</b>	<b>83</b>
PHF	0.500	0.500	0.875	0.000	0.625	0.357	0.375	0.000	0.000	0.365	0.000	0.625	0.500	0.000	0.563	0.375	0.500	0.000	0.000	0.550	0.540
Entering Leg	2	6	7	0	15	10	9	0	0	19	0	5	4	0	9	3	8	0	0	11	54
Exiting Leg	15					15					9					15					54
<b>Total</b>	<b>30</b>					<b>34</b>					<b>18</b>					<b>26</b>					<b>108</b>



PDI File #: **197134 CC**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
**E: Boston Post Road (Route 20) W: Boston Post Road (Route 20)**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Articulated Trucks**

	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	2	0	2	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	5	
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	
4:30 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
4:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3	
<b>Total</b>	0	0	4	0	4	3	4	0	0	7	1	0	2	0	3	0	0	0	0	0	14	
5:00 PM	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	1	1	0	0	2	6	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
<b>Total</b>	0	0	0	0	0	1	1	1	0	3	0	1	2	0	3	1	3	0	0	4	10	
<b>Grand Total</b>	0	0	4	0	4	4	5	1	0	10	1	1	4	0	6	1	3	0	0	4	24	
Approach %	0.0	0.0	100.0	0.0		40.0	50.0	10.0	0.0		16.7	16.7	66.7	0.0		25.0	75.0	0.0	0.0			
Total %	0.0	0.0	16.7	0.0	16.7	16.7	20.8	4.2	0.0	41.7	4.2	4.2	16.7	0.0	25.0	4.2	12.5	0.0	0.0	16.7		
Exiting Leg Total						5					8					2					9	24

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

4:15 PM	Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Cochituate Road (Route 126/27)					Boston Post Road (Route 20)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	
4:30 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
4:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3	
5:00 PM	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	1	1	0	0	2	6	
Total Volume	0	0	2	0	2	3	3	1	0	7	0	1	3	0	4	1	1	0	0	2	15	
% Approach Total	0.0	0.0	100.0	0.0		42.9	42.9	14.3	0.0		0.0	25.0	75.0	0.0		50.0	50.0	0.0	0.0			
PHF	0.000	0.000	0.500	0.000	0.500	0.750	0.250	0.250	0.000	0.583	0.000	0.250	0.750	0.000	0.500	0.250	0.250	0.000	0.000	0.250	0.625	
Entering Leg	0	0	2	0	2	3	3	1	0	7	0	1	3	0	4	1	1	0	0	2	15	
Exiting Leg						4					3					2					6	15
Total						6					10					6					8	30





PDI File #: **197134 D**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



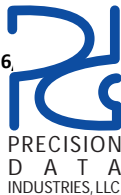
**Cars and Heavy Vehicles (Combined)**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	12	129	11	0	152	1	1	4	0	6	18	196	0	0	214	0	0	1	0	1	373
7:15 AM	12	141	20	0	173	5	3	6	0	14	16	207	0	0	223	0	0	0	0	0	410
7:30 AM	22	160	18	0	200	2	0	1	0	3	14	192	0	0	206	0	0	0	0	0	409
7:45 AM	19	153	11	0	183	6	3	3	0	12	10	246	1	0	257	0	0	0	0	0	452
<b>Total</b>	<b>65</b>	<b>583</b>	<b>60</b>	<b>0</b>	<b>708</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>841</b>	<b>1</b>	<b>0</b>	<b>900</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1644</b>
8:00 AM	15	197	4	0	216	5	2	7	0	14	7	203	1	0	211	0	0	0	0	0	441
8:15 AM	21	188	6	1	216	2	3	8	0	13	6	174	0	0	180	0	0	0	0	0	409
8:30 AM	11	154	3	0	168	1	4	4	0	9	12	166	2	0	180	0	0	0	0	0	357
8:45 AM	26	184	5	0	215	2	4	3	0	9	13	191	2	0	206	0	0	0	0	0	430
<b>Total</b>	<b>73</b>	<b>723</b>	<b>18</b>	<b>1</b>	<b>815</b>	<b>10</b>	<b>13</b>	<b>22</b>	<b>0</b>	<b>45</b>	<b>38</b>	<b>734</b>	<b>5</b>	<b>0</b>	<b>777</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1637</b>
Grand Total	138	1306	78	1	1523	24	20	36	0	80	96	1575	6	0	1677	0	0	1	0	1	3281
Approach %	9.1	85.8	5.1	0.1		30.0	25.0	45.0	0.0		5.7	93.9	0.4	0.0		0.0	0.0	100.0	0.0		
Total %	4.2	39.8	2.4	0.0	46.4	0.7	0.6	1.1	0.0	2.4	2.9	48.0	0.2	0.0	51.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1601					174					1342					164					3281
Cars	132	1247	77	1	1457	22	17	34	0	73	91	1507	6	0	1604	0	0	1	0	1	3135
% Cars	95.7	95.5	98.7	100.0	95.7	91.7	85.0	94.4	0.0	91.3	94.8	95.7	100.0	0.0	95.6	0.0	0.0	100.0	0.0	100.0	95.6
Exiting Leg Total	1531					168					1281					155					3135
Heavy Vehicles	6	59	1	0	66	2	3	2	0	7	5	68	0	0	73	0	0	0	0	0	146
% Heavy Vehicles	4.3	4.5	1.3	0.0	4.3	8.3	15.0	5.6	0.0	8.8	5.2	4.3	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.4
Exiting Leg Total	70					6					61					9					146

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

7:15 AM	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	12	141	20	0	173	5	3	6	0	14	16	207	0	0	223	0	0	0	0	0	410
7:30 AM	22	160	18	0	200	2	0	1	0	3	14	192	0	0	206	0	0	0	0	0	409
7:45 AM	19	153	11	0	183	6	3	3	0	12	10	246	1	0	257	0	0	0	0	0	452
8:00 AM	15	197	4	0	216	5	2	7	0	14	7	203	1	0	211	0	0	0	0	0	441
Total Volume	68	651	53	0	772	18	8	17	0	43	47	848	2	0	897	0	0	0	0	0	1712
% Approach Total	8.8	84.3	6.9	0.0		41.9	18.6	39.5	0.0		5.2	94.5	0.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.773	0.826	0.663	0.000	0.894	0.750	0.667	0.607	0.000	0.768	0.734	0.862	0.500	0.000	0.873	0.000	0.000	0.000	0.000	0.000	0.947
Cars	65	614	53	0	732	16	5	15	0	36	42	812	2	0	856	0	0	0	0	0	1624
Cars %	95.6	94.3	100.0	0.0	94.8	88.9	62.5	88.2	0.0	83.7	89.4	95.8	100.0	0.0	95.4	0.0	0.0	0.0	0.0	0.0	94.9
Heavy Vehicles	3	37	0	0	40	2	3	2	0	7	5	36	0	0	41	0	0	0	0	0	88
Heavy Vehicles %	4.4	5.7	0.0	0.0	5.2	11.1	37.5	11.8	0.0	16.3	10.6	4.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	5.1
Cars Enter Leg	65	614	53	0	732	16	5	15	0	36	42	812	2	0	856	0	0	0	0	0	1624
Heavy Enter Leg	3	37	0	0	40	2	3	2	0	7	5	36	0	0	41	0	0	0	0	0	88
Total Entering Leg	68	651	53	0	772	18	8	17	0	43	47	848	2	0	897	0	0	0	0	0	1712
Cars Exiting Leg	828					95					629					72					1624
Heavy Exiting Leg	38					5					39					6					88
Total Exiting Leg	866					100					668					78					1712

PDI File #: **197134 D**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

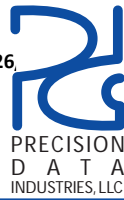
**Cars**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	11	123	10	0	144	1	1	4	0	6	18	188	0	0	206	0	0	1	0	1	357
7:15 AM	10	133	20	0	163	4	2	6	0	12	15	196	0	0	211	0	0	0	0	0	386
7:30 AM	22	153	18	0	193	2	0	1	0	3	11	189	0	0	200	0	0	0	0	0	396
7:45 AM	19	140	11	0	170	5	1	3	0	9	9	234	1	0	244	0	0	0	0	0	423
Total	62	549	59	0	670	12	4	14	0	30	53	807	1	0	861	0	0	1	0	1	1562
8:00 AM	14	188	4	0	206	5	2	5	0	12	7	193	1	0	201	0	0	0	0	0	419
8:15 AM	20	179	6	1	206	2	3	8	0	13	6	166	0	0	172	0	0	0	0	0	391
8:30 AM	10	150	3	0	163	1	4	4	0	9	12	163	2	0	177	0	0	0	0	0	349
8:45 AM	26	181	5	0	212	2	4	3	0	9	13	178	2	0	193	0	0	0	0	0	414
Total	70	698	18	1	787	10	13	20	0	43	38	700	5	0	743	0	0	0	0	0	1573
Grand Total	132	1247	77	1	1457	22	17	34	0	73	91	1507	6	0	1604	0	0	1	0	1	3135
Approach %	9.1	85.6	5.3	0.1		30.1	23.3	46.6	0.0		5.7	94.0	0.4	0.0		0.0	0.0	100.0	0.0		
Total %	4.2	39.8	2.5	0.0	46.5	0.7	0.5	1.1	0.0	2.3	2.9	48.1	0.2	0.0	51.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1531					168					1281					155					3135

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

7:30 AM	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	22	153	18	0	193	2	0	1	0	3	11	189	0	0	200	0	0	0	0	0	396
7:45 AM	19	140	11	0	170	5	1	3	0	9	9	234	1	0	244	0	0	0	0	0	423
8:00 AM	14	188	4	0	206	5	2	5	0	12	7	193	1	0	201	0	0	0	0	0	419
8:15 AM	20	179	6	1	206	2	3	8	0	13	6	166	0	0	172	0	0	0	0	0	391
Total Volume	75	660	39	1	775	14	6	17	0	37	33	782	2	0	817	0	0	0	0	0	1629
% Approach Total	9.7	85.2	5.0	0.1		37.8	16.2	45.9	0.0		4.0	95.7	0.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.852	0.878	0.542	0.250	0.941	0.700	0.500	0.531	0.000	0.712	0.750	0.835	0.500	0.000	0.837	0.000	0.000	0.000	0.000	0.000	0.963
Entering Leg	75	660	39	1	775	14	6	17	0	37	33	782	2	0	817	0	0	0	0	0	1629
Exiting Leg	797					72					677					83					1629
Total	1572					109					1494					83					3258

PDI File #: **197134 D**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	6	1	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
7:15 AM	2	8	0	0	10	1	1	0	0	2	1	11	0	0	12	0	0	0	0	0	24
7:30 AM	0	7	0	0	7	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	13
7:45 AM	0	13	0	0	13	1	2	0	0	3	1	12	0	0	13	0	0	0	0	0	29
<b>Total</b>	<b>3</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
8:00 AM	1	9	0	0	10	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	22
8:15 AM	1	9	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
8:30 AM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	16
<b>Total</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>
<b>Grand Total</b>	<b>6</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>
Approach %	9.1	89.4	1.5	0.0		28.6	42.9	28.6	0.0		6.8	93.2	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	4.1	40.4	0.7	0.0	45.2	1.4	2.1	1.4	0.0	4.8	3.4	46.6	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	70					6					61					9					146
Buses	1	4	0	0	5	1	2	2	0	5	3	9	0	0	12	0	0	0	0	0	22
% Buses	16.7	6.8	0.0	0.0	7.6	50.0	66.7	100.0	0.0	71.4	60.0	13.2	0.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	15.1
Exiting Leg Total	10					3					6					3					22
Single-Unit Trucks	4	45	0	0	49	1	1	0	0	2	2	47	0	0	49	0	0	0	0	0	100
% Single-Unit	66.7	76.3	0.0	0.0	74.2	50.0	33.3	0.0	0.0	28.6	40.0	69.1	0.0	0.0	67.1	0.0	0.0	0.0	0.0	0.0	68.5
Exiting Leg Total	48					2					45					5					100
Articulated Trucks	1	10	1	0	12	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	24
% Articulated	16.7	16.9	100.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	16.4
Exiting Leg Total	12					1					10					1					24

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

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	2	8	0	0	10	1	1	0	0	2	1	11	0	0	12	0	0	0	0	0	24
7:30 AM	0	7	0	0	7	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	13
7:45 AM	0	13	0	0	13	1	2	0	0	3	1	12	0	0	13	0	0	0	0	0	29
8:00 AM	1	9	0	0	10	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	22
<b>Total Volume</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>
% Approach Total	7.5	92.5	0.0	0.0		28.6	42.9	28.6	0.0		12.2	87.8	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.375	0.712	0.000	0.000	0.769	0.500	0.375	0.250	0.000	0.583	0.417	0.750	0.000	0.000	0.788	0.000	0.000	0.000	0.000	0.000	0.759
Buses	1	1	0	0	2	1	2	2	0	5	3	5	0	0	8	0	0	0	0	0	15
Buses %	33.3	2.7	0.0	0.0	5.0	50.0	66.7	100.0	0.0	71.4	60.0	13.9	0.0	0.0	19.5	0.0	0.0	0.0	0.0	0.0	17.0
Single-Unit Trucks	1	29	0	0	30	1	1	0	0	2	2	25	0	0	27	0	0	0	0	0	59
Single-Unit %	33.3	78.4	0.0	0.0	75.0	50.0	33.3	0.0	0.0	28.6	40.0	69.4	0.0	0.0	65.9	0.0	0.0	0.0	0.0	0.0	67.0
Articulated Trucks	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Articulated %	33.3	18.9	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	15.9
Buses	1	1	0	0	2	1	2	2	0	5	3	5	0	0	8	0	0	0	0	0	15
Single-Unit Trucks	1	29	0	0	30	1	1	0	0	2	2	25	0	0	27	0	0	0	0	0	59
Articulated Trucks	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
<b>Total Entering Leg</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>
Buses	6					3					3					3					15
Single-Unit Trucks	26					2					29					2					59
Articulated Trucks	6					0					7					1					14
<b>Total Exiting Leg</b>	<b>38</b>					<b>5</b>					<b>39</b>					<b>6</b>					<b>88</b>

PDI File #: **197134 D**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



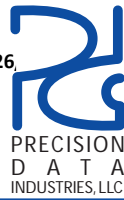
**Buses**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	6
<b>Total</b>	0	1	0	0	1	1	2	0	0	3	3	8	0	0	11	0	0	0	0	0	15
8:00 AM	1	0	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	3	0	0	4	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	7
<b>Grand Total</b>	1	4	0	0	5	1	2	2	0	5	3	9	0	0	12	0	0	0	0	0	22
Approach %	20.0	80.0	0.0	0.0		20.0	40.0	40.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	4.5	18.2	0.0	0.0	22.7	4.5	9.1	9.1	0.0	22.7	13.6	40.9	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					3					6					3					22

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

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	6
<b>Total Volume</b>	0	1	0	0	1	1	2	0	0	3	3	8	0	0	11	0	0	0	0	0	15
% Approach Total	0.0	100.0	0.0	0.0		33.3	66.7	0.0	0.0		27.3	72.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	1	0	0	1	1	2	0	0	3	3	8	0	0	11	0	0	0	0	0	15
Exiting Leg	9					3					1					2					15
<b>Total</b>	10					6					12					2					30

PDI File #: **197134 D**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Single-Unit Trucks**

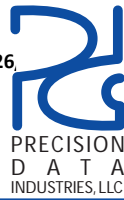
	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	6	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
7:15 AM	1	7	0	0	8	1	1	0	0	2	1	8	0	0	9	0	0	0	0	0	19
7:30 AM	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	8
7:45 AM	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
<b>Total</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
8:15 AM	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
<b>Total</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
Grand Total	4	45	0	0	49	1	1	0	0	2	2	47	0	0	49	0	0	0	0	0	100
Approach %	8.2	91.8	0.0	0.0		50.0	50.0	0.0	0.0		4.1	95.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	4.0	45.0	0.0	0.0	49.0	1.0	1.0	0.0	0.0	2.0	2.0	47.0	0.0	0.0	49.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						2					45					5					100

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

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	7	0	0	8	1	1	0	0	2	1	8	0	0	9	0	0	0	0	0	19
7:30 AM	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	8
7:45 AM	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
Total Volume	1	29	0	0	30	1	1	0	0	2	2	25	0	0	27	0	0	0	0	0	59
% Approach Total	3.3	96.7	0.0	0.0		50.0	50.0	0.0	0.0		7.4	92.6	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.659	0.000	0.000	0.682	0.250	0.250	0.000	0.000	0.250	0.500	0.694	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.776
Entering Leg	1	29	0	0	30	1	1	0	0	2	2	25	0	0	27	0	0	0	0	0	59
Exiting Leg						2					29					2					59
Total	56					4					56					2					118



PDI File #: **197134 D**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Articulated Trucks**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
<b>Total</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
Grand Total	1	10	1	0	12	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	24
Approach %	8.3	83.3	8.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	4.2	41.7	4.2	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	12					1					10					1					24

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

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
% Approach Total	12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.583	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Exiting Leg	6					0					7					1					14
Total	14					0					13					1					28

PDI File #: 197134 D

Location: N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 12

Location: E: Millbrook Road W: Pelham Island Road

City, State: Wayland, MA

Client: TEC/L.Oltman

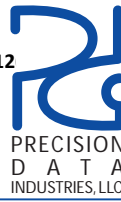
Site Code: P2019

Count Date: Wednesday, August 28, 2019

Start Time: 7:00 AM

End Time: 9:00 AM

Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Cochituate Road (Route 126/27)								Millbrook Road								Cochituate Road (Route 126/27)								Pelham Island Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3		
Grand Total	0	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	6		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	33.3	0.0	0.0	66.7	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	33.3	0.0	0.0	0.0	66.7					
Total %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	16.7	0.0	0.0	33.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	16.7	0.0	0.0	0.0	33.3	50.0				
Exiting Leg Total	0								3								0								3								6

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

7:30 AM	Cochituate Road (Route 126/27)								Millbrook Road								Cochituate Road (Route 126/27)								Pelham Island Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2		
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	5		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	33.3	0.0	0.0	0.0	66.7					
PHF	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000			0.000	0.250	0.000	0.000	0.000	0.250	0.375	0.625			
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	5		
Exiting Leg	0								2								0								3								5
Total	0								4								0								6								10



PDI File #: **197134 DD**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	44	159	2	0	205	5	1	2	0	8	12	189	1	0	202	0	0	0	0	0	415
4:15 PM	37	174	1	0	212	6	5	4	0	15	10	171	2	0	183	0	0	0	0	0	410
4:30 PM	34	172	3	0	209	9	2	3	0	14	8	184	4	0	196	0	0	0	0	0	419
4:45 PM	45	159	2	0	206	7	8	4	0	19	11	194	0	0	205	0	0	0	0	0	430
<b>Total</b>	160	664	8	0	832	27	16	13	0	56	41	738	7	0	786	0	0	0	0	0	1674
5:00 PM	39	152	2	0	193	5	12	5	0	22	4	213	2	0	219	0	0	0	0	0	434
5:15 PM	37	166	6	0	209	3	15	8	0	26	12	201	1	0	214	0	0	0	0	0	449
5:30 PM	28	177	1	0	206	8	8	4	0	20	7	215	0	0	222	0	0	0	0	0	448
5:45 PM	36	163	2	1	202	7	11	7	0	25	5	193	1	0	199	0	0	0	0	0	426
<b>Total</b>	140	658	11	1	810	23	46	24	0	93	28	822	4	0	854	0	0	0	0	0	1757
Grand Total	300	1322	19	1	1642	50	62	37	0	149	69	1560	11	0	1640	0	0	0	0	0	3431
Approach %	18.3	80.5	1.2	0.1		33.6	41.6	24.8	0.0		4.2	95.1	0.7	0.0		0.0	0.0	0.0	0.0		
Total %	8.7	38.5	0.6	0.0	47.9	1.5	1.8	1.1	0.0	4.3	2.0	45.5	0.3	0.0	47.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1611					88					1359					373					3431
Cars	299	1299	18	1	1617	50	62	37	0	149	69	1532	11	0	1612	0	0	0	0	0	3378
% Cars	99.7	98.3	94.7	100.0	98.5	100.0	100.0	100.0	0.0	100.0	100.0	98.2	100.0	0.0	98.3	0.0	0.0	0.0	0.0	0.0	98.5
Exiting Leg Total	1583					87					1336					372					3378
Heavy Vehicles	1	23	1	0	25	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	53
% Heavy Vehicles	0.3	1.7	5.3	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.5
Exiting Leg Total	28					1					23					1					53

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

4:45 PM	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	45	159	2	0	206	7	8	4	0	19	11	194	0	0	205	0	0	0	0	0	430
5:00 PM	39	152	2	0	193	5	12	5	0	22	4	213	2	0	219	0	0	0	0	0	434
5:15 PM	37	166	6	0	209	3	15	8	0	26	12	201	1	0	214	0	0	0	0	0	449
5:30 PM	28	177	1	0	206	8	8	4	0	20	7	215	0	0	222	0	0	0	0	0	448
Total Volume	149	654	11	0	814	23	43	21	0	87	34	823	3	0	860	0	0	0	0	0	1761
% Approach Total	18.3	80.3	1.4	0.0		26.4	49.4	24.1	0.0		4.0	95.7	0.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.828	0.924	0.458	0.000	0.974	0.719	0.717	0.656	0.000	0.837	0.708	0.957	0.375	0.000	0.968	0.000	0.000	0.000	0.000	0.000	0.981
Cars	149	649	11	0	809	23	43	21	0	87	34	813	3	0	850	0	0	0	0	0	1746
Cars %	100.0	99.2	100.0	0.0	99.4	100.0	100.0	100.0	0.0	100.0	100.0	98.8	100.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	99.1
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.9
Cars Enter Leg	149	649	11	0	809	23	43	21	0	87	34	813	3	0	850	0	0	0	0	0	1746
Heavy Enter Leg	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
Total Entering Leg	149	654	11	0	814	23	43	21	0	87	34	823	3	0	860	0	0	0	0	0	1761
Cars Exiting Leg	836					45					670					195					1746
Heavy Exiting Leg	10					0					5					0					15
Total Exiting Leg	846					45					675					195					1761

PDI File #: **197134 DD**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	44	151	2	0	197	5	1	2	0	8	12	180	1	0	193	0	0	0	0	0	398
4:15 PM	36	171	1	0	208	6	5	4	0	15	10	169	2	0	181	0	0	0	0	0	404
4:30 PM	34	168	2	0	204	9	2	3	0	14	8	181	4	0	193	0	0	0	0	0	411
4:45 PM	45	155	2	0	202	7	8	4	0	19	11	193	0	0	204	0	0	0	0	0	425
<b>Total</b>	159	645	7	0	811	27	16	13	0	56	41	723	7	0	771	0	0	0	0	0	1638
5:00 PM	39	152	2	0	193	5	12	5	0	22	4	211	2	0	217	0	0	0	0	0	432
5:15 PM	37	165	6	0	208	3	15	8	0	26	12	199	1	0	212	0	0	0	0	0	446
5:30 PM	28	177	1	0	206	8	8	4	0	20	7	210	0	0	217	0	0	0	0	0	443
5:45 PM	36	160	2	1	199	7	11	7	0	25	5	189	1	0	195	0	0	0	0	0	419
<b>Total</b>	140	654	11	1	806	23	46	24	0	93	28	809	4	0	841	0	0	0	0	0	1740
Grand Total	299	1299	18	1	1617	50	62	37	0	149	69	1532	11	0	1612	0	0	0	0	0	3378
Approach %	18.5	80.3	1.1	0.1		33.6	41.6	24.8	0.0		4.3	95.0	0.7	0.0		0.0	0.0	0.0	0.0		
Total %	8.9	38.5	0.5	0.0	47.9	1.5	1.8	1.1	0.0	4.4	2.0	45.4	0.3	0.0	47.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1583					87					1336					372					3378

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

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	45	155	2	0	202	7	8	4	0	19	11	193	0	0	204	0	0	0	0	0	425
5:00 PM	39	152	2	0	193	5	12	5	0	22	4	211	2	0	217	0	0	0	0	0	432
5:15 PM	37	165	6	0	208	3	15	8	0	26	12	199	1	0	212	0	0	0	0	0	446
5:30 PM	28	177	1	0	206	8	8	4	0	20	7	210	0	0	217	0	0	0	0	0	443
Total Volume	149	649	11	0	809	23	43	21	0	87	34	813	3	0	850	0	0	0	0	0	1746
% Approach Total	18.4	80.2	1.4	0.0		26.4	49.4	24.1	0.0		4.0	95.6	0.4	0.0		0.0	0.0	0.0	0.0		
PHF	0.828	0.917	0.458	0.000	0.972	0.719	0.717	0.656	0.000	0.837	0.708	0.963	0.375	0.000	0.979	0.000	0.000	0.000	0.000	0.000	0.979
Entering Leg	149	649	11	0	809	23	43	21	0	87	34	813	3	0	850	0	0	0	0	0	1746
Exiting Leg	836					45					670					195					1746
Total	1645					132					1520					195					3492

PDI File #: **197134 DD**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126)**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

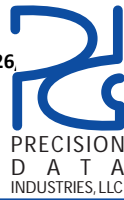


	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
<b>Total</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>Grand Total</b>	<b>1</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
Approach %	4.0	92.0	4.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	1.9	43.4	1.9	0.0	47.2	0.0	0.0	0.0	0.0	0.0	0.0	52.8	0.0	0.0	52.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	28					1					23					1					53
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0.0	8.7	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	5.7
Exiting Leg Total	1					0					2					0					3
Single-Unit Trucks	1	17	1	0	19	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	42
% Single-Unit	100.0	73.9	100.0	0.0	76.0	0.0	0.0	0.0	0.0	0.0	0.0	82.1	0.0	0.0	82.1	0.0	0.0	0.0	0.0	0.0	79.2
Exiting Leg Total	23					1					17					1					42
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Articulated	0.0	17.4	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15.1
Exiting Leg Total	4					0					4					0					8

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

4:00 PM	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
<b>Total Volume</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
% Approach Total	4.8	90.5	4.8	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
PHF	0.250	0.594	0.250	0.000	0.656	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.529
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	5.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Single-Unit Trucks	1	14	1	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
Single-Unit %	100.0	73.7	100.0	0.0	76.2	0.0	0.0	0.0	0.0	0.0	0.0	86.7	0.0	0.0	86.7	0.0	0.0	0.0	0.0	0.0	80.6
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Articulated %	0.0	21.1	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	16.7
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	14	1	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
<b>Total Entering Leg</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
Buses	0					0					1					0					1
Single-Unit Trucks	13					1					14					1					29
Articulated Trucks	2					0					4					0					6
<b>Total Exiting Leg</b>	<b>15</b>					<b>1</b>					<b>19</b>					<b>1</b>					<b>36</b>

PDI File #: **197134 DD**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

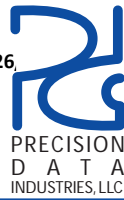
**Buses**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Grand Total</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					2					0					3

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

5:00 PM	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	1					0					1					0					2
<b>Total</b>	2					0					2					0					4

PDI File #: **197134 DD**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Single-Unit Trucks**

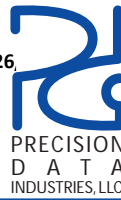
	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
Grand Total	1	17	1	0	19	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	42
Approach %	5.3	89.5	5.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	2.4	40.5	2.4	0.0	45.2	0.0	0.0	0.0	0.0	0.0	0.0	54.8	0.0	0.0	54.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	23					1					17					1					42

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

4:00 PM	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	1	14	1	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
% Approach Total	6.3	87.5	6.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.583	0.250	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.406	0.000	0.000	0.406	0.000	0.000	0.000	0.000	0.000	0.518
Entering Leg	1	14	1	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
Exiting Leg	13					1					14					1					29
Total	29					1					27					1					58



PDI File #: **197134 DD**  
 Location: **N: Cochituate Road (Route 126/27) S: Cochituate Road (Route 126,**  
 Location: **E: Millbrook Road W: Pelham Island Road**  
 City, State: **Wayland, MA**  
 Client: **TEC/L.Oltman**  
 Site Code: **P2019**  
 Count Date: **Wednesday, August 28, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Articulated Trucks**

	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Grand Total</b>	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4					0					4					8

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

4:00 PM	Cochituate Road (Route 126/27)					Millbrook Road					Cochituate Road (Route 126/27)					Pelham Island Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Exiting Leg						2					0					4					6
<b>Total</b>						6					0					6					12





**Attachment B**

Automatic Traffic Recorder (ATRs) Counts



Boston Post Road (Route 20)  
 east of 484 Boston Post Road site Driveway  
 City, State: Wayland, MA  
 Client: TEC/ E. Oltman



PRECISION  
 D A T A  
 INDUSTRIES, LLC

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

197134 A Class  
 Site Code: P2019  
 Date Start: 28-Aug-19  
 Date End: 29-Aug-19

EB

Start Time	Bikes	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
08/28/19														
9	0	19	2	0	0	0	0	0	0	0	0	0	0	21
01:00	0	9	0	1	1	0	0	0	0	0	0	0	0	11
02:00	0	8	1	1	1	0	0	0	0	0	0	0	0	11
03:00	0	9	2	0	3	1	0	0	3	0	0	0	0	18
04:00	0	45	7	0	5	0	0	0	1	0	0	0	0	58
05:00	6	193	45	8	27	2	0	0	2	0	0	0	0	283
06:00	1	492	139	13	61	5	1	3	2	1	0	0	0	718
07:00	0	614	130	13	65	2	0	8	1	0	0	0	0	833
08:00	3	583	118	4	45	5	0	9	2	0	0	0	0	769
09:00	1	488	103	4	49	5	0	4	9	0	0	0	0	663
10:00	0	412	84	5	42	4	1	6	2	1	0	0	0	557
11:00	1	364	99	10	32	7	0	3	3	0	0	0	0	519
12 PM	1	405	109	20	45	6	0	8	4	0	0	0	0	598
13:00	3	404	115	8	39	4	0	5	2	0	0	0	0	580
14:00	4	366	104	7	47	3	0	6	5	0	0	0	0	542
15:00	1	325	96	7	30	5	0	5	1	0	0	0	0	470
16:00	2	372	77	5	17	8	0	1	1	0	0	0	0	483
17:00	1	436	68	0	27	6	0	1	2	0	0	0	0	541
18:00	1	392	43	1	12	1	0	1	1	0	0	0	0	452
19:00	1	225	27	0	4	1	0	0	1	0	0	0	0	259
20:00	0	186	20	0	4	0	0	1	0	0	0	0	0	211
21:00	0	131	17	0	10	0	0	0	1	0	0	0	0	159
22:00	0	57	10	0	4	0	0	0	0	0	0	0	0	71
23:00	0	32	2	1	0	0	0	0	0	0	0	0	0	35
Total	26	6567	1418	108	570	65	2	61	43	2	0	0	0	8862
Percent	0.3%	74.1%	16.0%	1.2%	6.4%	0.7%	0.0%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	05:00	07:00	06:00	06:00	07:00	11:00	06:00	08:00	09:00	06:00				07:00
PM Peak Vol.	14:00	17:00	13:00	12:00	14:00	16:00		12:00	14:00					12:00
	4	436	115	20	47	8		8	5					598

Boston Post Road (Route 20)  
 east of 484 Boston Post Road site Driveway  
 City, State: Wayland, MA  
 Client: TEC/ E. Oltman



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197134 A Class  
 Site Code: P2019  
 Date Start: 28-Aug-19  
 Date End: 29-Aug-19

EB

Start Time	Bikes	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
08/29/19														
9	0	20	1	0	0	0	0	0	0	0	0	0	0	21
01:00	0	5	2	2	1	0	0	0	0	0	0	0	0	10
02:00	0	6	0	1	1	0	0	0	0	0	0	0	0	8
03:00	0	10	2	0	1	1	0	0	2	0	0	0	0	16
04:00	0	37	11	2	9	0	0	0	1	0	0	0	0	60
05:00	2	177	58	2	26	3	0	0	2	0	0	0	0	270
06:00	1	407	194	14	99	1	0	8	5	0	0	0	0	729
07:00	1	440	254	17	114	1	0	15	4	0	0	0	0	846
08:00	0	415	220	9	67	4	0	11	2	1	0	0	0	729
09:00	0	416	122	7	46	4	0	6	1	0	0	0	0	602
10:00	3	357	115	8	52	6	0	5	1	0	0	0	0	547
11:00	5	359	126	5	53	5	1	9	1	1	0	0	0	565
12 PM	1	386	127	7	46	2	2	2	3	0	0	0	0	576
13:00	1	388	121	13	57	4	0	11	1	1	0	0	0	597
14:00	0	386	110	14	39	5	0	7	4	1	0	0	0	566
15:00	3	355	113	6	29	6	0	5	0	0	0	0	0	517
16:00	1	359	106	7	35	0	0	0	1	0	0	0	0	509
17:00	1	441	112	4	23	4	0	3	0	0	0	0	0	588
18:00	1	349	88	0	21	0	0	0	1	0	0	0	0	460
19:00	1	284	69	1	5	1	0	2	0	0	0	0	0	363
20:00	2	192	49	0	11	1	0	0	0	0	0	0	0	255
21:00	2	136	36	0	9	2	0	0	1	0	0	0	0	186
22:00	0	80	13	0	4	0	0	0	0	0	0	0	0	97
23:00	0	33	12	0	3	0	0	1	0	0	0	0	0	49
Total	25	6038	2061	119	751	50	3	85	30	4	0	0	0	9166
Percent	0.3%	65.9%	22.5%	1.3%	8.2%	0.5%	0.0%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	07:00	10:00	11:00	07:00	06:00	08:00				07:00
Vol.	5	440	254	17	114	6	1	15	5	1				846
PM Peak	15:00	17:00	12:00	14:00	13:00	15:00	12:00	13:00	14:00	13:00				13:00
Vol.	3	441	127	14	57	6	2	11	4	1				597



PRECISION  
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WB

Start Time	Bikes	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
08/28/19														
9	0	29	1	0	1	0	0	0	0	0	0	0	0	31
01:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
02:00	0	6	3	0	0	0	0	0	1	0	0	0	0	10
03:00	0	15	3	0	3	0	0	1	0	0	0	0	0	22
04:00	0	20	5	0	0	0	0	2	0	0	0	0	0	27
05:00	0	86	12	2	5	3	0	0	2	0	0	0	0	110
06:00	2	237	33	4	11	3	0	0	0	0	0	0	0	290
07:00	1	328	39	5	19	4	0	3	0	0	0	0	0	399
08:00	1	342	56	17	14	6	0	3	0	1	0	0	0	440
09:00	1	323	49	5	14	3	0	3	1	0	0	0	0	399
10:00	0	363	67	6	31	5	1	3	2	0	0	0	0	478
11:00	1	415	63	5	16	4	1	5	2	0	0	0	0	512
12 PM	3	479	70	9	17	3	0	3	3	0	0	0	0	587
13:00	3	477	86	4	15	5	0	4	2	0	0	0	0	596
14:00	1	513	69	3	21	2	0	2	0	0	0	0	0	611
15:00	3	580	114	19	21	1	0	5	2	0	0	0	0	745
16:00	3	684	97	1	22	2	0	3	1	0	0	0	0	813
17:00	1	637	68	1	18	1	0	1	1	0	0	0	0	728
18:00	2	669	47	2	10	3	0	2	0	0	0	0	0	735
19:00	1	470	41	0	3	0	0	0	1	0	0	0	0	516
20:00	0	273	27	0	0	0	0	1	0	0	0	0	0	301
21:00	0	175	16	0	2	0	0	0	0	1	0	0	0	194
22:00	0	128	14	0	0	0	0	1	0	0	0	0	0	143
23:00	0	74	7	0	1	0	0	0	0	0	0	0	0	82
Total	23	7337	989	83	245	45	2	42	18	2	0	0	0	8786
Percent	0.3%	83.5%	11.3%	0.9%	2.8%	0.5%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	10:00	08:00	10:00	08:00	10:00	11:00	05:00	08:00				11:00
Vol.	2	415	67	17	31	6	1	5	2	1				512
PM Peak	12:00	16:00	15:00	15:00	16:00	13:00		15:00	12:00	21:00				16:00
Vol.	3	684	114	19	22	5		5	3	1				813





PRECISION  
D A T A  
INDUSTRIES, LLC

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

Boston Post Road (Route 20)  
east of 484 Boston Post Road site Driveway  
City, State: Wayland, MA  
Client: TEC/ E. Oltman

197134 A Class  
Site Code: P2019  
Date Start: 28-Aug-19  
Date End: 29-Aug-19

WB

Start Time	Bikes	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
08/29/19														
9	0	24	4	0	0	0	0	0	0	0	0	0	0	28
01:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14
02:00	1	9	2	1	2	0	0	0	0	0	0	0	0	15
03:00	0	12	4	0	0	1	0	0	0	0	0	0	0	17
04:00	0	22	4	1	2	1	0	0	2	0	0	0	0	32
05:00	0	88	14	1	2	0	0	1	1	0	0	0	0	107
06:00	2	178	50	7	17	5	0	2	1	0	0	0	0	262
07:00	2	323	47	6	20	0	0	1	0	0	0	0	0	399
08:00	2	352	72	19	18	4	0	4	2	0	0	0	0	473
09:00	0	368	59	9	22	4	0	1	2	0	0	0	0	465
10:00	0	367	77	7	18	4	0	4	0	0	0	0	0	477
11:00	1	442	87	12	21	4	0	6	4	0	0	0	0	577
12 PM	1	489	83	6	18	4	1	3	5	0	0	0	0	610
13:00	0	470	71	4	12	1	2	3	2	0	0	0	0	565
14:00	1	518	85	2	16	5	0	2	3	0	0	0	0	632
15:00	2	592	79	7	19	1	1	4	1	0	0	0	0	706
16:00	4	677	95	15	20	2	0	3	3	0	0	0	0	819
17:00	7	680	77	1	18	0	0	4	1	0	0	0	0	788
18:00	0	591	74	2	20	6	0	3	0	0	0	0	0	696
19:00	4	483	70	2	12	0	0	2	1	0	0	0	0	574
20:00	3	305	35	0	6	0	0	0	1	0	0	0	0	350
21:00	0	219	23	0	5	0	0	0	0	0	0	0	0	247
22:00	0	142	23	0	3	0	0	0	2	0	0	0	0	170
23:00	0	88	14	1	1	0	0	1	1	0	0	0	0	106
Total	30	7451	1150	103	273	42	4	44	32	0	0	0	0	9129
Percent	0.3%	81.6%	12.6%	1.1%	3.0%	0.5%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	08:00	09:00	06:00		11:00	11:00					11:00
Vol.	2	442	87	19	22	5		6	4					577
PM Peak	17:00	17:00	16:00	16:00	16:00	18:00	13:00	15:00	12:00					16:00
Vol.	7	680	95	15	20	6	2	4	5					819



PRECISION  
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Boston Post Road (Route 20)  
east of 484 Boston Post Road site Driveway  
City, State: Wayland, MA  
Client: TEC/ E. Oltman

197134 A Speed  
Site Code: P2019  
Date Start: 28-Aug-19  
Date End: 29-Aug-19

EB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
08/28/19	0	0	0	0	0	1	7	6	6	1	0	0	0	21	52	47
01:00	0	0	0	0	0	2	3	2	3	1	0	0	0	11	52	46
02:00	0	0	0	0	0	0	0	5	4	1	1	0	0	11	55	51
03:00	0	0	0	0	0	2	6	8	0	2	0	0	0	18	48	45
04:00	0	0	0	0	0	1	12	27	16	2	0	0	0	58	51	48
05:00	0	0	0	0	6	48	51	127	41	8	1	0	1	283	49	45
06:00	0	0	0	0	9	73	362	227	41	5	1	0	0	718	47	44
07:00	0	0	0	0	13	118	352	285	61	3	1	0	0	833	47	44
08:00	0	0	3	3	2	80	333	294	53	0	0	0	1	769	47	44
09:00	0	0	0	0	4	93	296	221	44	5	0	0	0	663	47	44
10:00	0	0	0	0	5	64	246	200	41	0	0	0	1	557	47	44
11:00	0	0	0	0	4	56	211	192	51	5	0	0	0	519	48	44
12 PM	0	0	0	1	4	66	248	237	42	0	0	0	0	598	47	44
13:00	0	0	0	0	5	72	237	218	45	3	0	0	0	580	48	44
14:00	0	0	0	0	2	63	228	200	39	9	1	0	0	542	48	44
15:00	0	0	0	0	12	86	213	136	19	4	0	0	0	470	47	43
16:00	0	0	1	0	19	121	205	118	14	5	0	0	0	483	46	42
17:00	1	0	0	0	18	176	224	102	18	2	0	0	0	541	46	41
18:00	4	3	1	0	30	106	170	117	16	4	1	0	0	452	47	41
19:00	0	0	0	0	4	38	112	84	14	6	1	0	0	259	47	44
20:00	0	0	0	0	7	37	84	68	14	1	0	0	0	211	47	43
21:00	0	0	0	0	10	34	49	49	15	1	0	1	0	159	48	43
22:00	0	0	0	2	6	14	24	15	9	1	0	0	0	71	48	42
23:00	0	0	0	1	5	13	9	7	0	0	0	0	0	35	45	39
Total	5	3	5	7	165	1364	3682	2945	606	69	7	1	3	8862		
%	0.1%	0.0%	0.1%	0.1%	1.9%	15.4%	41.5%	33.2%	6.8%	0.8%	0.1%	0.0%	0.0%			
AM Peak			08:00	08:00	07:00	07:00	06:00	08:00	07:00	05:00	02:00		05:00	07:00		
Vol.			3	3	13	118	362	294	61	8	1		1	833		
PM Peak	18:00	18:00	16:00	22:00	18:00	17:00	12:00	12:00	13:00	14:00	14:00	21:00		12:00		
Vol.	4	3	1	2	30	176	248	237	45	9	1	1		598		

Stats

15th Percentile : 38 MPH  
 50th Percentile : 42 MPH  
 85th Percentile : 47 MPH  
 95th Percentile : 50 MPH

Mean Speed(Average) : 43 MPH  
 10 MPH Pace Speed : 40-49 MPH  
 Number in Pace : 6627  
 Percent in Pace : 74.8%  
 Number of Vehicles > 45 MPH : 3042  
 Percent of Vehicles > 45 MPH : 34.3%



PRECISION  
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Boston Post Road (Route 20)  
east of 484 Boston Post Road site Driveway  
City, State: Wayland, MA  
Client: TEC/ E. Oltman

197134 A Speed  
Site Code: P2019  
Date Start: 28-Aug-19  
Date End: 29-Aug-19

EB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
08/29/19	0	0	1	1	0	3	4	11	1	0	0	0	0	21	48	43
01:00	0	0	0	0	0	0	3	4	1	1	1	0	0	10	56	49
02:00	0	0	0	0	0	1	3	2	2	0	0	0	0	8	51	45
03:00	0	0	0	0	0	1	6	3	4	1	1	0	0	16	53	47
04:00	0	0	0	0	0	4	13	26	16	1	0	0	0	60	51	47
05:00	0	0	0	0	0	38	110	88	28	4	0	2	0	270	48	44
06:00	0	0	0	0	1	28	234	369	89	8	0	0	0	729	48	46
07:00	0	0	1	11	7	62	333	328	94	9	1	0	0	846	48	45
08:00	0	0	0	0	0	39	197	343	130	16	3	1	0	729	50	46
09:00	0	0	0	0	0	45	242	245	62	7	1	0	0	602	48	45
10:00	0	0	0	0	1	39	209	213	77	7	1	0	0	547	49	45
11:00	0	0	0	0	2	57	215	230	54	5	2	0	0	565	48	45
12 PM	0	0	0	0	1	67	213	211	67	16	1	0	0	576	48	45
13:00	0	0	0	5	23	134	194	193	42	6	0	0	0	597	47	43
14:00	0	0	0	0	5	73	232	182	63	10	0	1	0	566	48	44
15:00	0	0	0	0	2	21	170	230	85	8	1	0	0	517	49	46
16:00	0	0	0	0	1	46	126	228	84	21	2	0	1	509	50	46
17:00	1	0	9	5	13	41	154	219	130	15	1	0	0	588	51	45
18:00	0	0	0	0	0	24	153	198	77	6	2	0	0	460	50	46
19:00	0	0	0	1	2	23	129	149	52	5	2	0	0	363	49	45
20:00	0	0	0	0	2	25	109	90	26	3	0	0	0	255	48	44
21:00	0	0	0	0	0	13	67	78	21	4	3	0	0	186	49	46
22:00	0	0	0	0	0	10	22	33	28	4	0	0	0	97	52	47
23:00	0	0	0	0	0	2	10	22	10	2	2	0	1	49	52	48
Total	1	0	11	23	60	796	3148	3695	1243	159	24	4	2	9166		
%	0.0%	0.0%	0.1%	0.3%	0.7%	8.7%	34.3%	40.3%	13.6%	1.7%	0.3%	0.0%	0.0%			
AM Peak			00:00	07:00	07:00	07:00	07:00	06:00	08:00	08:00	08:00	05:00		07:00		
Vol.			1	11	7	62	333	369	130	16	3	2		846		
PM Peak	17:00		17:00	13:00	13:00	13:00	14:00	15:00	17:00	16:00	21:00	14:00	16:00	13:00		
Vol.	1		9	5	23	134	232	230	130	21	3	1	1	597		

Stats  
 15th Percentile : 39 MPH  
 50th Percentile : 44 MPH  
 85th Percentile : 49 MPH  
 95th Percentile : 52 MPH

Mean Speed(Average) : 45 MPH  
 10 MPH Pace Speed : 40-49 MPH  
 Number in Pace : 6843  
 Percent in Pace : 74.7%  
 Number of Vehicles > 45 MPH : 4388  
 Percent of Vehicles > 45 MPH : 47.9%



PRECISION  
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Boston Post Road (Route 20)  
east of 484 Boston Post Road site Driveway  
City, State: Wayland, MA  
Client: TEC/ E. Oltman

197134 A Speed  
Site Code: P2019  
Date Start: 28-Aug-19  
Date End: 29-Aug-19

WB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th Perce	Avera (Mean	
08/28/19	0	0	0	0	0	0	0	0	0	1	13	9	7	1	0	0	0	0	0	0	0	0	0	0	0	31	51	46	
01:00	0	0	0	0	0	0	0	0	0	4	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	17	49	45	
02:00	0	0	0	0	0	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	10	50	47	
03:00	0	0	0	0	0	1	3	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	49	45		
04:00	0	0	0	0	0	0	2	8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	50	46		
05:00	0	0	0	0	0	0	9	32	49	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	110	50	46		
06:00	0	1	0	0	1	0	12	89	124	56	2	4	0	1	1	0	1	0	0	0	0	0	0	0	290	50	46		
07:00	0	0	0	0	0	1	25	119	183	61	8	1	1	1	1	0	0	0	0	0	0	0	0	0	399	49	46		
08:00	0	1	1	1	1	12	61	169	156	32	6	1	0	0	0	0	0	0	0	0	0	0	0	0	440	48	44		
09:00	1	0	0	0	0	7	36	147	164	35	8	0	1	0	0	0	0	0	0	0	0	0	0	0	399	48	45		
10:00	0	0	0	0	0	2	63	215	160	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	478	47	44		
11:00	0	0	0	0	0	22	100	200	158	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	512	47	43		
12 PM	0	0	0	0	3	22	141	265	124	26	4	2	0	0	0	0	0	0	0	0	0	0	0	0	587	46	42		
13:00	0	0	0	0	0	15	154	220	173	28	4	1	0	0	0	1	0	0	0	0	0	0	0	0	596	47	43		
14:00	0	0	0	0	0	22	157	251	152	22	3	3	1	0	0	0	0	0	0	0	0	0	0	0	611	46	42		
15:00	0	0	0	0	12	58	230	293	120	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	745	45	41		
16:00	0	0	0	0	1	60	282	303	141	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	813	45	41		
17:00	0	2	6	12	114	239	234	104	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	728	44	39		
18:00	0	0	3	15	62	172	293	151	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	735	46	41		
19:00	0	0	0	0	0	16	110	213	141	33	2	1	0	0	0	0	0	0	0	0	0	0	0	0	516	47	43		
20:00	0	0	0	0	0	14	57	140	71	14	4	0	1	0	0	0	0	0	0	0	0	0	0	0	301	47	43		
21:00	0	0	0	0	0	9	65	72	40	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	46	41		
22:00	0	0	0	0	2	17	48	51	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	143	44	40		
23:00	0	0	0	0	0	1	25	29	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	47	42		
Total	1	4	10	47	455	1996	3367	2292	529	64	15	4	2	8786															
%	0.0%	0.0%	0.1%	0.5%	5.2%	22.7%	38.3%	26.1%	6.0%	0.7%	0.2%	0.0%	0.0%																
AM Peak	09:00	06:00	08:00	06:00	11:00	11:00	10:00	07:00	07:00	07:00	06:00	07:00	06:00	11:00															
Vol.	1	1	1	1	22	100	215	183	61	8	4	1	1	512															
PM Peak		17:00	17:00	18:00	17:00	16:00	16:00	13:00	18:00	12:00	14:00	14:00	13:00	16:00															
Vol.		2	6	15	114	282	303	173	36	4	3	1	1	813															

Stats  
 15th Percentile : 36 MPH  
 50th Percentile : 41 MPH  
 85th Percentile : 47 MPH  
 95th Percentile : 50 MPH

Mean Speed(Average) : 42 MPH  
 10 MPH Pace Speed : 40-49 MPH  
 Number in Pace : 5659  
 Percent in Pace : 64.4%  
 Number of Vehicles > 45 MPH : 2448  
 Percent of Vehicles > 45 MPH : 27.9%



PRECISION  
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WB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th Perce	Avera (Mean	
08/29/																													
19	0	0	0	0	0	0	0	0	2	16	6	3	0	1	0	0	0	0	0	1	0	0	0	0	0	28	48	44	
01:00	0	0	0	0	0	0	0	0	1	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	48	45	
02:00	0	0	0	0	0	0	0	0	4	5	4	1	0	1	0	0	0	0	0	1	0	0	0	0	0	15	48	44	
03:00	0	0	0	0	0	0	0	0	3	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17	50	45	
04:00	0	0	0	0	0	0	0	0	1	13	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	32	48	46	
05:00	0	0	0	0	0	1	13	45	42	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	47	44	
06:00	0	0	0	0	0	3	22	97	85	39	13	3	0	0	0	0	0	0	0	3	0	0	0	0	0	262	51	46	
07:00	0	0	0	0	0	4	26	153	146	49	18	2	1	0	0	0	0	0	0	2	1	0	0	0	0	399	50	45	
08:00	0	0	0	0	1	13	44	178	151	65	17	3	1	0	0	0	0	0	0	3	1	0	0	0	0	473	50	45	
09:00	0	0	0	0	1	10	100	176	137	35	2	3	0	0	0	0	0	0	0	3	0	0	0	1	0	465	47	43	
10:00	0	0	0	0	0	2	69	214	150	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477	48	44	
11:00	0	0	0	0	1	33	106	232	162	35	5	2	1	0	0	0	0	0	0	2	1	0	0	0	0	577	47	43	
12 PM	0	0	0	0	0	15	108	235	197	48	6	1	0	0	0	0	0	0	0	1	0	0	0	0	0	610	48	43	
13:00	0	0	0	0	20	83	157	182	100	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	565	45	40	
14:00	0	1	0	0	13	46	105	258	162	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	632	47	42	
15:00	0	0	0	0	4	30	151	282	193	36	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	706	47	43	
16:00	1	0	0	0	6	40	118	343	228	68	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	819	48	43	
17:00	14	16	37	36	56	164	275	157	27	4	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	788	46	39	
18:00	0	0	0	0	14	153	278	193	51	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	696	47	43	
19:00	0	0	0	0	10	111	262	151	34	5	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	574	47	43	
20:00	0	0	0	0	1	9	51	162	104	18	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	350	47	43	
21:00	0	0	0	0	0	4	37	107	70	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247	48	44	
22:00	0	0	0	0	0	7	19	55	57	28	3	1	0	0	0	0	0	0	0	1	0	0	0	0	0	170	50	45	
23:00	0	0	0	0	0	0	6	19	47	28	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	106	52	48	
Total	15	17	37	83	380	1571	3598	2567	701	126	28	5	1	0	0	0	0	0	0	28	5	0	0	0	0	9129			
%	0.2%	0.2%	0.4%	0.9%	4.2%	17.2%	39.4%	28.1%	7.7%	1.4%	0.3%	0.1%	0.0%																
AM Peak				08:00	11:00	11:00	11:00	11:00	08:00	07:00	06:00	07:00	09:00	11:00															
Vol.				1	33	106	232	162	65	18	3	1	1	577															
PM Peak	17:00	17:00	17:00	17:00	13:00	17:00	16:00	16:00	16:00	16:00	16:00	15:00	16:00																
Vol.	14	16	37	36	83	164	343	228	68	11	4	1	819																

Stats

15th Percentile : 36 MPH  
 50th Percentile : 42 MPH  
 85th Percentile : 48 MPH  
 95th Percentile : 51 MPH

Mean Speed(Average) : 43 MPH  
 10 MPH Pace Speed : 40-49 MPH  
 Number in Pace : 6165  
 Percent in Pace : 67.5%  
 Number of Vehicles > 45 MPH : 2915  
 Percent of Vehicles > 45 MPH : 31.9%



PRECISION  
D A T A  
INDUSTRIES, LLC

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

Boston Post Road (Route 20)  
east of 484 Boston Post Road site Driveway  
City, State: Wayland, MA  
Client: TEC/ E. Oltman

197134 A Volume  
Site Code: P2019  
Date Start: 08/28/19  
Date End: 08/29/19

Start Time	EB		WB		Combin ed		08/28/19 Wed					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	3	164	11	134	14	298						
12:15	4	127	2	170	6	297						
12:30	3	148	8	128	11	276						
12:45	11	159	598	10	31	155	587	21	52	314	1185	
01:00	8	163	8	119	16	282						
01:15	1	160	3	165	4	325						
01:30	1	126	4	167	5	293						
01:45	1	131	580	2	17	145	596	3	28	276	1176	
02:00	3	167	3	153	6	320						
02:15	7	129	3	153	10	282						
02:30	1	137	2	140	3	277						
02:45	0	11	109	542	2	10	165	611	2	21	274	1153
03:00	2	123	3	171	5	294						
03:15	10	121	7	185	17	306						
03:30	3	96	6	181	9	277						
03:45	3	18	130	470	6	22	208	745	9	40	338	1215
04:00	6	114	5	197	11	311						
04:15	11	102	2	209	13	311						
04:30	18	122	10	179	28	301						
04:45	23	58	145	483	10	27	228	813	33	85	373	1296
05:00	29	135	12	175	41	310						
05:15	38	148	33	189	71	337						
05:30	100	130	32	165	132	295						
05:45	116	283	128	541	33	110	199	728	149	393	327	1269
06:00	163	139	48	174	211	313						
06:15	196	115	71	185	267	300						
06:30	176	100	72	181	248	281						
06:45	183	718	98	452	99	290	195	735	282	1008	293	1187
07:00	202	72	81	180	283	252						
07:15	221	66	104	125	325	191						
07:30	223	68	93	110	316	178						
07:45	187	833	53	259	121	399	101	516	308	1232	154	775
08:00	212	79	101	76	313	155						
08:15	168	47	110	77	278	124						
08:30	190	44	94	72	284	116						
08:45	199	769	41	211	135	440	76	301	334	1209	117	512
09:00	183	43	107	58	290	101						
09:15	187	40	94	45	281	85						
09:30	157	44	98	53	255	97						
09:45	136	663	32	159	100	399	38	194	236	1062	70	353
10:00	140	22	103	36	243	58						
10:15	139	16	125	35	264	51						
10:30	147	14	124	42	271	56						
10:45	131	557	19	71	126	478	30	143	257	1035	49	214
11:00	121	13	128	27	249	40						
11:15	157	5	117	27	274	32						
11:30	131	9	140	19	271	28						
11:45	110	519	8	35	127	512	9	82	237	1031	17	117
Total	4461	4401	2735	6051	7196	10452						
Percent	62.0%	42.1%	38.0%	57.9%								
Day Total		8862		8786		17648						
Peak	07:15	-	00:30	-	11:00	-	04:00	-	07:15	-	04:30	-
Vol.	843	-	630	-	512	-	813	-	1262	-	1321	-
P.H.F.	0.945	-	0.966	-	0.914	-	0.891	-	0.971	-	0.885	-



PRECISION  
D A T A  
INDUSTRIES, LLC

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

Boston Post Road (Route 20)  
east of 484 Boston Post Road site Driveway  
City, State: Wayland, MA  
Client: TEC/ E. Oltman

197134 A Volume  
Site Code: P2019  
Date Start: 08/28/19  
Date End: 08/29/19

Start Time	EB		WB		Combin ed		08/29/19 Thu							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	4	152	10	136	14	288								
12:15	4	136	8	152	12	288								
12:30	5	140	5	161	10	301								
12:45	8	148	576	5	28	161	610	13	49	309	1186			
01:00	0	145	2	138	2	283								
01:15	3	149	4	145	7	294								
01:30	3	159	3	144	6	303								
01:45	4	144	597	5	14	138	565	9	24	282	1162			
02:00	4	147	3	163	7	310								
02:15	3	134	7	173	10	307								
02:30	1	152	3	127	4	279								
02:45	0	133	566	2	15	169	632	2	23	302	1198			
03:00	4	134	0	172	4	306								
03:15	5	133	2	182	7	315								
03:30	3	131	5	185	8	316								
03:45	4	119	517	10	17	167	706	14	33	286	1223			
04:00	5	140	6	205	11	345								
04:15	8	99	7	204	15	303								
04:30	19	129	7	188	26	317								
04:45	28	141	509	12	32	222	819	40	92	363	1328			
05:00	28	174	11	188	39	362								
05:15	45	153	19	230	64	383								
05:30	69	137	43	181	112	318								
05:45	128	124	588	34	107	189	788	162	377	313	1376			
06:00	167	118	48	145	215	263								
06:15	205	116	37	204	242	320								
06:30	171	118	82	171	253	289								
06:45	186	108	460	95	262	176	696	281	991	284	1156			
07:00	200	111	82	155	282	266								
07:15	237	93	98	161	335	254								
07:30	216	74	113	139	329	213								
07:45	193	85	363	106	399	119	574	299	1245	204	937			
08:00	168	74	128	90	296	164								
08:15	170	66	110	104	280	170								
08:30	194	61	101	70	295	131								
08:45	197	54	255	134	473	86	350	331	1202	140	605			
09:00	179	54	118	82	297	136								
09:15	138	48	123	60	261	108								
09:30	140	41	124	56	264	97								
09:45	145	43	186	100	465	49	247	245	1067	92	433			
10:00	128	29	111	48	239	77								
10:15	136	26	106	38	242	64								
10:30	139	21	136	52	275	73								
10:45	144	21	97	124	477	32	170	268	1024	53	267			
11:00	119	11	143	41	262	52								
11:15	135	23	145	31	280	54								
11:30	167	8	130	18	297	26								
11:45	144	7	49	159	577	16	106	303	1142	23	155			
Total	4403	4763	2866	6263	7269	11026								
Percent	60.6%	43.2%	39.4%	56.8%										
Day Total		9166		9129		18295								
Peak	07:00	-	04:45	-	11:00	-	04:30	-	07:15	-	04:45	-	-	-
Vol.	846	-	605	-	577	-	828	-	1259	-	1426	-	-	-
P.H.F.	0.892	-	0.869	-	0.907	-	0.900	-	0.940	-	0.931	-	-	-

**Attachment C**

Seasonal Adjustment Data





Massachusetts Highway Department  
 Statewide Traffic Data Collection  
 2017 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.30	1.23	1.21	1.04	0.98	0.92	0.86	0.81	0.95	0.99	1.03	1.10	0.80
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.05	1.01	1.04	0.99	0.94	0.93	0.91	0.92	0.96	0.94	1.01	1.03	0.97
R4-R7	1.10	1.07	1.09	1.00	0.95	0.89	0.88	0.87	0.92	0.95	1.04	1.09	0.93
U1-Boston	1.01	1.04	0.99	0.94	0.93	0.92	0.96	0.93	0.94	0.93	0.95	0.98	0.95
U1-Essex	1.04	1.05	1.00	0.96	0.93	0.89	0.90	0.90	0.93	0.93	0.98	1.03	0.90
U1-Southeast	1.07	1.05	1.02	0.97	0.95	0.90	0.89	0.88	0.92	0.94	0.98	1.01	0.97
U1-West	1.00	0.96	0.94	0.92	0.93	0.92	0.95	0.93	0.92	0.92	0.97	0.97	0.89
U1-Worcester	1.10	1.10	1.04	0.97	0.95	0.94	0.93	0.91	0.95	0.96	0.98	1.04	0.89
U2	1.01	1.03	0.98	0.95	0.93	0.91	0.94	0.92	0.95	0.95	0.95	0.97	0.98
U3	1.03	1.05	1.01	0.95	0.92	0.90	0.94	0.93	0.93	0.92	0.96	0.99	0.96
U4-U7	1.06	1.05	1.02	0.96	0.92	0.89	0.95	0.95	0.92	0.92	0.98	1.03	0.98
Rec - East	1.18	1.17	1.08	1.03	0.95	0.87	0.83	0.83	0.97	0.98	1.19	1.19	0.98
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.95

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

- 1 - Interstate
- 2 - Freeway and Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local Road and Street

<p><b>Recreational - East Group</b> - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.</p> <p><b>Recreational - West Group</b> - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.</p>
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**Attachment D**

Crash Data









Crash History  
Cochituate Road / Pelham Island Road / Millbrook Road  
01/01/2015 - 12/31/2017

City Town Name	Crash Date	Crash Severity	Crash Time	# of Vehicles	Driver Contributing	Light Conditions	Manner of Collision	Road Surface	Weather Conditions
WAYLAND	05/12/2015	Property damage only	4:51 PM	2	D1: (No improper driving) / D2: (Inattention),(Failure to keep in proper lane or running off road)	Daylight	Sideswipe, same direction	Dry	Cloudy
WAYLAND	06/11/2015	Property damage only	5:48 PM	2		Daylight	Angle	Dry	Clear
WAYLAND	06/28/2015	Property damage only	11:03 PM	1	D1: (Failure to keep in proper lane or running off road)	Dark - lighted roadway	Single vehicle crash	Wet	Clear
WAYLAND	06/19/2015	Non-fatal injury	11:39 AM	2	D1: (Illness)	Daylight	Rear-end	Dry	Clear
WAYLAND	10/09/2015	Property damage only	8:48 AM	1	D1: (No improper driving)	Daylight	Sideswipe, opposite direction	Dry	Clear/Clear
WAYLAND	10/29/2015	Property damage only	9:50 AM	1	D1: (No improper driving)	Daylight	Angle	Wet	Rain
WAYLAND	12/01/2015	Property damage only	9:56 AM	2	D2: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	11/08/2015	Property damage only	12:39 PM	2	D1: (Inattention)	Daylight	Rear-end	Dry	Clear/Clear
WAYLAND	01/09/2016	Property damage only	9:31 AM	2	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle	Wet	Rain
WAYLAND	01/05/2016	Property damage only	1:44 PM	2	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle	Dry	Clear
WAYLAND	03/09/2016	Property damage only	2:45 PM	2	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Sideswipe, same direction	Dry	Clear
WAYLAND	03/08/2016	Property damage only	3:14 PM	2	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle	Dry	Clear
WAYLAND	07/11/2016	Property damage only	3:19 PM	3	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely)	Daylight	Rear-end	Dry	Cloudy
WAYLAND	10/06/2016	Property damage only	6:54 PM	2	D1: (Failed to yield right of way) / D2: (No improper driving)	Dark - lighted roadway	Angle	Dry	Clear
WAYLAND	11/21/2016	Property damage only	2:23 PM	2	D1: (Visibility obstructed) / D2: (No improper driving)	Daylight	Angle	Dry	Clear
WAYLAND	03/24/2017	Property damage only	4:36 PM	2	D1: (Unknown) / D2: (No improper driving),(No improper driving)	Daylight	Angle	Wet	Cloudy/Cloudy
WAYLAND	05/04/2017	Property damage only	3:40 PM	2	D1: (No improper driving) / D2: (Unknown)	Daylight	Angle	Dry	Clear/Clear
WAYLAND	05/18/2017	Property damage only	12:37 PM	2	D1: (No improper driving),(No improper driving) / D2: (No improper driving)	Daylight	Angle	Dry	Clear/Other
WAYLAND	09/27/2017	Non-fatal injury	5:47 PM	2	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Sideswipe, opposite direction	Dry	Clear/Clear
WAYLAND	09/24/2017	Property damage only	12:50 PM	2	D1: (No improper driving) / D2: (Visibility obstructed)	Daylight	Angle	Dry	Clear
WAYLAND	12/14/2017	Property damage only	8:13 AM	1	D1: (No improper driving)	Dark - lighted roadway	Single vehicle crash	Dry	Clear
WAYLAND	07/26/2017	Property damage only	12:27 PM	2	D1: (No improper driving) / D2: (Visibility obstructed),(Disregarded traffic signs, signals, road markings)	Daylight	Angle	Dry	Clear
WAYLAND	07/10/2017	Non-fatal injury	5:01 PM	2	D1: (Exceeded authorized speed limit) / D2: (No improper driving),(No improper driving)	Daylight	Angle	Dry	Clear/Clear



Crash History  
Boston Post-Road / Cochituate Road  
01/01/2015 - 12/31/2017

City Town Name	Crash Date	Crash Severity	Crash Time	# of Vehicles	Driver Contributing	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions
WAYLAND	01/17/2015	Non-fatal injury	7:31 PM	2	D1: (No improper driving),(No improper driving) / D2: (Followed too closely),(Failed to yield right of way)	Dark - lighted roadway	Single vehicle crash	Snow	Clear/Clear
WAYLAND	01/26/2015	Property damage only	1:12 PM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	Cloudy
WAYLAND	02/20/2015	Property damage only	12:45 PM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	03/24/2015	Property damage only	10:21 AM	3		Daylight	Rear-end	Dry	Clear
WAYLAND	03/24/2015	Property damage only	11:19 AM	2	D1: (Failed to yield right of way) / D2: (Unknown)	Daylight	Angle	Dry	Clear
WAYLAND	03/23/2015	Property damage only	7:01 PM	2	D1: (No improper driving) / D2: (Inattention),(Distracted)	Dark - lighted roadway	Rear-end	Dry	Clear
WAYLAND	05/22/2015	Property damage only	8:40 AM	2	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end	Dry	Clear/Clear
WAYLAND	05/20/2015	Property damage only	10:38 AM	3	D1: (Inattention) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Rear-end	Not reported	Clear
WAYLAND	04/19/2015	Property damage only	4:49 PM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	06/04/2015	Property damage only	2:31 PM	2		Daylight	Rear-end	Dry	Clear/Clear
WAYLAND	06/04/2015	Property damage only	3:20 PM	2	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	Dry	Clear
WAYLAND	08/24/2015	Property damage only	7:44 AM	2	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	09/15/2015	Non-fatal injury	1:22 PM	2	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end	Dry	Clear/Clear
WAYLAND	09/26/2015	Non-fatal injury	5:09 PM	2	D1: (No improper driving),(No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle	Dry	Clear
WAYLAND	09/16/2015	Property damage only	3:07 PM	2	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	Dry	Clear
WAYLAND	08/04/2015	Property damage only	7:24 PM	2	D1: (No improper driving),(No improper driving) / D2: (Other improper action)	Daylight	Rear-end	Dry	Clear
WAYLAND	12/01/2015	Property damage only	4:37 PM	2	D1: (No improper driving),(No improper driving) / D2: (Followed too closely),(Inattention)	Dark - lighted roadway	Rear-end	Dry	Clear/Cloudy
WAYLAND	11/29/2015	Non-fatal injury	12:39 AM	1	D1: (Exceeded authorized speed limit),(Over-correcting/over-steering)	Dark - lighted roadway	Single vehicle crash	Wet	Cloudy
WAYLAND	02/06/2016	Property damage only	9:06 AM	2		Daylight	Rear-end	Wet	Clear
WAYLAND	04/18/2016	Property damage only	6:57 AM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	04/07/2016	Property damage only	3:47 PM	2	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle	Wet	Rain
WAYLAND	06/05/2016	Property damage only	10:59 AM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Wet	Rain
WAYLAND	07/28/2016	Unknown	3:55 PM	1	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner),(Failure to keep in proper lane or running off road)	Dark - lighted roadway	Single vehicle crash	Dry	Clear/Other
WAYLAND	08/22/2016	Property damage only	9:49 AM	2	D2: (No improper driving)	Daylight	Rear-end	Dry	Clear/Clear
WAYLAND	08/05/2016	Property damage only	7:04 AM	3	D1: (Followed too closely) / D3: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	09/30/2016	Property damage only	5:26 PM	2	D1: (Over-correcting/over-steering),(Failure to keep in proper lane or running off road) / D2: (No improper driving)	Dusk	Sideswipe, opposite direction	Wet	Rain/Cloudy
WAYLAND	09/30/2016	Property damage only	5:36 PM	2	D1: (Inattention) / D2: (No improper driving)	Dusk	Unknown	Wet	Rain/Cloudy
WAYLAND	10/10/2016	Property damage only	3:01 PM	2	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end	Dry	Cloudy
WAYLAND	10/26/2016	Non-fatal injury	5:53 PM	2	D1: (Inattention) / D2: (No improper driving)	Dusk	Rear-end	Dry	Clear
WAYLAND	10/25/2016	Property damage only	7:20 AM	2	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle	Dry	Clear

Crash History  
 Boston Post Road / Cochituate Road  
 01/01/2015 - 12/31/2017

City Town Name	Crash Date	Crash Severity	Crash Time	# of Vehicles	Driver Contributing	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions
WAYLAND	11/17/2016	Property damage only	5:45 PM	2	D1: (Inattention) / D2: (No improper driving)	Dusk	Rear-end	Dry	Clear
WAYLAND	11/08/2016	Property damage only	10:53 AM	3	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely),(Inattention)	Daylight	Rear-end	Dry	Clear
WAYLAND	02/28/2017	Property damage only	10:17 AM	3	D1: (Other improper action) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	06/16/2017	Property damage only	8:12 AM	2	D1: (No improper driving),(No improper driving) / D2: (Other improper action)	Daylight	Angle	Dry	Clear/Clear
WAYLAND	06/22/2017	Property damage only	3:24 PM	2	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	Daylight	Sideswipe, same direction	Dry	Clear
WAYLAND	09/26/2017	Property damage only	5:10 AM	2	D1: (Inattention) / D2: (No improper driving)	Dark - lighted roadway	Angle	Dry	Clear
WAYLAND	10/22/2017	Property damage only	1:27 PM	2	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	Dry	Clear
WAYLAND	10/16/2017	Non-fatal injury	8:27 AM	2	D1: (No improper driving) / D2: (Inattention)	Daylight	Rear-end	Dry	Cloudy
WAYLAND	11/16/2017	Property damage only	1:11 PM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Wet	Rain
WAYLAND	11/11/2017	Property damage only	4:04 PM	2	D1: (No improper driving) / D2: (Followed too closely)	Dusk	Rear-end	Dry	Clear
WAYLAND	11/05/2017	Property damage only	2:37 PM	3	D1: (Distracted),(Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Rear-end	Dry	Clear
WAYLAND	12/09/2017	Property damage only	7:58 PM	3	D1: (No improper driving),(No improper driving) / D2: (No improper driving),(No improper driving) / D3: (Driving too fast for conditions)	Dark - lighted roadway	Rear-end	Snow	Snow/Snow

Crash History  
 Boston Post Road / Peilham Island Road  
 01/01/2015 - 12/31/2017

City Town Name	Crash Date	Crash Severity	Crash Time	# of Vehicles	Driver Contributing	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions
WAYLAND	09/04/2015	Non-fatal injury	7:35 AM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	Clear/Clear
WAYLAND	12/07/2016	Property damage only	5:10 PM	2	D1: (No improper driving) / D2: (Followed too closely), (Inattention)	Dark - lighted roadway	Rear-end	Dry	Cloudy
WAYLAND	01/05/2017	Property damage only	4:14 PM	2	D1: (No improper driving), (No improper driving) / D2: (No improper driving), (No improper driving)	Daylight	Sideswipe, same direction	Dry	Cloudy/Other
WAYLAND	01/02/2017	Property damage only	3:55 PM	2	D1: (No improper driving), (No improper driving) / D2: (No improper driving), (No improper driving)	Dusk	Sideswipe, same direction	Dry	Clear/Clear
WAYLAND	03/29/2017	Property damage only	5:59 PM	2	D1: (Inattention) / D2: (No improper driving)	Daylight	Sideswipe, same direction	Dry	Clear
WAYLAND	04/27/2017	Property damage only	7:37 AM	3	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Rear-end	Wet	Cloudy
WAYLAND	10/18/2017	Property damage only	7:07 AM	2	D1: (Unknown)	Daylight	Sideswipe, same direction	Dry	Clear

**Attachment E**

General Background Growth



**Average Daily Traffic Summary Table**

Project: Alta at River's Edge - Wayland, Massachusetts  
 Date: September 5, 2019  
 Analyst: TEC, Inc. / Justin Wadsworth  
 Source: MassDOT Temporary Count Stations

STA.	TOWN	ROUTE/STREET	LOCATION	2016	2017	2018	Amb. Growth
4003	CONCORD	RTE. 62	AT ACTON T.L.	12595	11945	12372	-0.79%
4924	FRAMINGHAM	RTE. 135	EAST OF RTE. 126	14393	14551	14755	1.25%
6726	NEWTON	RTE. 16	WEST OF RTE. 195	21259	21493	21482	0.52%
							<b>0.33%</b>

Assume 0.50% Ambient Growth.

**Attachment F**

Site Trip Generation





## Trip Generation Estimate

Project: T0923 - Alta at Rivers Edge - Wayland, MA  
Date: September 17, 2019  
Analyst: TEC, Inc. / Justin Wadsworth  
Source: Institute of Transportation Engineers - Trip Generation, 10th Edition

**ITE Land Use Code (LUC):** 221 Multifamily Housing (Mid-Rise)

Average Vehicle Trips Ends vs: Dwelling Units  
Independent Variable (X): 153  
Curve Method: Average

### AVERAGE WEEKDAY DAILY

T = 5.44 \* (X)  
T = 5.44 \* 153  
T = **832** vehicle trips  
with 50% entering ( 416 vpd) and with 50% exiting ( 416 vpd)

### WEEKDAY MORNING PEAK HOUR

T = 0.36 \* (X)  
T = 0.36 \* 153  
T = **56** vehicle trips  
with 26% entering ( 15 vpd) and with 74% exiting ( 41 vpd)

### WEEKDAY EVENING PEAK HOUR

T = 0.44 \* (X)  
T = 0.44 \* 153  
T = **68** vehicle trips  
with 61% entering ( 41 vpd) and with 39% exiting ( 27 vpd)

### AVERAGE SATURDAY DAILY

T = 4.91 \* (X)  
T = 4.91 \* 153  
T = **752** vehicle trips  
with 50% entering ( 376 vpd) and with 50% exiting ( 376 vpd)

### SATURDAY MIDDAY PEAK HOUR

T = 0.44 \* (X)  
T = 0.44 \* 153  
T = **68** vehicle trips  
with 49% entering ( 33 vpd) and with 51% exiting ( 35 vpd)

## Trip Generation Estimate

Project: T0923 - Alta at Rivers Edge - Wayland, MA  
 Date: September 17, 2019  
 Analyst: TEC, Inc. / Justin Wadsworth  
 Source: Institute of Transportation Engineers - Trip Generation, 10th Edition

**ITE Land Use Code (LUC):** 221 Multifamily Housing (Mid-Rise)

Average Vehicle Trips Ends vs: Dwelling Units  
 Independent Variable (X): 153  
 Curve Method: Fitted

### AVERAGE WEEKDAY DAILY

$T = 5.45 * (X) + -1.75$   
 $T = 5.45 * 153 + -1.75$   
 $T = \boxed{832}$  vehicle trips  
 with 50% entering ( 416 vpd) and with 50% exiting ( 416 vpd)

### WEEKDAY MORNING PEAK HOUR

$\ln(T) = 0.98 * \ln(X) + -0.98$   
 $\ln(T) = 0.98 * 5.03 + -0.98$   
 $T = \boxed{52}$  vehicle trips  
 with 26% entering ( 14 vpd) and with 74% exiting ( 38 vpd)

### WEEKDAY EVENING PEAK HOUR

$\ln(T) = 0.96 * \ln(X) + -0.63$   
 $\ln(T) = 0.96 * 5.03 + -0.63$   
 $T = \boxed{67}$  vehicle trips  
 with 61% entering ( 41 vpd) and with 39% exiting ( 26 vpd)

### AVERAGE SATURDAY DAILY

$T = 3.04 * (X) + 417.11$   
 $T = 3.04 * 153 + 417.11$   
 $T = \boxed{882}$  vehicle trips  
 with 50% entering ( 441 vpd) and with 50% exiting ( 441 vpd)

### SATURDAY MIDDAY PEAK HOUR

$T = 0.42 * (X) + 6.73$   
 $T = 0.42 * 153 + 6.73$   
 $T = \boxed{71}$  vehicle trips  
 with 49% entering ( 35 vpd) and with 51% exiting ( 36 vpd)

## Trip Generation Estimate

Project: Alta at Rivers Edge - Wayland, MA  
 Date: September 17, 2019  
 Analyst: TEC, Inc. / Justin Wadsworth  
 Source: Institute of Transportation Engineers - Trip Generation, 10th Edition

**ITE Land Use Code (LUC):** 252 Senior Adult Housing - Attached

Average Vehicle Trips Ends vs: Dwelling Units  
 Independent Variable (X): 65  
 Curve Method: Average

### AVERAGE WEEKDAY DAILY

$T = 3.70 * (X)$   
 $T = 3.70 * 65.00$   
 $T = \boxed{240}$  vehicle trips  
 with 50% entering ( 120 vpd) and with 50% exiting ( 120 vpd)

### WEEKDAY MORNING PEAK HOUR

$T = 0.20 * (X)$   
 $T = 0.20 * 65.00$   
 $T = \boxed{14}$  vehicle trips  
 with 35% entering ( 5 vpd) and with 65% exiting ( 9 vpd)

### WEEKDAY EVENING PEAK HOUR

$T = 0.26 * (X)$   
 $T = 0.26 * 65.00$   
 $T = \boxed{16}$  vehicle trips  
 with 55% entering ( 9 vpd) and with 45% exiting ( 7 vpd)

### AVERAGE SATURDAY DAILY

$T = 3.23 * (X)$   
 $T = 3.23 * 65.00$   
 $T = \boxed{210}$  vehicle trips  
 with 50% entering ( 105 vpd) and with 50% exiting ( 105 vpd)

### SATURDAY MIDDAY PEAK HOUR

$T = 0.33 * (X)$   
 $T = 0.33 * 65.00$   
 $T = \boxed{22}$  vehicle trips  
 with 62% entering ( 14 vpd) and with 38% exiting ( 8 vpd)

### AVERAGE SUNDAY DAILY

$T = 3.14 * (X)$   
 $T = 3.14 * 65.00$   
 $T = \boxed{204}$  vehicle trips  
 with 50% entering ( 102 vpd) and with 50% exiting ( 102 vpd)

### SUNDAY MIDDAY PEAK HOUR

$T = 0.36 * (X)$   
 $T = 0.36 * 65.00$   
 $T = \boxed{24}$  vehicle trips  
 with 64% entering ( 15 vpd) and with 36% exiting ( 9 vpd)

## Trip Generation Estimate

Project: Alta at Rivers Edge - Wayland, MA  
 Date: September 17, 2019  
 Analyst: TEC, Inc. / Justin Wadsworth  
 Source: Institute of Transportation Engineers - Trip Generation, 10th Edition

**ITE Land Use Code (LUC):** 252 Senior Adult Housing - Attached

Average Vehicle Trips Ends vs: Dwelling Units  
 Independent Variable (X): 65  
 Curve Method: Fitted

### AVERAGE WEEKDAY DAILY

$T = 4.02 * (X) + -25.37$   
 $T = 4.02 * 65.00 + -25.37$   
 $T = \boxed{236}$  vehicle trips  
 with 50% entering ( 118 vpd) and with 50% exiting ( 118 vpd)

### WEEKDAY MORNING PEAK HOUR

$T = 0.20 * (X) + -0.18$   
 $T = 0.20 * 65.00 + -0.18$   
 $T = \boxed{12}$  vehicle trips  
 with 35% entering ( 4 vpd) and with 65% exiting ( 8 vpd)

### WEEKDAY EVENING PEAK HOUR

$T = 0.24 * (X) + 2.26$   
 $T = 0.24 * 65.00 + 2.26$   
 $T = \boxed{18}$  vehicle trips  
 with 55% entering ( 10 vpd) and with 45% exiting ( 8 vpd)

### AVERAGE SATURDAY DAILY

$T = 3.97 * (X) + -60.09$   
 $T = 3.97 * 65.00 + -60.09$   
 $T = \boxed{198}$  vehicle trips  
 with 50% entering ( 99 vpd) and with 50% exiting ( 99 vpd)

### SATURDAY MIDDAY PEAK HOUR

$T = 0.35 * (X) + -1.67$   
 $T = 0.35 * 65.00 + -1.67$   
 $T = \boxed{22}$  vehicle trips  
 with 62% entering ( 14 vpd) and with 38% exiting ( 8 vpd)

### AVERAGE SUNDAY DAILY

$T = 3.50 * (X) + -29.08$   
 $T = 3.50 * 65.00 + -29.08$   
 $T = \boxed{198}$  vehicle trips  
 with 50% entering ( 99 vpd) and with 50% exiting ( 99 vpd)

### SUNDAY MIDDAY PEAK HOUR

$T = 0.30 * (X) + 5.02$   
 $T = 0.30 * 65.00 + 5.02$   
 $T = \boxed{24}$  vehicle trips  
 with 64% entering ( 15 vpd) and with 36% exiting ( 9 vpd)

**Attachment G**

Site Trip Distribution



**Trip Distribution Gravity Model**

Project: T0923 - Alta at Rivers Edge - Wayland, MA  
 Date: September 5, 2019  
 Analyst: TEC, Inc. / Justin Wadsworth  
 Source: United States Census Bureau, 5-Year ACS, 2009-2013

Residence State-County-MCD Name	Workplace-County-MCD Name	Count	% of Total Wayland Workers	% of Distributed Workforce	Major Route Entering / Exiting						Major Route Entering / Exiting					
					Route 20 (West)	Route 20 (East)	Route 27/126 (South)	Route 27/126 (North)	Millbrook Road	Check	Route 20 (West)	Route 20 (East)	Route 27/126 (South)	Route 27/126 (North)	Millbrook Road	Check
Wayland Town Middlesex Co. MA	Wayland Town Middlesex Co. MA	1,432	23.49%	25.92%	10%	10%	50%	20%	10%	100%	3%	3%	13%	5%	3%	26%
Wayland Town Middlesex Co. MA	Boston City Suffolk Co. MA	996	16.34%	18.03%		100%				100%	0%	18%	0%	0%	0%	18%
Wayland Town Middlesex Co. MA	Framingham Town Middlesex Co. MA	479	7.86%	8.67%	50%		50%			100%	4%	0%	4%	0%	0%	9%
Wayland Town Middlesex Co. MA	Natick Town Middlesex Co. MA	336	5.51%	6.08%			100%			100%	0%	0%	6%	0%	0%	6%
Wayland Town Middlesex Co. MA	Waltham Town Middlesex Co. MA	295	4.84%	5.34%		100%				100%	0%	5%	0%	0%	0%	5%
Wayland Town Middlesex Co. MA	Newton City Middlesex Co. MA	279	4.58%	5.05%		100%				100%	0%	5%	0%	0%	0%	5%
Wayland Town Middlesex Co. MA	Cambridge City Middlesex Co. MA	246	4.04%	4.45%		100%				100%	0%	4%	0%	0%	0%	4%
Wayland Town Middlesex Co. MA	Wellesley Town Norfolk Co. MA	185	3.03%	3.35%		50%	50%			100%	0%	2%	2%	0%	0%	3%
Wayland Town Middlesex Co. MA	Sudbury Town Middlesex Co. MA	149	2.44%	2.70%	100%					100%	3%	0%	0%	0%	0%	3%
Wayland Town Middlesex Co. MA	Worcester City Worcester Co. MA	141	2.31%	2.55%	25%		50%	25%		100%	1%	0%	1%	1%	0%	3%
Wayland Town Middlesex Co. MA	Marlborough City Middlesex Co. MA	138	2.26%	2.50%	100%					100%	2%	0%	0%	0%	0%	2%
Wayland Town Middlesex Co. MA	Lexington Town Middlesex Co. MA	100	1.64%	1.81%		100%				100%	0%	2%	0%	0%	0%	2%
Wayland Town Middlesex Co. MA	Weston Town Middlesex Co. MA	92	1.51%	1.67%		50%	25%	25%		100%	0%	1%	0%	0%	0%	2%
Wayland Town Middlesex Co. MA	Watertown City Middlesex Co. MA	86	1.41%	1.56%		100%				100%	0%	2%	0%	0%	0%	2%
Wayland Town Middlesex Co. MA	Malden City Middlesex Co. MA	81	1.33%	1.47%		100%				100%	0%	1%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Needham Town Norfolk Co. MA	66	1.08%	1.19%		100%				100%	0%	1%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Southborough Town Worcester Co. MA	62	1.02%	1.12%	75%		25%			100%	1%	0%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Burlington Town Middlesex Co. MA	61	1.00%	1.10%		100%				100%	0%	1%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Hopkinton Town Middlesex Co. MA	59	0.97%	1.07%	50%		50%			100%	1%	0%	1%	0%	0%	1%
Wayland Town Middlesex Co. MA	Brookline Town Norfolk Co. MA	58	0.95%	1.05%		100%				100%	0%	1%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Norwood Town Norfolk Co. MA	57	0.94%	1.03%		100%				100%	0%	1%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Bedford Town Middlesex Co. MA	48	0.79%	0.87%		67%		33%		100%	0%	1%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Westborough Town Worcester Co. MA	40	0.66%	0.72%	50%		50%			100%	0%	0%	0%	0%	0%	1%
Wayland Town Middlesex Co. MA	Andover Town Essex Co. MA	38	0.62%	0.69%		75%		25%		100%	0%	1%	0%	0%	0%	1%
<b>TOTAL</b>		<b>6096</b>	<b>90.62%</b>	<b>100.00%</b>							<b>14.5%</b>	<b>48.3%</b>	<b>27.9%</b>	<b>6.7%</b>	<b>2.6%</b>	<b>100.0%</b>
										<b>Say</b>	<b>15%</b>	<b>48%</b>	<b>28%</b>	<b>7%</b>	<b>2%</b>	<b>100%</b>

**Attachment H**

Left-Turn Lane Warrants





**Left-Turn Lane Volume Warrants**

Project: T0923 - Alta at River's Edge - Wayland, MA  
 Date: September 9, 2019  
 Analyst: TEC Inc. / Justin Wadsworth

Roadway Speed = **45**

Operating Speed	Opposing Volume	Advancing Motor Vehicle Volumes (veh/hr)			
		5% LT	10% LT	20% LT	30% LT
30 mph or less	800	370	265	195	185
	600	460	345	250	225
	400	570	430	305	275
	200	720	530	390	335
40 mph	800	330	240	180	160
	600	410	305	225	200
	400	510	380	275	245
	200	640	470	350	305
50 mph	800	280	210	165	135
	600	350	260	195	170
	400	430	320	240	210
	200	550	400	300	270
60 mph	800	230	170	125	115
	600	290	210	160	140
	400	365	270	200	175
	200	450	330	250	215
100	505	370	275	240	

**Boston Post Road (Route 20) @ Site Driveway**

2027 FUTURE YEAR DATA INPUT

Time	Advancing		% Left Turns	Opposing Route 20 WB	Warranted
	Route 20 EB LT	Route 20 EB			
6-7 AM			#DIV/0!		#DIV/0!
7-8 AM	5	877	0.6%	441	NO
8-9 AM			#DIV/0!		#DIV/0!
9-10 AM			#DIV/0!		#DIV/0!
10-11 AM			#DIV/0!		#DIV/0!
11-12 PM			#DIV/0!		#DIV/0!
12-1 PM			#DIV/0!		#DIV/0!
1-2 PM			#DIV/0!		#DIV/0!
2-3 PM			#DIV/0!		#DIV/0!
3-4 PM			#DIV/0!		#DIV/0!
4-5 PM	7	586	1.2%	809	NO
5-6 PM			#DIV/0!		#DIV/0!

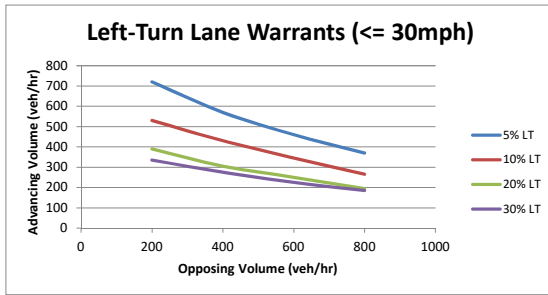
**Signalized Intersections:**

Left-Turn Lane Configuration	Minimum Turn Volume
Single exclusive left-turn lane	100 veh/hr
Dual exclusive left-turn lane	300 veh/hr

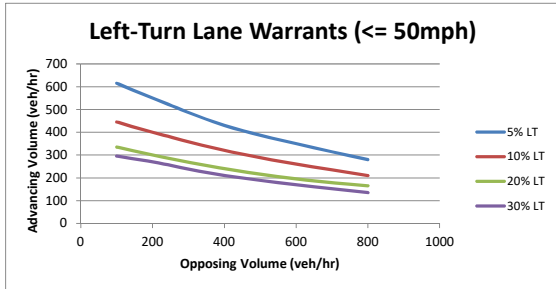
Source: Massachusetts Highway Department Design Manual, 2006 Edition, Exhibit 6-23  
 Source: AASHTO A Policy on Geometric Design of Highways and Streets, 2011 6th Edition, Table 9-23

**Boston Post Road (Route 20) @ Site Driveway**

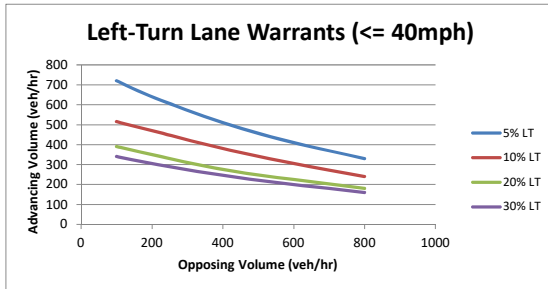
Left-Turn Lane Warranted?	Signalized	NO
	Unsignalized	NO



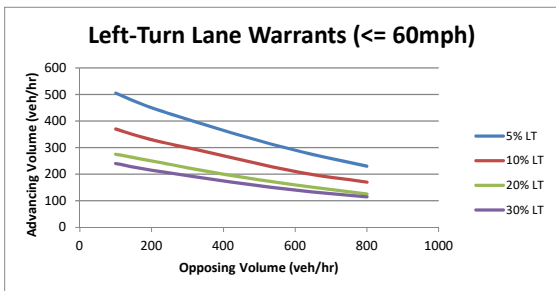
5% LT  $y = 0.0004x^2 - 0.955x + 895$   
 10% LT  $y = 0.0001x^2 - 0.565x + 637.5$   
 20% LT  $y = 0.0002x^2 - 0.5075x + 482.5$   
 30% LT  $y = 0.0001x^2 - 0.375x + 405$



5% LT  $y = 0.0003x^2 - 0.7581x + 687.65$   
 10% LT  $y = 0.0002x^2 - 0.5068x + 493.54$   
 20% LT  $y = 0.0002x^2 - 0.4095x + 374.26$   
 30% LT  $y = 0.0001x^2 - 0.3425x + 329.9$



5% LT  $y = 0.0003x^2 - 0.8622x + 800.98$   
 10% LT  $y = 0.0001x^2 - 0.5196x + 566.57$   
 20% LT  $y = 0.0002x^2 - 0.4669x + 434.85$   
 30% LT  $y = 0.0001x^2 - 0.3784x + 375.77$



5% LT  $y = 0.0002x^2 - 0.5581x + 557.15$   
 10% LT  $y = 0.0001x^2 - 0.4108x + 408.87$   
 20% LT  $y = 0.0008x^2 - 0.2912x + 303.8$   
 30% LT  $y = 0.0001x^2 - 0.2682x + 265.46$

**Roadway Speeds**

- 20
- 25
- 30
- 35
- 40
- 45
- 50
- 55
- 60
- 65










**Attachment I**

Capacity and Queue Analysis



Lanes, Volumes, Timings  
 1: Boston Post Road & Site Driveway

2019 Existing Conditions  
 Weekday Morning

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	843	424	3	2	3
Future Volume (vph)	2	843	424	3	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1000	5200		1000	
Travel Time (s)		22.7	118.2		22.7	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.94	0.94	0.86	0.86	0.42	0.42
Heavy Vehicles (%)	100%	6%	5%	100%	50%	100%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	843	424	3	2	3
Future Vol, veh/h	2	843	424	3	2	3
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	94	94	86	86	42	42
Heavy Vehicles, %	100	6	5	100	50	100
Mvmt Flow	2	897	493	3	5	7

















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	496	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.1	-	-
Pot Cap-1 Maneuver	707	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	707	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	707	-	-	-	212
HCM Lane V/C Ratio	0.003	-	-	-	0.056
HCM Control Delay (s)	10.1	0	-	-	23
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings  
 2: Pelham Island Road & Boston Post Road

2019 Existing Conditions  
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	706	2	15	409	0	0	0	97	0	15	67
Future Volume (vph)	0	706	2	15	409	0	0	0	97	0	15	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	16	16	16
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5200			400			804			447	
Travel Time (s)		118.2			9.1			18.3			10.2	
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.84	0.84	0.84	0.71	0.71	0.71
Heavy Vehicles (%)	0%	5%	0%	0%	11%	0%	0%	0%	1%	0%	0%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻			↻			↻	
Traffic Vol, veh/h	0	706	2	15	409	0	0	0	97	0	15	67
Future Vol, veh/h	0	706	2	15	409	0	0	0	97	0	15	67
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	88	88	88	84	84	84	71	71	71
Heavy Vehicles, %	0	5	0	0	11	0	0	0	1	0	0	6
Mvmt Flow	0	821	2	17	465	0	0	0	115	0	21	94

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	-	0	0	823	0	0	1379	1321	822	1379	1322	465
Stage 1	-	-	-	-	-	-	822	822	-	499	499	-
Stage 2	-	-	-	-	-	-	557	499	-	880	823	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.21	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.309	3.5	4	3.354
Pot Cap-1 Maneuver	0	-	-	816	-	0	123	158	375	123	158	589
Stage 1	0	-	-	-	-	0	371	391	-	557	547	-
Stage 2	0	-	-	-	-	0	518	547	-	345	391	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	816	-	-	91	154	375	83	154	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	154	-	83	154	-
Stage 1	-	-	-	-	-	-	371	391	-	557	532	-
Stage 2	-	-	-	-	-	-	406	532	-	239	391	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.3		18.8		18.2	
HCM LOS					C		C	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	375	-	-	816	-	388
HCM Lane V/C Ratio	0.308	-	-	0.021	-	0.298
HCM Control Delay (s)	18.8	-	-	9.5	0	18.2
HCM Lane LOS	C	-	-	A	A	C
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-	1.2



Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

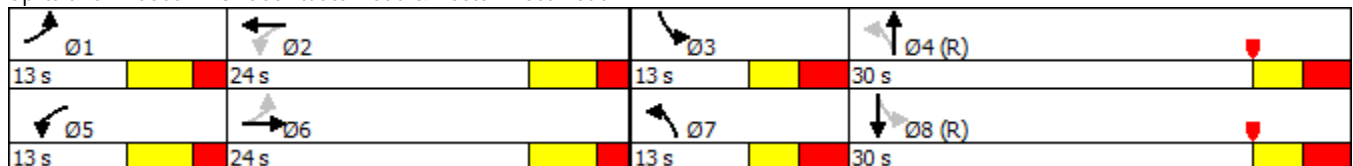
2019 Existing Conditions  
Weekday Morning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	482	89	46	291	146	118	413	36	258	487	4
Future Volume (vph)	217	482	89	46	291	146	118	413	36	258	487	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	12%	7%	7%	5%	19%	6%	8%	5%	3%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	30.0		13.0	30.0	
Total Split (%)	16.3%	30.0%		16.3%	30.0%		16.3%	37.5%		16.3%	37.5%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	24.0		7.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues  
3: Cochituate Road & Boston Post Road

2019 Existing Conditions  
Weekday Morning





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	226	595	48	455	123	468	269	511
v/c Ratio	0.79	0.70	0.19	0.72	0.56	0.91	0.99	0.81
Control Delay	42.9	33.4	18.0	36.6	23.8	52.5	75.5	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	33.4	18.0	36.6	23.8	52.5	75.5	38.9
Queue Length 50th (ft)	78	150	15	108	35	224	~113	248
Queue Length 95th (ft)	#150	#235	36	158	#70	#401	#263	#443
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	285	844	253	701	220	512	273	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.70	0.19	0.65	0.56	0.91	0.99	0.81

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary  
 3: Cochituate Road & Boston Post Road

2019 Existing Conditions  
 Weekday Morning


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	482	89	46	291	146	118	413	36	258	487	4
Future Volume (veh/h)	217	482	89	46	291	146	118	413	36	258	487	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1820	1900	1776	1787	1900	1597	1790	1900	1810	1845	1900
Adj Flow Rate, veh/h	226	502	93	48	303	152	123	430	38	269	507	4
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	7	7	7	19	6	6	5	3	3
Cap, veh/h	299	665	123	225	419	206	277	543	48	326	640	5
Arrive On Green	0.09	0.23	0.23	0.05	0.19	0.19	0.07	0.34	0.34	0.09	0.35	0.35
Sat Flow, veh/h	1774	2916	538	1691	2210	1083	1521	1621	143	1723	1828	14
Grp Volume(v), veh/h	226	297	298	48	231	224	123	0	468	269	0	511
Grp Sat Flow(s),veh/h/ln	1774	1729	1725	1691	1698	1596	1521	0	1764	1723	0	1843
Q Serve(g_s), s	7.0	12.8	12.9	1.8	10.2	10.6	4.2	0.0	19.2	7.0	0.0	19.9
Cycle Q Clear(g_c), s	7.0	12.8	12.9	1.8	10.2	10.6	4.2	0.0	19.2	7.0	0.0	19.9
Prop In Lane	1.00		0.31	1.00		0.68	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	299	394	393	225	322	303	277	0	591	326	0	646
V/C Ratio(X)	0.76	0.75	0.76	0.21	0.72	0.74	0.44	0.00	0.79	0.83	0.00	0.79
Avail Cap(c_a), veh/h	299	394	393	290	382	359	300	0	591	326	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	28.8	28.8	24.5	30.4	30.5	17.9	0.0	24.1	21.8	0.0	23.4
Incr Delay (d2), s/veh	10.5	7.9	8.3	0.5	5.2	6.6	1.1	0.0	10.4	15.7	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.0	7.0	0.8	5.2	5.2	1.8	0.0	11.1	4.0	0.0	11.8
LnGrp Delay(d),s/veh	37.2	36.7	37.1	25.0	35.6	37.1	19.0	0.0	34.4	37.5	0.0	33.0
LnGrp LOS	D	D	D	C	D	D	B		C	D		C
Approach Vol, veh/h		821			503			591			780	
Approach Delay, s/veh		37.0			35.2			31.2			34.5	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	21.2	13.0	32.8	9.9	24.2	11.8	34.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	18.0	7.0	24.0	7.0	18.0	7.0	24.0				
Max Q Clear Time (g_c+I1), s	9.0	12.6	9.0	21.2	3.8	14.9	6.2	21.9				
Green Ext Time (p_c), s	0.0	2.6	0.0	1.6	0.0	1.8	0.0	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				34.7								
HCM 2010 LOS				C								

Lanes, Volumes, Timings

2019 Existing Conditions

4: Cochituate Road & Pelham Island Road/Millbrook Road

Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	13	10	5	734	38	18	723	73
Future Volume (vph)	0	0	0	22	13	10	5	734	38	18	723	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	13	13	13	11	11	11
Storage Length (ft)	0		0	0		0	0		0	200		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			858			200			1300	
Travel Time (s)		10.2			19.5			4.5			29.5	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	9%	0%	0%	0%	5%	0%	0%	3%	4%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	22	13	10	5	734	38	18	723	73
Future Vol, veh/h	0	0	0	22	13	10	5	734	38	18	723	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	9	0	0	0	5	0	0	3	4
Mvmt Flow	0	0	0	28	16	13	5	798	41	19	769	78










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1675	1714	819	847	0	0
Stage 1	829	829	-	-	-	-
Stage 2	846	885	-	-	-	-
Critical Hdwy	6.49	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.49	5.5	-	-	-	-
Critical Hdwy Stg 2	5.49	5.5	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	101	91	379	799	-	804
Stage 1	417	388	-	-	-	-
Stage 2	409	366	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	97	0	379	799	-	804
Mov Cap-2 Maneuver	97	0	-	-	-	-
Stage 1	412	0	-	-	-	-
Stage 2	399	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.8	0.1	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	799	-	- 126	804	-	-
HCM Lane V/C Ratio	0.007	-	- 0.446	0.024	-	-
HCM Control Delay (s)	9.5	-	- 54.8	9.6	-	-
HCM Lane LOS	A	-	- F	A	-	-
HCM 95th %tile Q(veh)	0	-	- 2	0.1	-	-

Lanes, Volumes, Timings  
 1: Boston Post Road & Site Driveway

2019 Existing Conditions  
 Weekday Evening

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	558	773	1	0	1
Future Volume (vph)	0	558	773	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1000	5200		1000	
Travel Time (s)		22.7	118.2		22.7	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.90	0.90	0.84	0.84	0.25	0.25
Heavy Vehicles (%)	0%	1%	2%	100%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		3	
Traffic Vol, veh/h	0	558	773	1	0	1
Future Vol, veh/h	0	558	773	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	84	84	25	25
Heavy Vehicles, %	0	1	2	100	0	0
Mvmt Flow	0	620	920	1	0	4

















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	921	0	0	1541	921
Stage 1	-	-	-	921	-
Stage 2	-	-	-	620	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	750	-	-	128	331
Stage 1	-	-	-	391	-
Stage 2	-	-	-	540	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	750	-	-	128	331
Mov Cap-2 Maneuver	-	-	-	128	-
Stage 1	-	-	-	391	-
Stage 2	-	-	-	540	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	750	-	-	-	331
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Control Delay (s)	0	-	-	-	16
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 2: Pelham Island Road & Boston Post Road

2019 Existing Conditions  
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	563	2	46	630	0	1	1	28	4	82	104
Future Volume (vph)	0	563	2	46	630	0	1	1	28	4	82	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	16	16	16
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5200			400			804			447	
Travel Time (s)		118.2			9.1			18.3			10.2	
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.58	0.58	0.58	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection

Int Delay, s/veh	15.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖			↔			↔	
Traffic Vol, veh/h	0	563	2	46	630	0	1	1	28	4	82	104
Future Vol, veh/h	0	563	2	46	630	0	1	1	28	4	82	104
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	92	92	92	58	58	58	88	88	88
Heavy Vehicles, %	0	1	0	4	3	0	0	0	0	0	0	0
Mvmt Flow	0	593	2	50	685	0	2	2	48	5	93	118

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	595	0	0	1485	1379	594	1404	1380	685
Stage 1	-	-	-	-	-	-	594	594	-	785	785	-
Stage 2	-	-	-	-	-	-	891	785	-	619	595	-
Critical Hdwy	-	-	-	4.14	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	972	-	0	104	146	509	118	146	452
Stage 1	0	-	-	-	-	0	495	496	-	389	407	-
Stage 2	0	-	-	-	-	0	340	407	-	480	496	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	972	-	-	32	134	509	99	134	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	134	-	99	134	-
Stage 1	-	-	-	-	-	-	495	496	-	389	373	-
Stage 2	-	-	-	-	-	-	173	373	-	433	496	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	18.4	109.7
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	320	-	-	972	-	215
HCM Lane V/C Ratio	0.162	-	-	0.051	-	1.004
HCM Control Delay (s)	18.4	-	-	8.9	0	109.7
HCM Lane LOS	C	-	-	A	A	F
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-	9.1

Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

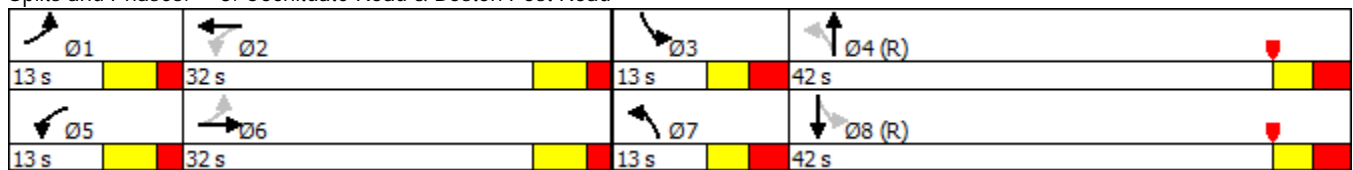
2019 Existing Conditions  
Weekday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	379	111	31	539	245	124	495	30	203	438	29
Future Volume (vph)	123	379	111	31	539	245	124	495	30	203	438	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	5%	6%	1%	3%	6%	1%	0%	1%	0%	3%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	13.0	32.0		13.0	32.0		13.0	42.0		13.0	42.0	
Total Split (%)	13.0%	32.0%		13.0%	32.0%		13.0%	42.0%		13.0%	42.0%	
Maximum Green (s)	7.0	26.0		7.0	26.0		7.0	36.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues  
3: Cochituate Road & Boston Post Road

2019 Existing Conditions  
Weekday Evening

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	505	32	809	128	541	209	482
v/c Ratio	0.68	0.51	0.11	0.95	0.51	0.83	0.95	0.73
Control Delay	41.6	31.7	20.3	58.4	22.0	42.3	70.5	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	31.7	20.3	58.4	22.0	42.3	70.5	35.5
Queue Length 50th (ft)	52	148	12	267	43	312	74	262
Queue Length 95th (ft)	#122	204	32	#390	78	#493	#210	385
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	186	993	292	850	254	649	220	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.51	0.11	0.95	0.50	0.83	0.95	0.73

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

















HCM 2010 Signalized Intersection Summary  
 3: Cochituate Road & Boston Post Road

2019 Existing Conditions  
 Weekday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	379	111	31	539	245	124	495	30	203	438	29
Future Volume (veh/h)	123	379	111	31	539	245	124	495	30	203	438	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1865	1900	1792	1870	1900	1792	1882	1900	1881	1896	1900
Adj Flow Rate, veh/h	127	391	114	32	556	253	128	510	31	209	452	30
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	6	1	1	6	1	1	1	0	0
Cap, veh/h	214	777	224	274	603	274	318	645	39	292	656	44
Arrive On Green	0.07	0.29	0.29	0.04	0.25	0.25	0.06	0.37	0.37	0.07	0.37	0.37
Sat Flow, veh/h	1810	2701	777	1707	2376	1079	1707	1757	107	1792	1759	117
Grp Volume(v), veh/h	127	255	250	32	415	394	128	0	541	209	0	482
Grp Sat Flow(s),veh/h/ln	1810	1771	1707	1707	1776	1679	1707	0	1863	1792	0	1876
Q Serve(g_s), s	5.1	12.0	12.2	1.4	22.8	22.9	4.6	0.0	25.9	7.0	0.0	21.7
Cycle Q Clear(g_c), s	5.1	12.0	12.2	1.4	22.8	22.9	4.6	0.0	25.9	7.0	0.0	21.7
Prop In Lane	1.00		0.46	1.00		0.64	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	214	509	491	274	451	426	318	0	684	292	0	699
V/C Ratio(X)	0.59	0.50	0.51	0.12	0.92	0.92	0.40	0.00	0.79	0.72	0.00	0.69
Avail Cap(c_a), veh/h	216	509	491	333	462	437	328	0	684	292	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	29.6	29.7	26.2	36.3	36.4	20.1	0.0	28.2	23.5	0.0	26.5
Incr Delay (d2), s/veh	4.2	0.8	0.9	0.2	23.6	25.0	0.8	0.0	9.1	8.2	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.0	5.9	0.6	14.1	13.6	2.2	0.0	14.9	2.8	0.0	12.3
LnGrp Delay(d),s/veh	31.9	30.4	30.6	26.3	59.9	61.4	20.9	0.0	37.3	31.6	0.0	32.0
LnGrp LOS	C	C	C	C	E	E	C		D	C		C
Approach Vol, veh/h		632			841			669			691	
Approach Delay, s/veh		30.8			59.3			34.2			31.9	
Approach LOS		C			E			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	31.4	13.0	42.7	9.5	34.8	12.4	43.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	26.0	7.0	36.0	7.0	26.0	7.0	36.0				
Max Q Clear Time (g_c+I1), s	7.1	24.9	9.0	27.9	3.4	14.2	6.6	23.7				
Green Ext Time (p_c), s	0.0	0.5	0.0	4.0	0.0	6.4	0.0	5.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			40.3									
HCM 2010 LOS			D									

Lanes, Volumes, Timings  
 4: Cochituate Road & Pelham Island Road/Millbrook Road

2019 Existing Conditions  
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	21	43	23	3	823	34	11	654	149
Future Volume (vph)	0	0	0	21	43	23	3	823	34	11	654	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	13	13	13	11	11	11
Storage Length (ft)	0		0	0		0	0		0	200		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30				30
Link Distance (ft)		447			858			200			1300	
Travel Time (s)		10.2			19.5			4.5			29.5	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔		↔	↔	
Traffic Vol, veh/h	0	0	0	21	43	23	3	823	34	11	654	149
Future Vol, veh/h	0	0	0	21	43	23	3	823	34	11	654	149
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	0	25	51	27	3	848	35	11	674	154










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1645	1722	866	828	0	0
Stage 1	872	872	-	-	-	-
Stage 2	773	850	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	111	90	356	812	-	775
Stage 1	412	371	-	-	-	-
Stage 2	459	380	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	109	0	356	812	-	775
Mov Cap-2 Maneuver	109	0	-	-	-	-
Stage 1	409	0	-	-	-	-
Stage 2	453	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	171	775	-
HCM Lane V/C Ratio	0.004	-	-	0.606	0.015	-
HCM Control Delay (s)	9.5	-	-	54	9.7	-
HCM Lane LOS	A	-	-	F	A	-
HCM 95th %tile Q(veh)	0	-	-	3.3	0	-

Lanes, Volumes, Timings  
 1: Boston Post Road & Site Driveway

2026 No-Build Conditions  
 Weekday Morning

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	877	441	3	2	3
Future Volume (vph)	2	877	441	3	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1000	5200		1000	
Travel Time (s)		22.7	118.2		22.7	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.94	0.94	0.86	0.86	0.42	0.42
Heavy Vehicles (%)	100%	6%	5%	100%	50%	100%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	877	441	3	2	3
Future Vol, veh/h	2	877	441	3	2	3
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	94	94	86	86	42	42
Heavy Vehicles, %	100	6	5	100	50	100
Mvmt Flow	2	933	513	3	5	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	516	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.1	-	-
Pot Cap-1 Maneuver	692	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	692	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

















Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	692	-	-	-	198
HCM Lane V/C Ratio	0.003	-	-	-	0.06
HCM Control Delay (s)	10.2	0	-	-	24.3
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lanes, Volumes, Timings  
 2: Pelham Island Road & Boston Post Road

2026 No-Build Conditions  
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	735	2	16	429	0	0	0	100	0	16	73
Future Volume (vph)	0	735	2	16	429	0	0	0	100	0	16	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	16	16	16
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5200			400			804			447	
Travel Time (s)		118.2			9.1			18.3			10.2	
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.84	0.84	0.84	0.71	0.71	0.71
Heavy Vehicles (%)	0%	5%	0%	0%	11%	0%	0%	0%	1%	0%	0%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻			↻			↻	
Traffic Vol, veh/h	0	735	2	16	429	0	0	0	100	0	16	73
Future Vol, veh/h	0	735	2	16	429	0	0	0	100	0	16	73
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	88	88	88	84	84	84	71	71	71
Heavy Vehicles, %	0	5	0	0	11	0	0	0	1	0	0	6
Mvmt Flow	0	855	2	18	488	0	0	0	119	0	23	103

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	-	0	0	857	0	0	1443	1380	856	1440	1381	488
Stage 1	-	-	-	-	-	-	856	856	-	524	524	-
Stage 2	-	-	-	-	-	-	587	524	-	916	857	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.21	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.309	3.5	4	3.354
Pot Cap-1 Maneuver	0	-	-	792	-	0	111	146	359	112	145	572
Stage 1	0	-	-	-	-	0	355	377	-	540	533	-
Stage 2	0	-	-	-	-	0	499	533	-	329	377	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	792	-	-	78	141	359	73	141	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	141	-	73	141	-
Stage 1	-	-	-	-	-	-	355	377	-	540	516	-
Stage 2	-	-	-	-	-	-	379	516	-	220	377	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.3		19.9		19.7	
HCM LOS					C		C	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	359	-	-	792	-	369
HCM Lane V/C Ratio	0.332	-	-	0.023	-	0.34
HCM Control Delay (s)	19.9	-	-	9.7	0	19.7
HCM Lane LOS	C	-	-	A	A	C
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-	1.5

Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

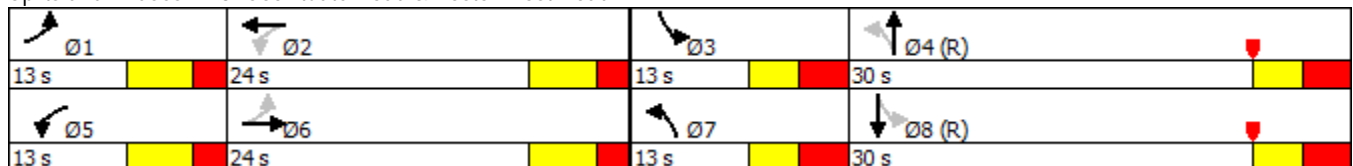
2026 No-Build Conditions  
Weekday Morning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	500	93	48	303	151	125	428	37	267	504	4
Future Volume (vph)	227	500	93	48	303	151	125	428	37	267	504	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	12%	7%	7%	5%	19%	6%	8%	5%	3%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	30.0		13.0	30.0	
Total Split (%)	16.3%	30.0%		16.3%	30.0%		16.3%	37.5%		16.3%	37.5%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	24.0		7.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues  
3: Cochituate Road & Boston Post Road

2026 No-Build Conditions  
Weekday Morning





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	236	618	50	473	130	485	278	529
v/c Ratio	0.84	0.73	0.21	0.74	0.60	0.95	1.01	0.93
Control Delay	48.9	34.2	18.2	37.3	26.1	58.4	81.3	54.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	34.2	18.2	37.3	26.1	58.4	81.3	54.4
Queue Length 50th (ft)	82	157	15	114	37	235	~117	261
Queue Length 95th (ft)	#167	#249	37	165	#82	#421	#269	#462
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	281	849	248	701	219	512	275	566
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.73	0.20	0.67	0.59	0.95	1.01	0.93

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.


















HCM 2010 Signalized Intersection Summary  
3: Cochituate Road & Boston Post Road

2026 No-Build Conditions  
Weekday Morning

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	500	93	48	303	151	125	428	37	267	504	4
Future Volume (veh/h)	227	500	93	48	303	151	125	428	37	267	504	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1820	1900	1776	1787	1900	1597	1790	1900	1810	1845	1900
Adj Flow Rate, veh/h	236	521	97	50	316	157	130	446	39	278	525	4
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	7	7	7	19	6	6	5	3	3
Cap, veh/h	295	668	124	221	426	207	265	540	47	311	630	5
Arrive On Green	0.09	0.23	0.23	0.05	0.19	0.19	0.08	0.33	0.33	0.09	0.34	0.34
Sat Flow, veh/h	1774	2913	540	1691	2217	1078	1521	1623	142	1723	1829	14
Grp Volume(v), veh/h	236	308	310	50	240	233	130	0	485	278	0	529
Grp Sat Flow(s),veh/h/ln	1774	1729	1724	1691	1697	1597	1521	0	1765	1723	0	1843
Q Serve(g_s), s	7.0	13.4	13.5	1.8	10.7	11.0	4.4	0.0	20.2	7.0	0.0	21.1
Cycle Q Clear(g_c), s	7.0	13.4	13.5	1.8	10.7	11.0	4.4	0.0	20.2	7.0	0.0	21.1
Prop In Lane	1.00		0.31	1.00		0.67	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	295	397	396	221	326	307	265	0	587	311	0	634
V/C Ratio(X)	0.80	0.78	0.78	0.23	0.74	0.76	0.49	0.00	0.83	0.89	0.00	0.83
Avail Cap(c_a), veh/h	295	397	396	284	382	359	283	0	587	311	0	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	28.9	29.0	24.4	30.4	30.6	18.4	0.0	24.6	22.9	0.0	24.1
Incr Delay (d2), s/veh	14.4	9.4	9.8	0.5	6.1	7.7	1.4	0.0	12.5	26.1	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.4	7.4	0.9	5.6	5.5	1.9	0.0	11.9	5.0	0.0	12.9
LnGrp Delay(d),s/veh	41.5	38.3	38.8	24.9	36.6	38.2	19.8	0.0	37.1	49.0	0.0	36.4
LnGrp LOS	D	D	D	C	D	D	B		D	D		D
Approach Vol, veh/h		854			523			615			807	
Approach Delay, s/veh		39.4			36.2			33.4			40.7	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	21.4	13.0	32.6	10.0	24.4	12.1	33.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	18.0	7.0	24.0	7.0	18.0	7.0	24.0				
Max Q Clear Time (g_c+I1), s	9.0	13.0	9.0	22.2	3.8	15.5	6.4	23.1				
Green Ext Time (p_c), s	0.0	2.4	0.0	1.1	0.0	1.6	0.0	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				37.9								
HCM 2010 LOS				D								

Lanes, Volumes, Timings  
 4: Cochituate Road & Pelham Island Road/Millbrook Road

2026 No-Build Conditions  
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	23	13	10	5	762	39	19	749	80
Future Volume (vph)	0	0	0	23	13	10	5	762	39	19	749	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	13	13	13	11	11	11
Storage Length (ft)	0		0	0		0	0		0	200		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			858			200			1300	
Travel Time (s)		10.2			19.5			4.5			29.5	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	9%	0%	0%	0%	5%	0%	0%	3%	4%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

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	0	0	0	23	13	10	5	762	39	19	749	80
Future Vol, veh/h	0	0	0	23	13	10	5	762	39	19	749	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	9	0	0	0	5	0	0	3	4
Mvmt Flow	0	0	0	29	16	13	5	828	42	20	797	85










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1739	1781	849	882	0	0
Stage 1	859	859	-	-	-	-
Stage 2	880	922	-	-	-	-
Critical Hdwy	6.49	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.49	5.5	-	-	-	-
Critical Hdwy Stg 2	5.49	5.5	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	92	83	364	775	-	783
Stage 1	403	376	-	-	-	-
Stage 2	394	352	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	88	0	364	775	-	783
Mov Cap-2 Maneuver	88	0	-	-	-	-
Stage 1	398	0	-	-	-	-
Stage 2	384	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	65.1	0.1	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	775	-	-	114	783	-
HCM Lane V/C Ratio	0.007	-	-	0.504	0.026	-
HCM Control Delay (s)	9.7	-	-	65.1	9.7	-
HCM Lane LOS	A	-	-	F	A	-
HCM 95th %tile Q(veh)	0	-	-	2.3	0.1	-

Lanes, Volumes, Timings  
 1: Boston Post Road & Site Driveway

2026 No-Build Conditions  
 Weekday Evening

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	586	809	1	0	1
Future Volume (vph)	0	586	809	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1000	5200		1000	
Travel Time (s)		22.7	118.2		22.7	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.90	0.90	0.84	0.84	0.25	0.25
Heavy Vehicles (%)	0%	1%	2%	100%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection

Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		3	
Traffic Vol, veh/h	0	586	809	1	0	1
Future Vol, veh/h	0	586	809	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	84	84	25	25
Heavy Vehicles, %	0	1	2	100	0	0
Mvmt Flow	0	651	963	1	0	4

















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	964	0	-	0	1615
Stage 1	-	-	-	-	964
Stage 2	-	-	-	-	651
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	722	-	-	-	115
Stage 1	-	-	-	-	373
Stage 2	-	-	-	-	523
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	722	-	-	-	115
Mov Cap-2 Maneuver	-	-	-	-	115
Stage 1	-	-	-	-	373
Stage 2	-	-	-	-	523

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	722	-	-	-	312
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	0	-	-	-	16.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 2: Pelham Island Road & Boston Post Road

2026 No-Build Conditions  
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	614	2	48	670	0	1	1	29	4	85	118
Future Volume (vph)	0	614	2	48	670	0	1	1	29	4	85	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	16	16	16
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5200			400			804			447	
Travel Time (s)		118.2			9.1			18.3			10.2	
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.58	0.58	0.58	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	25.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖			↔			↔	
Traffic Vol, veh/h	0	614	2	48	670	0	1	1	29	4	85	118
Future Vol, veh/h	0	614	2	48	670	0	1	1	29	4	85	118
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	92	92	92	58	58	58	88	88	88
Heavy Vehicles, %	0	1	0	4	3	0	0	0	0	0	0	0
Mvmt Flow	0	646	2	52	728	0	2	2	50	5	97	134

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	648	0	0	1595	1479	647	1505	1480	728
Stage 1	-	-	-	-	-	-	647	647	-	832	832	-
Stage 2	-	-	-	-	-	-	948	832	-	673	648	-
Critical Hdwy	-	-	-	4.14	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	928	-	0	87	127	475	101	127	427
Stage 1	0	-	-	-	-	0	463	470	-	366	387	-
Stage 2	0	-	-	-	-	0	316	387	-	448	469	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	928	-	-	17	115	475	83	115	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	115	-	83	115	-
Stage 1	-	-	-	-	-	-	463	470	-	366	351	-
Stage 2	-	-	-	-	-	-	142	351	-	399	469	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	24.1	180.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	241	-	-	928	-	195
HCM Lane V/C Ratio	0.222	-	-	0.056	-	1.206
HCM Control Delay (s)	24.1	-	-	9.1	0	180.2
HCM Lane LOS	C	-	-	A	A	F
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-	12.2

Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

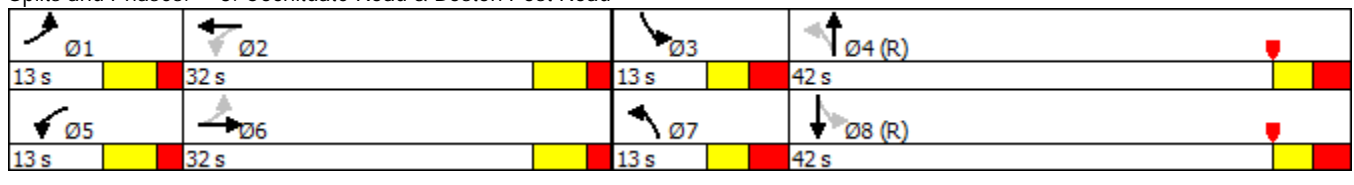
2026 No-Build Conditions  
Weekday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	403	124	32	568	254	136	513	31	210	454	30
Future Volume (vph)	138	403	124	32	568	254	136	513	31	210	454	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	5%	6%	1%	3%	6%	1%	0%	1%	0%	3%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	13.0	32.0		13.0	32.0		13.0	42.0		13.0	42.0	
Total Split (%)	13.0%	32.0%		13.0%	32.0%		13.0%	42.0%		13.0%	42.0%	
Maximum Green (s)	7.0	26.0		7.0	26.0		7.0	36.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues  
3: Cochituate Road & Boston Post Road

2026 No-Build Conditions  
Weekday Evening





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	142	543	33	848	140	561	216	499
v/c Ratio	0.78	0.55	0.12	1.00	0.58	0.86	1.05	0.76
Control Delay	52.1	32.4	20.4	67.9	25.4	45.2	100.3	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	32.4	20.4	67.9	25.4	45.2	100.3	36.9
Queue Length 50th (ft)	59	162	13	284	48	328	-92	275
Queue Length 95th (ft)	#155	221	33	#418	84	#522	#241	402
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	182	991	278	851	241	649	205	656
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.55	0.12	1.00	0.58	0.86	1.05	0.76

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

















HCM 2010 Signalized Intersection Summary  
 3: Cochituate Road & Boston Post Road

2026 No-Build Conditions  
 Weekday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	403	124	32	568	254	136	513	31	210	454	30
Future Volume (veh/h)	138	403	124	32	568	254	136	513	31	210	454	30
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1864	1900	1792	1870	1900	1792	1882	1900	1881	1896	1900
Adj Flow Rate, veh/h	142	415	128	33	586	262	140	529	32	216	468	31
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	6	1	1	6	1	1	1	0	0
Cap, veh/h	211	782	238	267	621	278	302	633	38	269	634	42
Arrive On Green	0.07	0.29	0.29	0.04	0.26	0.26	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1810	2660	811	1707	2390	1067	1707	1757	106	1792	1759	117
Grp Volume(v), veh/h	142	275	268	33	435	413	140	0	561	216	0	499
Grp Sat Flow(s),veh/h/ln	1810	1771	1700	1707	1776	1681	1707	0	1863	1792	0	1876
Q Serve(g_s), s	5.7	13.0	13.2	1.4	24.0	24.1	5.1	0.0	27.6	7.0	0.0	23.2
Cycle Q Clear(g_c), s	5.7	13.0	13.2	1.4	24.0	24.1	5.1	0.0	27.6	7.0	0.0	23.2
Prop In Lane	1.00		0.48	1.00		0.63	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	211	521	500	267	462	437	302	0	671	269	0	676
V/C Ratio(X)	0.67	0.53	0.54	0.12	0.94	0.94	0.46	0.00	0.84	0.80	0.00	0.74
Avail Cap(c_a), veh/h	211	521	500	325	462	437	302	0	671	269	0	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	29.5	29.6	25.8	36.3	36.3	20.9	0.0	29.3	25.7	0.0	27.9
Incr Delay (d2), s/veh	8.0	1.0	1.1	0.2	27.9	29.3	1.1	0.0	11.8	15.8	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.5	6.3	0.7	15.3	14.7	2.5	0.0	16.4	3.7	0.0	13.2
LnGrp Delay(d),s/veh	35.7	30.5	30.7	26.0	64.2	65.6	22.0	0.0	41.1	41.5	0.0	34.9
LnGrp LOS	D	C	C	C	E	E	C		D	D		C
Approach Vol, veh/h		685			881			701			715	
Approach Delay, s/veh		31.7			63.4			37.3			36.9	
Approach LOS		C			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	32.0	13.0	42.0	9.6	35.4	13.0	42.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	26.0	7.0	36.0	7.0	26.0	7.0	36.0				
Max Q Clear Time (g_c+I1), s	7.7	26.1	9.0	29.6	3.4	15.2	7.1	25.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.5	0.0	6.3	0.0	5.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			43.6									
HCM 2010 LOS			D									

Lanes, Volumes, Timings  
 4: Cochituate Road & Pelham Island Road/Millbrook Road

2026 No-Build Conditions  
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	45	24	3	863	35	11	677	164
Future Volume (vph)	0	0	0	22	45	24	3	863	35	11	677	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	13	13	13	11	11	11
Storage Length (ft)	0		0	0		0	0		0	200		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30				30
Link Distance (ft)		447			858			200			1300	
Travel Time (s)		10.2			19.5			4.5			29.5	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔		↔	↔	
Traffic Vol, veh/h	0	0	0	22	45	24	3	863	35	11	677	164
Future Vol, veh/h	0	0	0	22	45	24	3	863	35	11	677	164
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	0	26	54	29	3	890	36	11	698	169

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1719	1803	908	867	0	0
Stage 1	914	914	-	-	-	-
Stage 2	805	889	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	100	80	336	785	-	746
Stage 1	394	355	-	-	-	-
Stage 2	443	364	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	98	0	336	785	-	746
Mov Cap-2 Maneuver	98	0	-	-	-	-
Stage 1	391	0	-	-	-	-
Stage 2	436	0	-	-	-	-










Approach	WB	NB	SB
HCM Control Delay, s	69.5	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	155	746	-
HCM Lane V/C Ratio	0.004	-	-	0.699	0.015	-
HCM Control Delay (s)	9.6	-	-	69.5	9.9	-
HCM Lane LOS	A	-	-	F	A	-
HCM 95th %tile Q(veh)	0	-	-	4.1	0	-



Lanes, Volumes, Timings  
 1: Boston Post Road & Site Driveway




2026 Build Conditions  
 Weekday Morning

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	877	441	20	45	10
Future Volume (vph)	5	877	441	20	45	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1000	5200		1000	
Travel Time (s)		22.7	118.2		22.7	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.94	0.94	0.86	0.86	0.90	0.90
Heavy Vehicles (%)	2%	6%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	877	441	20	45	10
Future Vol, veh/h	5	877	441	20	45	10
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	94	94	86	86	90	90
Heavy Vehicles, %	2	6	5	2	2	2
Mvmt Flow	5	933	513	23	50	11

















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	536	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1032	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1032	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	40.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	-	162
HCM Lane V/C Ratio	0.005	-	-	-	0.377
HCM Control Delay (s)	8.5	0	-	-	40.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Lanes, Volumes, Timings  
 2: Pelham Island Road & Boston Post Road

2026 Build Conditions  
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	778	2	16	443	0	0	0	100	0	16	76
Future Volume (vph)	0	778	2	16	443	0	0	0	100	0	16	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	16	16	16
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5200			400			804			447	
Travel Time (s)		118.2			9.1			18.3			10.2	
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.84	0.84	0.84	0.71	0.71	0.71
Heavy Vehicles (%)	0%	5%	0%	0%	11%	0%	0%	0%	1%	0%	0%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	778	2	16	443	0	0	0	100	0	16	76
Future Vol, veh/h	0	778	2	16	443	0	0	0	100	0	16	76
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	88	88	88	84	84	84	71	71	71
Heavy Vehicles, %	0	5	0	0	11	0	0	0	1	0	0	6
Mvmt Flow	0	905	2	18	503	0	0	0	119	0	23	107

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	907	0	0	1510	1445	906	1505	1446	503
Stage 1	-	-	-	-	-	-	906	906	-	539	539	-
Stage 2	-	-	-	-	-	-	604	539	-	966	907	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.21	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.309	3.5	4	3.354
Pot Cap-1 Maneuver	0	-	-	759	-	0	100	133	336	101	133	561
Stage 1	0	-	-	-	-	0	333	358	-	530	525	-
Stage 2	0	-	-	-	-	0	489	525	-	309	357	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	759	-	-	68	129	336	64	129	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	129	-	64	129	-
Stage 1	-	-	-	-	-	-	333	358	-	530	508	-
Stage 2	-	-	-	-	-	-	366	508	-	200	357	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.3			21.5			20.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	336	-	-	759	-	355
HCM Lane V/C Ratio	0.354	-	-	0.024	-	0.365
HCM Control Delay (s)	21.5	-	-	9.9	0	20.9
HCM Lane LOS	C	-	-	A	A	C
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-	1.6

Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

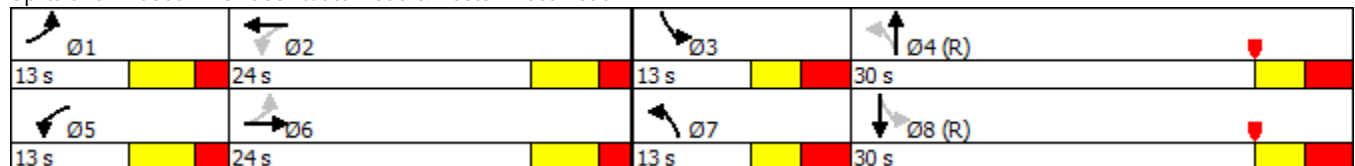
2026 Build Conditions  
Weekday Morning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	524	107	48	312	151	130	428	37	267	504	4
Future Volume (vph)	232	524	107	48	312	151	130	428	37	267	504	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	12%	7%	7%	5%	19%	6%	8%	5%	3%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	30.0		13.0	30.0	
Total Split (%)	16.3%	30.0%		16.3%	30.0%		16.3%	37.5%		16.3%	37.5%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	24.0		7.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues  
3: Cochituate Road & Boston Post Road

2026 Build Conditions  
Weekday Morning





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	242	657	50	482	135	485	278	529
v/c Ratio	0.87	0.77	0.22	0.75	0.62	0.95	1.01	0.94
Control Delay	53.6	36.3	18.4	37.7	27.2	58.4	82.1	55.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	36.3	18.4	37.7	27.2	58.4	82.1	55.6
Queue Length 50th (ft)	85	170	15	116	38	235	~116	261
Queue Length 95th (ft)	#179	#273	37	168	#89	#421	#268	#462
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	278	850	237	702	220	512	274	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.77	0.21	0.69	0.61	0.95	1.01	0.94

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.


















HCM 2010 Signalized Intersection Summary  
 3: Cochituate Road & Boston Post Road

2026 Build Conditions  
 Weekday Morning

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	524	107	48	312	151	130	428	37	267	504	4
Future Volume (veh/h)	232	524	107	48	312	151	130	428	37	267	504	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1818	1900	1776	1787	1900	1597	1790	1900	1810	1845	1900
Adj Flow Rate, veh/h	242	546	111	50	325	157	135	446	39	278	525	4
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	7	7	7	19	6	6	5	3	3
Cap, veh/h	293	659	134	211	432	205	266	538	47	310	623	5
Arrive On Green	0.09	0.23	0.23	0.05	0.19	0.19	0.08	0.33	0.33	0.09	0.34	0.34
Sat Flow, veh/h	1774	2863	580	1691	2238	1059	1521	1623	142	1723	1829	14
Grp Volume(v), veh/h	242	329	328	50	245	237	135	0	485	278	0	529
Grp Sat Flow(s),veh/h/ln	1774	1727	1715	1691	1697	1600	1521	0	1765	1723	0	1843
Q Serve(g_s), s	7.0	14.5	14.6	1.8	10.9	11.2	4.6	0.0	20.3	7.0	0.0	21.2
Cycle Q Clear(g_c), s	7.0	14.5	14.6	1.8	10.9	11.2	4.6	0.0	20.3	7.0	0.0	21.2
Prop In Lane	1.00		0.34	1.00		0.66	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	293	398	395	211	328	309	266	0	586	310	0	628
V/C Ratio(X)	0.83	0.83	0.83	0.24	0.75	0.77	0.51	0.00	0.83	0.90	0.00	0.84
Avail Cap(c_a), veh/h	293	398	395	273	382	360	279	0	586	310	0	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	29.3	29.3	24.5	30.4	30.6	18.5	0.0	24.6	22.9	0.0	24.4
Incr Delay (d2), s/veh	17.3	13.3	13.9	0.6	6.7	8.3	1.5	0.0	12.7	26.8	0.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.3	8.4	0.9	5.7	5.7	2.0	0.0	11.9	5.1	0.0	13.0
LnGrp Delay(d),s/veh	44.7	42.6	43.2	25.1	37.1	38.8	20.0	0.0	37.4	49.7	0.0	37.3
LnGrp LOS	D	D	D	C	D	D	B		D	D		D
Approach Vol, veh/h		899			532			620			807	
Approach Delay, s/veh		43.4			36.8			33.6			41.6	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	21.5	13.0	32.5	10.0	24.4	12.3	33.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	18.0	7.0	24.0	7.0	18.0	7.0	24.0				
Max Q Clear Time (g_c+I1), s	9.0	13.2	9.0	22.3	3.8	16.6	6.6	23.2				
Green Ext Time (p_c), s	0.0	2.2	0.0	1.1	0.0	0.9	0.0	0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				39.5								
HCM 2010 LOS				D								

Lanes, Volumes, Timings  
 4: Cochituate Road & Pelham Island Road/Millbrook Road

2026 Build Conditions  
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	23	13	10	5	766	40	19	749	83
Future Volume (vph)	0	0	0	23	13	10	5	766	40	19	749	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	13	13	13	11	11	11
Storage Length (ft)	0		0	0		0	0		0	200		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			858			200			1300	
Travel Time (s)		10.2			19.5			4.5			29.5	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	9%	0%	0%	0%	5%	0%	0%	3%	4%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



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	0	0	0	23	13	10	5	766	40	19	749	83
Future Vol, veh/h	0	0	0	23	13	10	5	766	40	19	749	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	9	0	0	0	5	0	0	3	4
Mvmt Flow	0	0	0	29	16	13	5	833	43	20	797	88










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1746	1790	855	885	0	0
Stage 1	865	865	-	-	-	-
Stage 2	881	925	-	-	-	-
Critical Hdwy	6.49	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.49	5.5	-	-	-	-
Critical Hdwy Stg 2	5.49	5.5	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	91	82	361	773	-	779
Stage 1	401	374	-	-	-	-
Stage 2	394	351	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	87	0	361	773	-	779
Mov Cap-2 Maneuver	87	0	-	-	-	-
Stage 1	396	0	-	-	-	-
Stage 2	384	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	66	0.1	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	773	-	-	113	779	-	-
HCM Lane V/C Ratio	0.007	-	-	0.509	0.026	-	-
HCM Control Delay (s)	9.7	-	-	66	9.7	-	-
HCM Lane LOS	A	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.3	0.1	-	-

Lanes, Volumes, Timings  
 1: Boston Post Road & Site Driveway

2026 Build Conditions  
 Weekday Evening

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	586	809	44	29	6
Future Volume (vph)	7	586	809	44	29	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1000	5200		1000	
Travel Time (s)		22.7	118.2		22.7	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.90	0.90	0.84	0.84	0.92	0.92
Heavy Vehicles (%)	2%	1%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	586	809	44	29	6
Future Vol, veh/h	7	586	809	44	29	6
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	90	90	84	84	92	92
Heavy Vehicles, %	2	1	2	2	2	2
Mvmt Flow	8	651	963	52	32	7

















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1015	0	-	0	1656 989
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	667 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	683	-	-	-	108 299
Stage 1	-	-	-	-	360 -
Stage 2	-	-	-	-	510 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	683	-	-	-	106 299
Mov Cap-2 Maneuver	-	-	-	-	106 -
Stage 1	-	-	-	-	354 -
Stage 2	-	-	-	-	510 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	48.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	683	-	-	-	119
HCM Lane V/C Ratio	0.011	-	-	-	0.32
HCM Control Delay (s)	10.3	0	-	-	48.9
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Lanes, Volumes, Timings  
 2: Pelham Island Road & Boston Post Road

2026 Build Conditions  
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	643	2	48	703	0	1	1	29	4	85	123
Future Volume (vph)	0	643	2	48	703	0	1	1	29	4	85	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	16	16	16
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5200			400			804			447	
Travel Time (s)		118.2			9.1			18.3			10.2	
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.58	0.58	0.58	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	32.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	643	2	48	703	0	1	1	29	4	85	123
Future Vol, veh/h	0	643	2	48	703	0	1	1	29	4	85	123
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	92	92	92	58	58	58	88	88	88
Heavy Vehicles, %	0	1	0	4	3	0	0	0	0	0	0	0
Mvmt Flow	0	677	2	52	764	0	2	2	50	5	97	140

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	679	0	0	1665	1546	678	1572	1547	764
Stage 1	-	-	-	-	-	-	678	678	-	868	868	-
Stage 2	-	-	-	-	-	-	987	868	-	704	679	-
Critical Hdwy	-	-	-	4.14	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	904	-	0	78	116	456	90	115	407
Stage 1	0	-	-	-	-	0	445	455	-	350	372	-
Stage 2	0	-	-	-	-	0	300	372	-	431	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	904	-	-	9	104	456	73	104	407
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	104	-	73	104	-
Stage 1	-	-	-	-	-	-	445	455	-	350	335	-
Stage 2	-	-	-	-	-	-	126	335	-	382	454	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	36.1	231.5
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	168	-	-	904	-	181
HCM Lane V/C Ratio	0.318	-	-	0.058	-	1.331
HCM Control Delay (s)	36.1	-	-	9.2	0	231.5
HCM Lane LOS	E	-	-	A	A	F
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-	14

Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

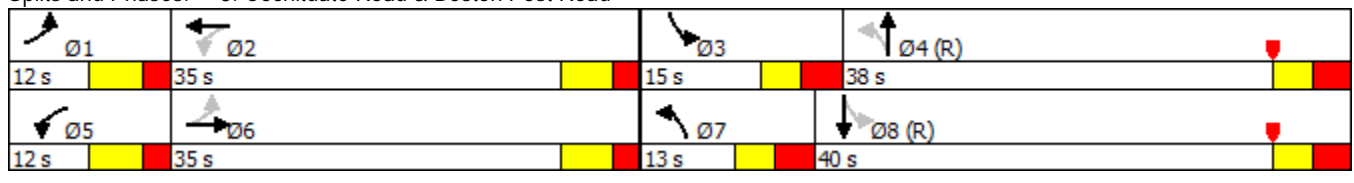
2026 Build Conditions  
Weekday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	419	134	32	592	254	150	513	31	210	454	30
Future Volume (vph)	141	419	134	32	592	254	150	513	31	210	454	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	5%	6%	1%	3%	6%	1%	0%	1%	0%	3%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	12.0	35.0		12.0	35.0		13.0	38.0		15.0	40.0	
Total Split (%)	12.0%	35.0%		12.0%	35.0%		13.0%	38.0%		15.0%	40.0%	
Maximum Green (s)	6.0	29.0		6.0	29.0		7.0	32.0		9.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues  
3: Cochituate Road & Boston Post Road

2026 Build Conditions  
Weekday Evening





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	570	33	872	155	561	216	499
v/c Ratio	0.84	0.54	0.12	0.92	0.70	0.97	0.91	0.80
Control Delay	60.6	30.3	19.1	51.1	36.2	66.6	62.7	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	30.3	19.1	51.1	36.2	66.6	62.7	41.2
Queue Length 50th (ft)	58	165	12	282	56	351	84	284
Queue Length 95th (ft)	#160	223	31	#401	#115	#570	#226	#448
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	173	1064	273	951	220	576	237	622
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.54	0.12	0.92	0.70	0.97	0.91	0.80

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary  
 3: Cochituate Road & Boston Post Road


















2026 Build Conditions  
 Weekday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	419	134	32	592	254	150	513	31	210	454	30
Future Volume (veh/h)	141	419	134	32	592	254	150	513	31	210	454	30
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1792	1870	1900	1792	1882	1900	1881	1896	1900
Adj Flow Rate, veh/h	145	432	138	33	610	262	155	529	32	216	468	31
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	6	1	1	6	1	1	1	0	0
Cap, veh/h	202	792	250	264	670	288	294	586	35	273	622	41
Arrive On Green	0.06	0.30	0.30	0.04	0.28	0.28	0.07	0.33	0.33	0.09	0.35	0.35
Sat Flow, veh/h	1810	2633	832	1707	2423	1040	1707	1757	106	1792	1759	117
Grp Volume(v), veh/h	145	289	281	33	447	425	155	0	561	216	0	499
Grp Sat Flow(s),veh/h/ln	1810	1770	1695	1707	1777	1687	1707	0	1863	1792	0	1876
Q Serve(g_s), s	5.8	13.6	13.9	1.4	24.3	24.4	6.0	0.0	28.7	7.9	0.0	23.4
Cycle Q Clear(g_c), s	5.8	13.6	13.9	1.4	24.3	24.4	6.0	0.0	28.7	7.9	0.0	23.4
Prop In Lane	1.00		0.49	1.00		0.62	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	202	532	510	264	492	467	294	0	621	273	0	663
V/C Ratio(X)	0.72	0.54	0.55	0.13	0.91	0.91	0.53	0.00	0.90	0.79	0.00	0.75
Avail Cap(c_a), veh/h	202	532	510	305	515	489	294	0	621	273	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	29.2	29.3	24.8	35.0	35.0	22.4	0.0	31.8	24.0	0.0	28.5
Incr Delay (d2), s/veh	11.6	1.1	1.3	0.2	19.7	20.6	1.8	0.0	18.9	14.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.8	6.7	0.6	14.6	14.0	2.9	0.0	17.9	5.0	0.0	13.5
LnGrp Delay(d),s/veh	39.1	30.4	30.6	25.0	54.7	55.6	24.1	0.0	50.7	38.7	0.0	36.2
LnGrp LOS	D	C	C	C	D	E	C		D	D		D
Approach Vol, veh/h		715			905			716			715	
Approach Delay, s/veh		32.2			54.0			44.9			37.0	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	33.7	15.0	39.3	9.6	36.1	13.0	41.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	29.0	9.0	32.0	6.0	29.0	7.0	34.0				
Max Q Clear Time (g_c+I1), s	7.8	26.4	9.9	30.7	3.4	15.9	8.0	25.4				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.8	0.0	7.4	0.0	4.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			42.8									
HCM 2010 LOS			D									



Lanes, Volumes, Timings  
 4: Cochituate Road & Pelham Island Road/Millbrook Road

2026 Build Conditions  
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	46	24	3	865	36	11	677	168
Future Volume (vph)	0	0	0	22	46	24	3	865	36	11	677	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	13	13	13	11	11	11
Storage Length (ft)	0		0	0		0	0		0	200		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30				30
Link Distance (ft)		447			858			200			1300	
Travel Time (s)		10.2			19.5			4.5			29.5	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔		↔	↔	
Traffic Vol, veh/h	0	0	0	22	46	24	3	865	36	11	677	168
Future Vol, veh/h	0	0	0	22	46	24	3	865	36	11	677	168
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	0	26	55	29	3	892	37	11	698	173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1724	1810	911	871	0	0
Stage 1	917	917	-	-	-	-
Stage 2	807	893	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	99	80	335	783	-	744
Stage 1	393	354	-	-	-	-
Stage 2	442	363	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	97	0	335	783	-	744
Mov Cap-2 Maneuver	97	0	-	-	-	-
Stage 1	390	0	-	-	-	-
Stage 2	435	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	71.6	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	154	744	-
HCM Lane V/C Ratio	0.004	-	-	0.711	0.015	-
HCM Control Delay (s)	9.6	-	-	71.6	9.9	-
HCM Lane LOS	A	-	-	F	A	-
HCM 95th %tile Q(veh)	0	-	-	4.2	0	-

Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

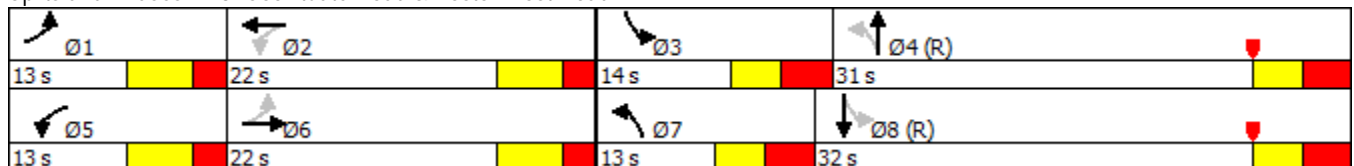
2026 Build with Mitigation Conditions  
Weekday Morning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	524	107	48	312	151	130	428	37	267	504	4
Future Volume (vph)	232	524	107	48	312	151	130	428	37	267	504	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	12%	7%	7%	5%	19%	6%	8%	5%	3%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	13.0	22.0		13.0	22.0		13.0	31.0		14.0	32.0	
Total Split (%)	16.3%	27.5%		16.3%	27.5%		16.3%	38.8%		17.5%	40.0%	
Maximum Green (s)	7.0	16.0		7.0	16.0		7.0	25.0		8.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues

3: Cochituate Road & Boston Post Road





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	242	657	50	482	135	485	278	529
v/c Ratio	0.91	0.81	0.23	0.80	0.63	0.91	1.01	0.89
Control Delay	62.5	40.7	19.8	42.5	27.7	50.3	78.7	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	40.7	19.8	42.5	27.7	50.3	78.7	45.7
Queue Length 50th (ft)	89	~190	16	121	36	231	~103	250
Queue Length 95th (ft)	#198	#295	39	#188	#89	#410	#254	#442
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	266	807	227	624	214	534	276	594
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.81	0.22	0.77	0.63	0.91	1.01	0.89

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary  
3: Cochituate Road & Boston Post Road

2026 Build with Mitigation Conditions  
Weekday Morning

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	524	107	48	312	151	130	428	37	267	504	4
Future Volume (veh/h)	232	524	107	48	312	151	130	428	37	267	504	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1818	1900	1776	1787	1900	1597	1790	1900	1810	1845	1900
Adj Flow Rate, veh/h	242	546	111	50	325	157	135	446	39	278	525	4
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	7	7	7	19	6	6	5	3	3
Cap, veh/h	276	612	124	196	396	187	283	545	48	336	654	5
Arrive On Green	0.09	0.21	0.21	0.05	0.18	0.18	0.08	0.34	0.34	0.10	0.36	0.36
Sat Flow, veh/h	1774	2863	580	1691	2238	1059	1521	1623	142	1723	1829	14
Grp Volume(v), veh/h	242	329	328	50	245	237	135	0	485	278	0	529
Grp Sat Flow(s),veh/h/ln	1774	1727	1715	1691	1697	1600	1521	0	1765	1723	0	1843
Q Serve(g_s), s	7.0	14.8	14.9	1.9	11.1	11.5	4.6	0.0	20.1	8.0	0.0	20.7
Cycle Q Clear(g_c), s	7.0	14.8	14.9	1.9	11.1	11.5	4.6	0.0	20.1	8.0	0.0	20.7
Prop In Lane	1.00		0.34	1.00		0.66	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	276	369	367	196	300	283	283	0	592	336	0	659
V/C Ratio(X)	0.88	0.89	0.89	0.26	0.82	0.84	0.48	0.00	0.82	0.83	0.00	0.80
Avail Cap(c_a), veh/h	276	369	367	259	339	320	297	0	592	336	0	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	30.5	30.6	25.6	31.7	31.8	17.8	0.0	24.3	20.0	0.0	23.2
Incr Delay (d2), s/veh	25.8	22.3	23.3	0.7	13.0	16.1	1.3	0.0	12.0	15.5	0.0	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.3	9.4	0.9	6.3	6.3	2.0	0.0	11.7	3.7	0.0	12.3
LnGrp Delay(d),s/veh	54.3	52.9	53.9	26.3	44.7	47.9	19.1	0.0	36.3	35.5	0.0	33.2
LnGrp LOS	D	D	D	C	D	D	B		D	D		C
Approach Vol, veh/h		899			532			620			807	
Approach Delay, s/veh		53.6			44.4			32.5			34.0	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	20.1	14.0	32.9	10.0	23.1	12.3	34.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	16.0	8.0	25.0	7.0	16.0	7.0	26.0				
Max Q Clear Time (g_c+I1), s	9.0	13.5	10.0	22.1	3.9	16.9	6.6	22.7				
Green Ext Time (p_c), s	0.0	0.7	0.0	1.7	0.0	0.0	0.0	1.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.8									
HCM 2010 LOS			D									

Lanes, Volumes, Timings  
3: Cochituate Road & Boston Post Road

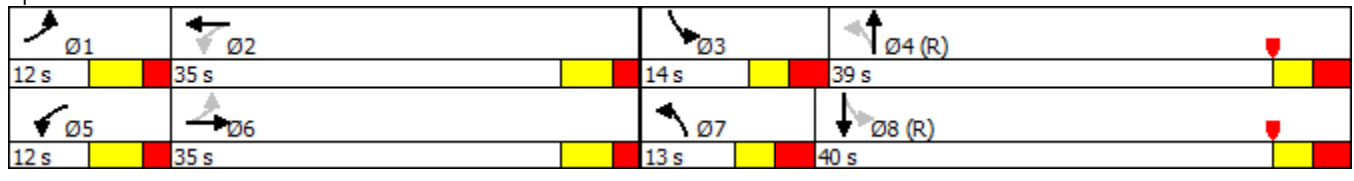
2026 Build with Mitigation Conditions  
Weekday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	419	134	32	592	254	150	513	31	210	454	30
Future Volume (vph)	141	419	134	32	592	254	150	513	31	210	454	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	11	11	11	11
Storage Length (ft)	230		100	215		250	315		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			No			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			2000			1000			200	
Travel Time (s)		9.1			45.5			22.7			4.5	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	5%	6%	1%	3%	6%	1%	0%	1%	0%	3%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	7.0		6.0	7.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	13.0		12.0	13.0	
Total Split (s)	12.0	35.0		12.0	35.0		13.0	39.0		14.0	40.0	
Total Split (%)	12.0%	35.0%		12.0%	35.0%		13.0%	39.0%		14.0%	40.0%	
Maximum Green (s)	6.0	29.0		6.0	29.0		7.0	33.0		8.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	

Intersection Summary









Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Cochituate Road & Boston Post Road



Queues  
3: Cochituate Road & Boston Post Road

2026 Build with Mitigation Conditions  
Weekday Evening





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	570	33	872	155	561	216	499
v/c Ratio	0.84	0.54	0.12	0.92	0.70	0.94	0.98	0.80
Control Delay	60.6	30.3	19.1	51.1	36.0	59.4	80.5	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	30.3	19.1	51.1	36.0	59.4	80.5	41.2
Queue Length 50th (ft)	58	165	12	282	56	345	85	284
Queue Length 95th (ft)	#160	223	31	#401	#115	#558	#238	#448
Internal Link Dist (ft)		320		1920		920		120
Turn Bay Length (ft)	230		215		315			
Base Capacity (vph)	173	1064	273	951	220	594	220	622
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.54	0.12	0.92	0.70	0.94	0.98	0.80

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary  
 3: Cochituate Road & Boston Post Road

2026 Build with Mitigation Conditions  
 Weekday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	419	134	32	592	254	150	513	31	210	454	30
Future Volume (veh/h)	141	419	134	32	592	254	150	513	31	210	454	30
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1792	1870	1900	1792	1882	1900	1881	1896	1900
Adj Flow Rate, veh/h	145	432	138	33	610	262	155	529	32	216	468	31
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	6	1	1	6	1	1	1	0	0
Cap, veh/h	202	792	250	264	670	288	294	603	36	267	622	41
Arrive On Green	0.06	0.30	0.30	0.04	0.28	0.28	0.07	0.34	0.34	0.08	0.35	0.35
Sat Flow, veh/h	1810	2633	832	1707	2423	1040	1707	1757	106	1792	1759	117
Grp Volume(v), veh/h	145	289	281	33	447	425	155	0	561	216	0	499
Grp Sat Flow(s),veh/h/ln	1810	1770	1695	1707	1777	1687	1707	0	1863	1792	0	1876
Q Serve(g_s), s	5.8	13.6	13.9	1.4	24.3	24.4	5.9	0.0	28.3	7.9	0.0	23.4
Cycle Q Clear(g_c), s	5.8	13.6	13.9	1.4	24.3	24.4	5.9	0.0	28.3	7.9	0.0	23.4
Prop In Lane	1.00		0.49	1.00		0.62	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	202	532	510	264	492	467	294	0	640	267	0	663
V/C Ratio(X)	0.72	0.54	0.55	0.13	0.91	0.91	0.53	0.00	0.88	0.81	0.00	0.75
Avail Cap(c_a), veh/h	202	532	510	305	515	489	294	0	640	267	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	29.2	29.3	24.8	35.0	35.0	22.0	0.0	30.8	24.1	0.0	28.5
Incr Delay (d2), s/veh	11.6	1.1	1.3	0.2	19.7	20.6	1.8	0.0	15.6	16.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.8	6.7	0.6	14.6	14.0	2.9	0.0	17.3	5.1	0.0	13.5
LnGrp Delay(d),s/veh	39.1	30.4	30.6	25.0	54.7	55.6	23.7	0.0	46.5	40.8	0.0	36.2
LnGrp LOS	D	C	C	C	D	E	C		D	D		D
Approach Vol, veh/h		715			905			716			715	
Approach Delay, s/veh		32.2			54.0			41.6			37.6	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	33.7	14.0	40.3	9.6	36.1	13.0	41.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	29.0	8.0	33.0	6.0	29.0	7.0	34.0				
Max Q Clear Time (g_c+I1), s	7.8	26.4	9.9	30.3	3.4	15.9	7.9	25.4				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.7	0.0	7.4	0.0	4.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			42.1									
HCM 2010 LOS			D									