Tolles-Parsons Senior Center
Transportation Study

Appendix A

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING ®

Appendix A.

ATR Traffic Counts

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA

Site Code: 81520001
8152VOL1

Start	09-Jul-14	WB		Hour Totals		EB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	122			4	111				
12:15		9	136			8	171				
12:30		17	128			8	133				
12:45		11	146	54	532	3	119	23	534	77	1066
01:00		3	118			4	155				
01:15		2	134			6	158				
01:30		7	150			0	106				
01:45		7	120	19	522	2	153	12	572	31	1094
02:00		3	136			7	137				
02:15		2	139			0	118				
02:30		3	128			3	132				
02:45		3	146	11	549	4	118	14	505	25	1054
03:00		3	151			1	126				
03:15		1	149			3	129				
03:30		1	155			4	129				
03:45		1	154	6	609	4	130	12	514	18	1123
04:00		2	145			8	118				
04:15		3	179			7	133				
04:30		2	157			9	128				
04:45		8	159	15	640	22	97	46	476	61	1116
05:00		7	158			26	113				
05:15		18	164			42	122				
05:30		25	162			51	115				
05:45		39	157	89	641	65	119	184	469	273	1110
06:00		38	164			110	118				
06:15		40	158			147	114				
06:30		47	144			187	80				
06:45		69	143	194	609	218	88	662	400	856	1009
07:00		63	148			204	72				
07:15		68	128			169	75				
07:30		67	124			188	93				
07:45		97	109	295	509	183	93	744	333	1039	842
08:00		108	110			186	97				
08:15		128	106			181	74				
08:30		137	102			161	86				
08:45		118	81	491	399	168	81	696	338	1187	737
09:00		118	88			161	75				
09:15		112	85			153	78				
09:30		101	80			145	59				
09:45		108	70	439	323	121	54	580	266	1019	589
10:00		115	70			118	43				
10:15		110	59			119	49				
10:30		136	50			126	27				
10:45		118	59	479	238	131	31	494	150	973	388
11:00		119	52			119	25				
11:15		112	34			115	15				
11:30		121	21			132	19				
11:45		123	24	475	131	107	6	473	65	948	196
Total		2567	5702			3940	4622			6507	10324
Percent		31.0%	69.0%			46.0%	54.0%			38.7%	61.3%

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA

Site Code: 81520001
8152VOL1

Start Time	10-Jul-14 Thu	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		20	106			14	145				
12:15		20	120			14	145				
12:30		11	123			5	129				
12:45		15	151	66	500	6	133	39	552	105	1052
01:00		8	128			2	122				
01:15		7	119			4	135				
01:30		3	113			1	133				
01:45		3	110	21	470	2	133	9	523	30	993
02:00		5	106			5	142				
02:15		5	133			3	128				
02:30		1	85			3	127				
02:45		1	142	12	466	1	132	12	529	24	995
03:00		4	145			2	136				
03:15		3	215			7	170				
03:30		3	178			4	164				
03:45		2	172	12	710	1	137	14	607	26	1317
04:00		2	154			8	150				
04:15		4	156			12	134				
04:30		4	142			13	131				
04:45		4	180	14	632	11	113	44	528	58	1160
05:00		13	188			28	129				
05:15		11	169			46	115				
05:30		21	158			67	134				
05:45		38	156	83	671	66	120	207	498	290	1169
06:00		35	158			89	137				
06:15		40	145			140	101				
06:30		48	168			183	94				
06:45		59	180	182	651	199	95	611	427	793	1078
07:00		53	118			209	83				
07:15		75	109			163	86				
07:30		71	124			228	83				
07:45		109	98	308	449	187	84	787	336	1095	785
08:00		108	93			191	77				
08:15		83	92			175	87				
08:30		120	98			169	61				
08:45		119	86	430	369	131	54	666	279	1096	648
09:00		108	90			181	64				
09:15		104	78			152	86				
09:30		96	80			117	42				
09:45		117	66	425	314	140	67	590	259	1015	573
10:00		101	72			124	40				
10:15		121	65			117	40				
10:30		126	54			105	35				
10:45		108	39	456	230	128	29	474	144	930	374
11:00		113	37			118	29				
11:15		113	29			147	21				
11:30		115	26			136	10				
11:45		138	33	479	125	133	19	534	79	1013	204
Total		2488	5587			3987	4761			6475	10348
Percent		30.8%	69.2%			45.6%	54.4%			38.5%	61.5%
Grand Total		5055	11289			7927	9383			12982	20672
Percent		30.9%	69.1%			45.8%	54.2%			38.6%	61.4%
ADT		ADT 16,827		AADT 16,827							

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA

Site Code: 81520001
8152VOL1

Start	07-Jul-14		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	54	23	66	39	*	*	*	*	*	*	60	31
01:00	*	*	*	*	19	12	21	9	*	*	*	*	*	*	20	10
02:00	*	*	*	*	11	14	12	12	*	*	*	*	*	*	12	13
03:00	*	*	*	*	6	12	12	14	*	*	*	*	*	*	9	13
04:00	*	*	*	*	15	46	14	44	*	*	*	*	*	*	14	45
05:00	*	*	*	*	89	184	83	207	*	*	*	*	*	*	86	196
06:00	*	*	*	*	194	662	182	611	*	*	*	*	*	*	188	636
07:00	*	*	*	*	295	**744**	308	**787**	*	*	*	*	*	*	302	**766**
08:00	*	*	*	*	**491**	696	430	666	*	*	*	*	*	*	460	681
09:00	*	*	*	*	439	580	425	590	*	*	*	*	*	*	432	585
10:00	*	*	*	*	479	494	456	474	*	*	*	*	*	*	468	484
11:00	*	*	*	*	475	473	**479**	534	*	*	*	*	*	*	**477**	504
12:00 PM	*	*	*	*	532	534	500	552	*	*	*	*	*	*	516	543
01:00	*	*	*	*	522	**572**	470	523	*	*	*	*	*	*	496	548
02:00	*	*	*	*	549	505	466	529	*	*	*	*	*	*	508	517
03:00	*	*	*	*	609	514	**710**	**607**	*	*	*	*	*	*	**660**	**560**
04:00	*	*	*	*	640	476	632	528	*	*	*	*	*	*	636	502
05:00	*	*	*	*	**641**	469	671	498	*	*	*	*	*	*	656	484
06:00	*	*	*	*	609	400	651	427	*	*	*	*	*	*	630	414
07:00	*	*	*	*	509	333	449	336	*	*	*	*	*	*	479	334
08:00	*	*	*	*	399	338	369	279	*	*	*	*	*	*	384	308
09:00	*	*	*	*	323	266	314	259	*	*	*	*	*	*	318	262
10:00	*	*	*	*	238	150	230	144	*	*	*	*	*	*	234	147
11:00	*	*	*	*	131	65	125	79	*	*	*	*	*	*	128	72
Lane	0	0	0	0	8269	8562	8075	8748	0	0	0	0	0	0	8173	8655
Day	0		0		16831		16823		0		0		0		16828	
AM Peak	-	-	-	-	08:00	07:00	11:00	07:00	-	-	-	-	-	-	11:00	07:00
Vol.	-	-	-	-	491	744	479	787	-	-	-	-	-	-	477	766
PM Peak	-	-	-	-	17:00	13:00	15:00	15:00	-	-	-	-	-	-	15:00	15:00
Vol.	-	-	-	-	641	572	710	607	-	-	-	-	-	-	660	560

Comb. Total	0	0	16831	16823	0	0	0	16828

ADT ADT 16,827 AADT 16,827

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA
Westbound

Site Code: 81520001
8152SPD1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/09/14	2	4	2	10	31	5	0	0	0	0	0	0	0	0	54	34	37
01:00	0	0	0	4	13	2	0	0	0	0	0	0	0	0	19	35	37
02:00	0	1	1	2	3	2	**2**	0	0	0	0	0	0	0	11	40	43
03:00	1	0	0	0	4	1	0	0	0	0	0	0	0	0	6	35	38
04:00	1	1	0	4	6	2	1	0	0	0	0	0	0	0	15	36	41
05:00	0	0	4	18	46	18	2	**1**	0	0	0	0	0	0	89	37	40
06:00	2	2	8	62	91	**28**	1	0	0	0	0	0	0	0	194	35	38
07:00	1	6	29	134	106	17	2	0	0	0	0	0	0	0	295	33	36
08:00	**11**	14	99	**223**	**135**	8	1	0	0	0	0	0	0	0	**491**	32	34
09:00	5	22	110	168	111	21	2	0	0	0	0	0	0	0	439	32	35
10:00	3	30	**124**	218	94	10	0	0	0	0	0	0	0	0	479	31	34
11:00	8	**35**	114	199	104	15	0	0	0	0	0	0	0	0	475	32	35
12 PM	8	20	128	245	123	8	0	0	0	0	0	0	0	0	532	31	34
13:00	13	**43**	**203**	207	50	5	1	0	0	0	0	0	0	0	522	29	32
14:00	4	25	153	250	106	10	1	0	0	0	0	0	0	0	549	31	34
15:00	2	36	154	280	120	17	0	0	0	0	0	0	0	0	609	31	34
16:00	**19**	21	140	302	143	15	0	0	0	0	0	0	0	0	640	32	34
17:00	4	10	111	**316**	**172**	**27**	1	0	0	0	0	0	0	0	**641**	32	35
18:00	3	18	110	301	155	17	**4**	**1**	0	0	0	0	0	0	609	32	35
19:00	2	8	97	253	132	16	1	0	0	0	0	0	0	0	509	32	35
20:00	3	10	56	218	96	16	0	0	0	0	0	0	0	0	399	32	35
21:00	1	5	53	177	77	10	0	0	0	0	0	0	0	0	323	32	35
22:00	1	3	28	112	82	10	2	0	0	0	0	0	0	0	238	33	36
23:00	0	1	9	54	54	12	0	1	0	0	0	0	0	0	131	34	37
Total	94	315	1733	3757	2054	292	21	3	0	0	0	0	0	0	8269		
Percent	1.1%	3.8%	21.0%	45.4%	24.8%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	10:00	08:00	08:00	06:00	02:00	05:00							08:00		
Vol.	11	35	124	223	135	28	2	1							491		
PM Peak	16:00	13:00	13:00	17:00	17:00	17:00	18:00	18:00							17:00		
Vol.	19	43	203	316	172	27	4	1							641		

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA
Westbound

Site Code: 81520001
8152SPD1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/10/14	1	2	3	14	39	6	1	0	0	0	0	0	0	0	66	35	38
01:00	0	0	3	3	11	3	1	0	0	0	0	0	0	0	21	36	40
02:00	2	0	0	5	4	1	0	0	0	0	0	0	0	0	12	33	36
03:00	1	1	0	3	6	0	1	0	0	0	0	0	0	0	12	34	41
04:00	1	0	0	5	5	2	1	0	0	0	0	0	0	0	14	36	41
05:00	1	1	1	17	42	**21**	0	0	0	0	0	0	0	0	83	36	39
06:00	0	3	13	61	**84**	19	**2**	0	0	0	0	0	0	0	182	35	38
07:00	9	28	62	122	69	16	2	0	0	0	0	0	0	0	308	32	36
08:00	**16**	41	156	162	48	7	0	0	0	0	0	0	0	0	430	29	33
09:00	9	36	151	**189**	35	4	1	0	0	0	0	0	0	0	425	29	32
10:00	11	38	206	157	40	4	0	0	0	0	0	0	0	0	456	29	32
11:00	11	**75**	**222**	157	13	1	0	0	0	0	0	0	0	0	**479**	27	30
12 PM	6	15	129	249	94	7	0	0	0	0	0	0	0	0	500	31	34
13:00	9	23	133	215	73	16	**1**	0	0	0	0	0	0	0	470	31	34
14:00	**12**	31	153	196	62	12	0	0	0	0	0	0	0	0	466	30	34
15:00	12	**65**	**213**	306	107	7	0	0	0	0	0	0	0	0	**710**	30	33
16:00	2	16	150	259	**182**	22	1	0	0	0	0	0	0	0	632	32	35
17:00	4	51	150	287	153	25	1	0	0	0	0	0	0	0	671	32	35
18:00	2	27	145	**327**	129	21	0	0	0	0	0	0	0	0	651	31	35
19:00	4	6	54	221	132	**32**	0	0	0	0	0	0	0	0	449	33	36
20:00	1	3	42	194	119	9	1	0	0	0	0	0	0	0	369	33	35
21:00	0	8	45	139	102	20	0	0	0	0	0	0	0	0	314	33	36
22:00	2	1	13	96	104	14	0	0	0	0	0	0	0	0	230	34	36
23:00	0	0	4	55	52	14	0	0	0	0	0	0	0	0	125	34	37
Total	116	471	2048	3439	1705	283	13	0	0	0	0	0	0	0	8075		
Percent	1.4%	5.8%	25.4%	42.6%	21.1%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	09:00	06:00	05:00	06:00								11:00		
Vol.	16	75	222	189	84	21	2								479		
PM Peak	14:00	15:00	15:00	18:00	16:00	19:00	13:00								15:00		
Vol.	12	65	213	327	182	32	1								710		
Grand Total	210	786	3781	7196	3759	575	34	3	0	0	0	0	0	0	16344		
Percent	1.3%	4.8%	23.1%	44.0%	23.0%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	21 MPH
50th Percentile :	27 MPH
85th Percentile :	32 MPH
95th Percentile :	35 MPH

Statistics

10 MPH Pace Speed :	23-32 MPH
Number in Pace :	10604
Percent in Pace :	64.9%
Number of Vehicles > 25 MPH :	11567
Percent of Vehicles > 25 MPH :	70.8%
Mean Speed(Average) :	27 MPH

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA

Site Code: 81520001
8152SPD1

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/09/14	0	1	1	7	10	4	0	0	0	0	0	0	0	0	23	35	38
01:00	0	0	1	3	6	1	1	0	0	0	0	0	0	0	12	36	41
02:00	0	0	2	2	5	5	0	0	0	0	0	0	0	0	14	37	39
03:00	0	0	2	1	7	2	0	0	0	0	0	0	0	0	12	35	38
04:00	1	2	0	6	18	16	**3**	0	0	0	0	0	0	0	46	38	41
05:00	2	3	1	37	113	27	1	0	0	0	0	0	0	0	184	35	38
06:00	12	23	112	**306**	**172**	**34**	3	0	0	0	0	0	0	0	662	33	36
07:00	**100**	**131**	175	246	76	15	1	0	0	0	0	0	0	0	**744**	29	33
08:00	9	70	**263**	238	108	8	0	0	0	0	0	0	0	0	696	30	33
09:00	22	87	183	213	64	11	0	0	0	0	0	0	0	0	580	29	33
10:00	8	38	143	216	79	10	0	0	0	0	0	0	0	0	494	31	34
11:00	15	17	98	245	87	10	1	0	0	0	0	0	0	0	473	31	34
12 PM	9	64	184	217	49	10	0	**1**	0	0	0	0	0	0	534	29	33
13:00	**34**	**102**	**214**	176	46	0	0	0	0	0	0	0	0	0	**572**	28	31
14:00	5	28	168	**221**	76	7	0	0	0	0	0	0	0	0	505	30	33
15:00	16	47	178	178	90	4	1	0	0	0	0	0	0	0	514	30	33
16:00	13	36	143	214	59	10	1	0	0	0	0	0	0	0	476	30	33
17:00	4	47	137	185	86	9	1	0	0	0	0	0	0	0	469	31	34
18:00	8	25	82	165	**101**	**18**	1	0	0	0	0	0	0	0	400	32	35
19:00	5	5	47	171	91	14	0	0	0	0	0	0	0	0	333	32	35
20:00	9	12	110	147	55	5	0	0	0	0	0	0	0	0	338	30	34
21:00	4	9	47	137	64	5	0	0	0	0	0	0	0	0	266	32	34
22:00	1	1	17	53	62	16	0	0	0	0	0	0	0	0	150	34	37
23:00	0	5	2	14	33	8	**2**	0	**1**	0	0	0	0	0	65	36	40
Total	277	753	2310	3398	1557	249	16	1	1	0	0	0	0	0	8562		
Percent	3.2%	8.8%	27.0%	39.7%	18.2%	2.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	06:00	06:00	06:00	04:00								07:00		
Vol.	100	131	263	306	172	34	3								744		
PM Peak	13:00	13:00	13:00	14:00	18:00	18:00	23:00	12:00	23:00						13:00		
Vol.	34	102	214	221	101	18	2	1	1						572		

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA

Site Code: 81520001
8152SPD1

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/10/14	1	4	6	10	11	5	**1**	**1**	0	0	0	0	0	0	39	35	40
01:00	0	1	2	4	1	1	0	0	0	0	0	0	0	0	9	32	37
02:00	0	1	2	4	2	3	0	0	0	0	0	0	0	0	12	36	39
03:00	0	0	0	3	8	3	0	0	0	0	0	0	0	0	14	36	39
04:00	0	0	0	5	30	8	1	0	0	0	0	0	0	0	44	36	39
05:00	2	1	5	71	93	35	0	0	0	0	0	0	0	0	207	35	38
06:00	6	14	91	267	**192**	**40**	1	0	0	0	0	0	0	0	611	33	36
07:00	13	**90**	272	**340**	62	9	1	0	0	0	0	0	0	0	**787**	29	32
08:00	7	57	**275**	254	65	7	0	1	0	0	0	0	0	0	666	29	32
09:00	8	68	169	265	72	8	0	0	0	0	0	0	0	0	590	30	33
10:00	**23**	43	170	186	46	6	0	0	0	0	0	0	0	0	474	29	32
11:00	20	73	210	181	46	4	0	0	0	0	0	0	0	0	534	29	32
12 PM	4	74	**226**	196	50	2	0	0	0	0	0	0	0	0	552	29	32
13:00	15	57	167	213	66	5	0	0	0	0	0	0	0	0	523	30	33
14:00	**28**	72	206	168	46	9	0	0	0	0	0	0	0	0	529	29	32
15:00	20	**76**	194	213	92	10	**2**	0	0	0	0	0	0	0	**607**	30	34
16:00	12	40	145	**230**	88	13	0	0	0	0	0	0	0	0	528	31	34
17:00	23	46	164	186	67	10	2	0	0	0	0	0	0	0	498	30	34
18:00	5	11	98	193	**102**	**18**	0	0	0	0	0	0	0	0	427	32	35
19:00	7	8	70	151	88	12	0	0	0	0	0	0	0	0	336	32	35
20:00	6	12	44	129	75	13	0	0	0	0	0	0	0	0	279	32	35
21:00	0	1	36	139	74	9	0	0	0	0	0	0	0	0	259	32	35
22:00	4	2	6	55	59	17	1	0	0	0	0	0	0	0	144	35	38
23:00	2	2	6	33	30	6	0	0	0	0	0	0	0	0	79	34	36
Total	206	753	2564	3496	1465	253	9	2	0	0	0	0	0	0	8748		
Percent	2.4%	8.6%	29.3%	40.0%	16.7%	2.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	08:00	07:00	06:00	06:00	00:00	00:00							07:00		
Vol.	23	90	275	340	192	40	1	1							787		
PM Peak	14:00	15:00	12:00	16:00	18:00	18:00	15:00								15:00		
Vol.	28	76	226	230	102	18	2								607		
Grand Total	483	1506	4874	6894	3022	502	25	3	1	0	0	0	0	0	17310		
Percent	2.8%	8.7%	28.2%	39.8%	17.5%	2.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	18 MPH
50th Percentile :	25 MPH
85th Percentile :	31 MPH
95th Percentile :	34 MPH

Statistics

10 MPH Pace Speed :	22-31 MPH
Number in Pace :	10422
Percent in Pace :	60.2%
Number of Vehicles > 25 MPH :	10447
Percent of Vehicles > 25 MPH :	60.4%
Mean Speed(Average) :	25 MPH

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA
Westbound, Eastbound

Site Code: 81520001
8152SPD1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/09/14	2	5	3	17	41	9	0	0	0	0	0	0	0	0	77	35	37
01:00	0	0	1	7	19	3	1	0	0	0	0	0	0	0	31	35	39
02:00	0	1	3	4	8	7	2	0	0	0	0	0	0	0	25	38	41
03:00	1	0	2	1	11	3	0	0	0	0	0	0	0	0	18	35	38
04:00	2	3	0	10	24	18	**4**	0	0	0	0	0	0	0	61	38	41
05:00	2	3	5	55	159	45	3	**1**	0	0	0	0	0	0	273	36	39
06:00	14	25	120	368	**263**	**62**	4	0	0	0	0	0	0	0	856	33	36
07:00	**101**	**137**	204	380	182	32	3	0	0	0	0	0	0	0	1039	31	34
08:00	20	84	**362**	**461**	243	16	1	0	0	0	0	0	0	0	**1187**	31	34
09:00	27	109	293	381	175	32	2	0	0	0	0	0	0	0	1019	31	34
10:00	11	68	267	434	173	20	0	0	0	0	0	0	0	0	973	31	34
11:00	23	52	212	444	191	25	1	0	0	0	0	0	0	0	948	31	34
12 PM	17	84	312	462	172	18	0	**1**	0	0	0	0	0	0	1066	30	34
13:00	**47**	**145**	**417**	383	96	5	1	0	0	0	0	0	0	0	1094	29	32
14:00	9	53	321	471	182	17	1	0	0	0	0	0	0	0	1054	31	34
15:00	18	83	332	458	210	21	1	0	0	0	0	0	0	0	**1123**	31	34
16:00	32	57	283	**516**	202	25	1	0	0	0	0	0	0	0	1116	31	34
17:00	8	57	248	501	**258**	**36**	2	0	0	0	0	0	0	0	1110	32	35
18:00	11	43	192	466	256	35	**5**	1	0	0	0	0	0	0	1009	32	35
19:00	7	13	144	424	223	30	1	0	0	0	0	0	0	0	842	32	35
20:00	12	22	166	365	151	21	0	0	0	0	0	0	0	0	737	31	34
21:00	5	14	100	314	141	15	0	0	0	0	0	0	0	0	589	32	35
22:00	2	4	45	165	144	26	2	0	0	0	0	0	0	0	388	34	36
23:00	0	6	11	68	87	20	2	1	**1**	0	0	0	0	0	196	35	38
Total	371	1068	4043	7155	3611	541	37	4	1	0	0	0	0	0	16831		
Percent	2.2%	6.3%	24.0%	42.5%	21.5%	3.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	06:00	06:00	04:00	05:00							08:00		
Vol.	101	137	362	461	263	62	4	1							1187		
PM Peak	13:00	13:00	13:00	16:00	17:00	17:00	18:00	12:00	23:00						15:00		
Vol.	47	145	417	516	258	36	5	1	1						1123		

Accurate Counts
978-664-2565

Location : Washington Street
Location : South of Morton Street
City/State: Wellesley, MA
Westbound, Eastbound

Site Code: 81520001
8152SPD1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/10/14	2	6	9	24	50	11	2	**1**	0	0	0	0	0	0	105	35	39
01:00	0	1	5	7	12	4	1	0	0	0	0	0	0	0	30	35	39
02:00	2	1	2	9	6	4	0	0	0	0	0	0	0	0	24	35	38
03:00	1	1	0	6	14	3	1	0	0	0	0	0	0	0	26	35	39
04:00	1	0	0	10	35	10	2	0	0	0	0	0	0	0	58	36	40
05:00	3	2	6	88	135	56	0	0	0	0	0	0	0	0	290	36	38
06:00	6	17	104	328	**276**	**59**	**3**	0	0	0	0	0	0	0	793	34	36
07:00	22	118	334	**462**	131	25	3	0	0	0	0	0	0	0	1095	30	33
08:00	23	98	431	416	113	14	0	1	0	0	0	0	0	0	**1096**	29	33
09:00	17	104	320	454	107	12	1	0	0	0	0	0	0	0	1015	29	33
10:00	**34**	81	376	343	86	10	0	0	0	0	0	0	0	0	930	29	32
11:00	31	**148**	**432**	338	59	5	0	0	0	0	0	0	0	0	1013	28	31
12 PM	10	89	355	445	144	9	0	0	0	0	0	0	0	0	1052	30	33
13:00	24	80	300	428	139	21	1	0	0	0	0	0	0	0	993	30	34
14:00	**40**	103	359	364	108	21	0	0	0	0	0	0	0	0	995	29	33
15:00	32	**141**	**407**	519	199	17	2	0	0	0	0	0	0	0	**1317**	30	33
16:00	14	56	295	489	**270**	35	1	0	0	0	0	0	0	0	1160	32	35
17:00	27	97	314	473	220	35	**3**	0	0	0	0	0	0	0	1169	31	34
18:00	7	38	243	**520**	231	39	0	0	0	0	0	0	0	0	1078	32	35
19:00	11	14	124	372	220	**44**	0	0	0	0	0	0	0	0	785	33	36
20:00	7	15	86	323	194	22	1	0	0	0	0	0	0	0	648	33	35
21:00	0	9	81	278	176	29	0	0	0	0	0	0	0	0	573	33	36
22:00	6	3	19	151	163	31	1	0	0	0	0	0	0	0	374	34	37
23:00	2	2	10	88	82	20	0	0	0	0	0	0	0	0	204	34	37
Total	322	1224	4612	6935	3170	536	22	2	0	0	0	0	0	0	16823		
Percent	1.9%	7.3%	27.4%	41.2%	18.8%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	07:00	06:00	06:00	06:00	00:00							08:00		
Vol.	34	148	432	462	276	59	3	1							1096		
PM Peak	14:00	15:00	15:00	18:00	16:00	19:00	17:00								15:00		
Vol.	40	141	407	520	270	44	3								1317		
Grand Total	693	2292	8655	14090	6781	1077	59	6	1	0	0	0	0	0	33654		
Percent	2.1%	6.8%	25.7%	41.9%	20.1%	3.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	19 MPH
50th Percentile :	26 MPH
85th Percentile :	31 MPH
95th Percentile :	35 MPH

Statistics

10 MPH Pace Speed :	23-32 MPH
Number in Pace :	20938
Percent in Pace :	62.2%
Number of Vehicles > 25 MPH :	22014
Percent of Vehicles > 25 MPH :	65.4%
Mean Speed(Average) :	26 MPH

Peak-hour Traffic Counts

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Cars - Trucks

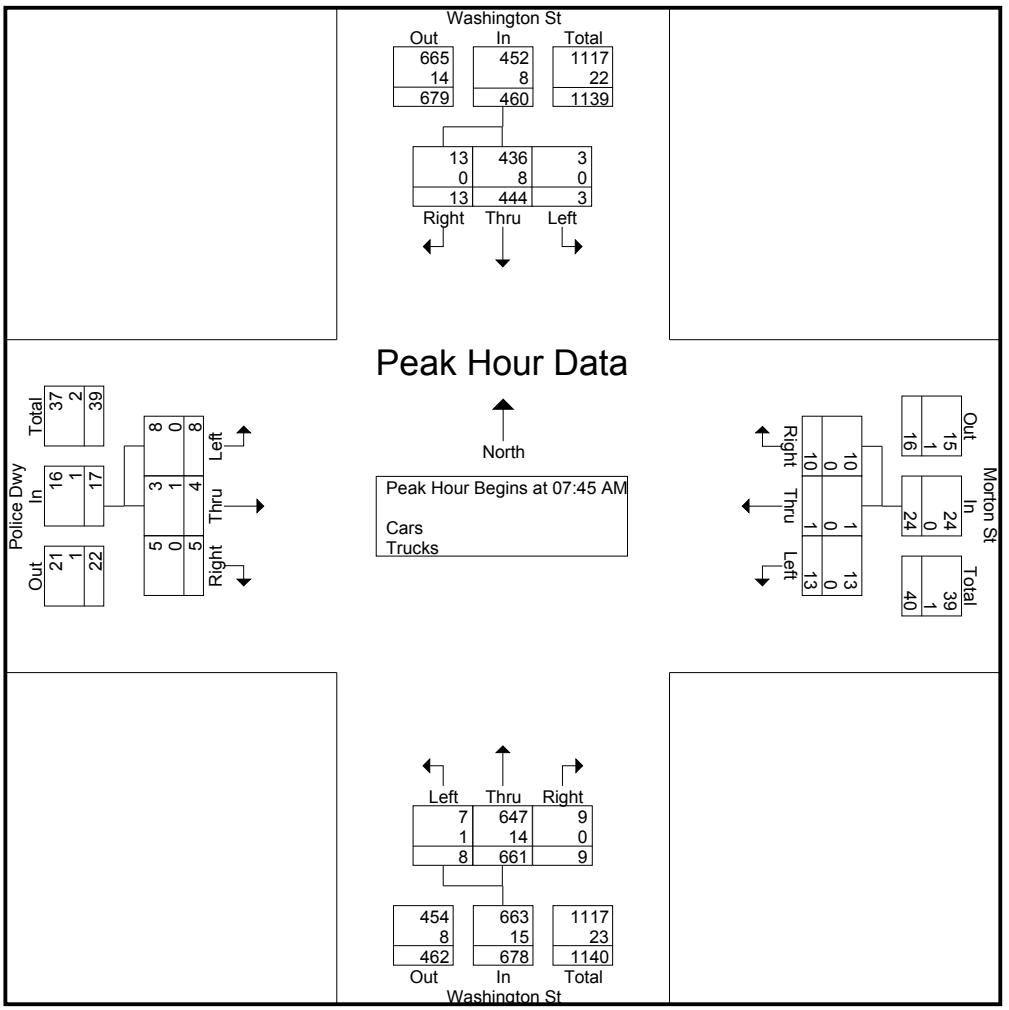
	Washington St From North			Morton St From East			Washington St From South			Police Dwy From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	68	2	0	0	1	3	185	3	3	0	2	268
07:15 AM	3	78	1	1	0	3	2	143	3	2	0	1	237
07:30 AM	2	83	0	3	0	1	0	173	4	1	0	0	267
07:45 AM	3	104	5	3	1	1	5	179	5	0	0	2	308
Total	9	333	8	7	1	6	10	680	15	6	0	5	1080
08:00 AM	0	103	2	3	0	5	2	168	4	1	0	2	290
08:15 AM	0	97	4	6	0	3	0	168	0	3	1	0	282
08:30 AM	0	140	2	1	0	1	1	146	0	4	3	1	299
08:45 AM	0	97	2	0	0	1	2	141	0	3	0	4	250
Total	0	437	10	10	0	10	5	623	4	11	4	7	1121
Grand Total	9	770	18	17	1	16	15	1303	19	17	4	12	2201
Apprch %	1.1	96.6	2.3	50	2.9	47.1	1.1	97.5	1.4	51.5	12.1	36.4	
Total %	0.4	35	0.8	0.8	0	0.7	0.7	59.2	0.9	0.8	0.2	0.5	
Cars	9	745	18	17	1	16	14	1277	19	17	3	12	2148
% Cars	100	96.8	100	100	100	100	93.3	98	100	100	75	100	97.6
Trucks	0	25	0	0	0	0	1	26	0	0	1	0	53
% Trucks	0	3.2	0	0	0	0	6.7	2	0	0	25	0	2.4

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	104	**5**	112	3	**1**	1	5	**5**	**179**	**5**	**189**	0	0	**2**	2	**308**
08:00 AM	0	103	2	105	3	0	**5**	8	2	168	4	174	1	0	2	3	290
08:15 AM	0	97	4	101	**6**	0	3	**9**	0	168	0	168	3	1	0	4	282
08:30 AM	0	**140**	2	**142**	1	0	1	2	1	146	0	147	**4**	**3**	1	**8**	299
Total Volume	3	444	13	460	13	1	10	24	8	661	9	678	8	4	5	17	1179
% App. Total	0.7	96.5	2.8		54.2	4.2	41.7		1.2	97.5	1.3		47.1	23.5	29.4		
PHF	.250	.793	.650	.810	.542	.250	.500	.667	.400	.923	.450	.897	.500	.333	.625	.531	.957
Cars	3	436	13	452	13	1	10	24	7	647	9	663	8	3	5	16	1155
% Cars	100	98.2	100	98.3	100	100	100	100	87.5	97.9	100	97.8	100	75.0	100	94.1	98.0
Trucks	0	8	0	8	0	0	0	0	1	14	0	15	0	1	0	1	24
% Trucks	0	1.8	0	1.7	0	0	0	0	12.5	2.1	0	2.2	0	25.0	0	5.9	2.0

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



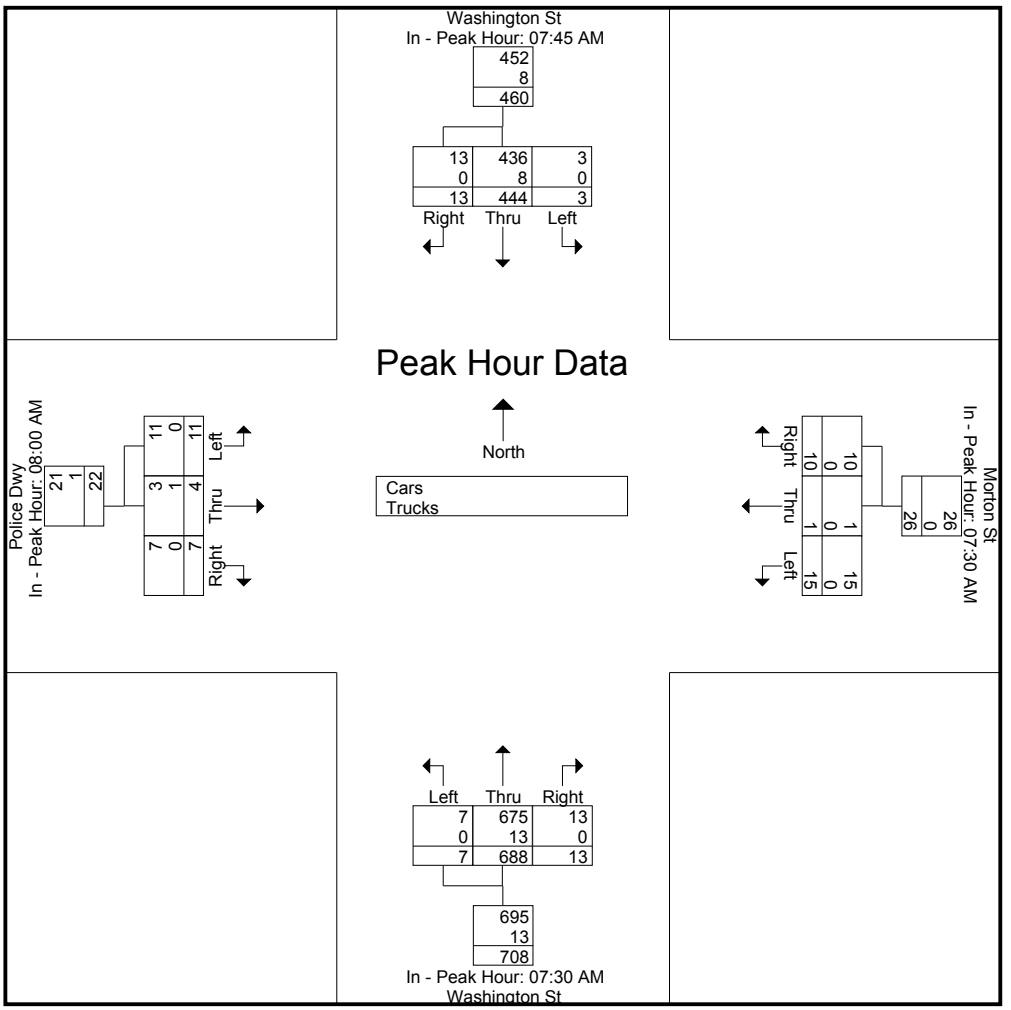
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	**3**	104	**5**	112	3	0	1	4	0	173	4	177	1	0	2	3
+15 mins.	0	103	2	105	3	**1**	1	5	**5**	**179**	**5**	**189**	3	1	0	4
+30 mins.	0	97	4	101	3	0	**5**	8	2	168	4	174	**4**	**3**	1	**8**
+45 mins.	0	**140**	2	**142**	**6**	0	3	**9**	0	168	0	168	3	0	**4**	7
Total Volume	3	444	13	460	15	1	10	26	7	688	13	708	11	4	7	22
% App. Total	0.7	96.5	2.8		57.7	3.8	38.5		1	97.2	1.8		50	18.2	31.8	
PHF	.250	.793	.650	.810	.625	.250	.500	.722	.350	.961	.650	.937	.688	.333	.438	.688
Cars	3	436	13	452	15	1	10	26	7	675	13	695	11	3	7	21
% Cars	100	98.2	100	98.3	100	100	100	100	100	98.1	100	98.2	100	75	100	95.5
Trucks	0	8	0	8	0	0	0	0	0	13	0	13	0	1	0	1
% Trucks	0	1.8	0	1.7	0	0	0	0	0	1.9	0	1.8	0	25	0	4.5

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Cars

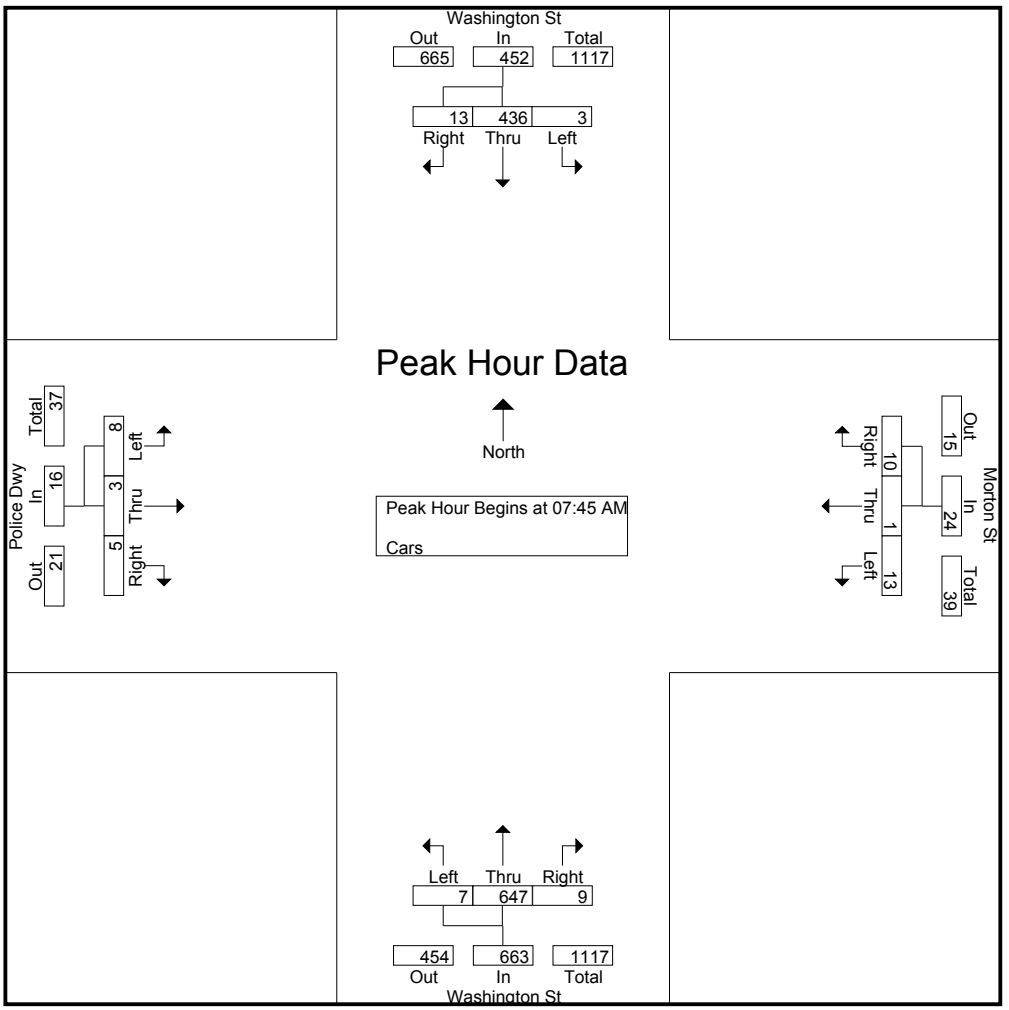
	Washington St From North			Morton St From East			Washington St From South			Police Dwy From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	65	2	0	0	1	3	180	3	3	0	2	260
07:15 AM	3	73	1	1	0	3	2	142	3	2	0	1	231
07:30 AM	2	79	0	3	0	1	0	169	4	1	0	0	259
07:45 AM	3	102	5	3	1	1	5	175	5	0	0	2	302
Total	9	319	8	7	1	6	10	666	15	6	0	5	1052
08:00 AM	0	101	2	3	0	5	2	166	4	1	0	2	286
08:15 AM	0	96	4	6	0	3	0	165	0	3	1	0	278
08:30 AM	0	137	2	1	0	1	0	141	0	4	2	1	289
08:45 AM	0	92	2	0	0	1	2	139	0	3	0	4	243
Total	0	426	10	10	0	10	4	611	4	11	3	7	1096
Grand Total	9	745	18	17	1	16	14	1277	19	17	3	12	2148
Apprch %	1.2	96.5	2.3	50	2.9	47.1	1.1	97.5	1.5	53.1	9.4	37.5	
Total %	0.4	34.7	0.8	0.8	0	0.7	0.7	59.5	0.9	0.8	0.1	0.6	

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	102	**5**	110	3	**1**	1	5	**5**	**175**	**5**	**185**	0	0	**2**	2	**302**
08:00 AM	0	101	2	103	3	0	**5**	8	2	166	4	172	1	0	2	3	286
08:15 AM	0	96	4	100	**6**	0	3	**9**	0	165	0	165	3	1	0	4	278
08:30 AM	0	**137**	2	**139**	1	0	1	2	0	141	0	141	**4**	**2**	1	**7**	289
Total Volume	3	436	13	452	13	1	10	24	7	647	9	663	8	3	5	16	1155
% App. Total	0.7	96.5	2.9		54.2	4.2	41.7		1.1	97.6	1.4		50	18.8	31.2		
PHF	.250	.796	.650	.813	.542	.250	.500	.667	.350	.924	.450	.896	.500	.375	.625	.571	.956

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



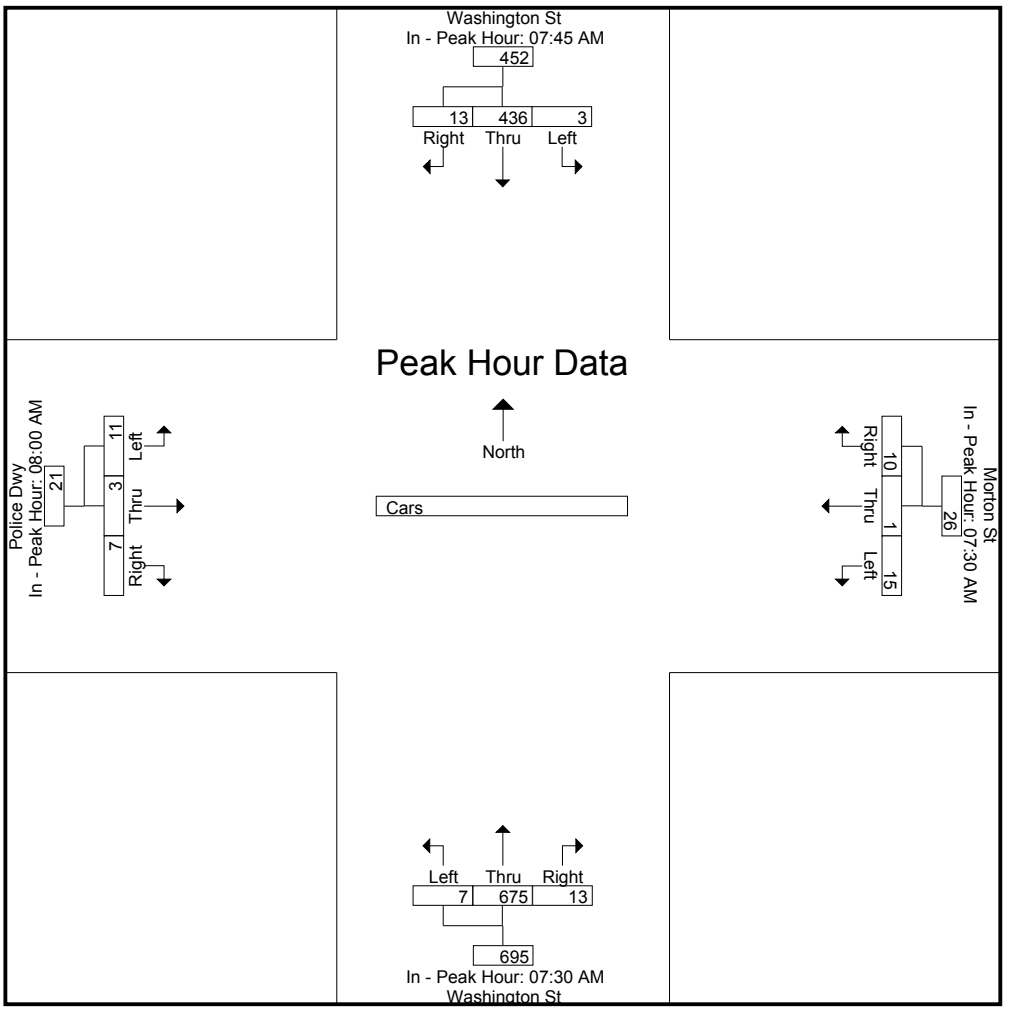
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	**3**	102	**5**	110	3	0	1	4	0	169	4	173	1	0	2	3
+15 mins.	0	101	2	103	3	**1**	1	5	**5**	**175**	**5**	**185**	3	1	0	4
+30 mins.	0	96	4	100	3	0	**5**	8	2	166	4	172	**4**	**2**	1	**7**
+45 mins.	0	**137**	2	**139**	**6**	0	3	**9**	0	165	0	165	3	0	**4**	7
Total Volume	3	436	13	452	15	1	10	26	7	675	13	695	11	3	7	21
% App. Total	0.7	96.5	2.9		57.7	3.8	38.5		1	97.1	1.9		52.4	14.3	33.3	
PHF	.250	.796	.650	.813	.625	.250	.500	.722	.350	.964	.650	.939	.688	.375	.438	.750

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Trucks

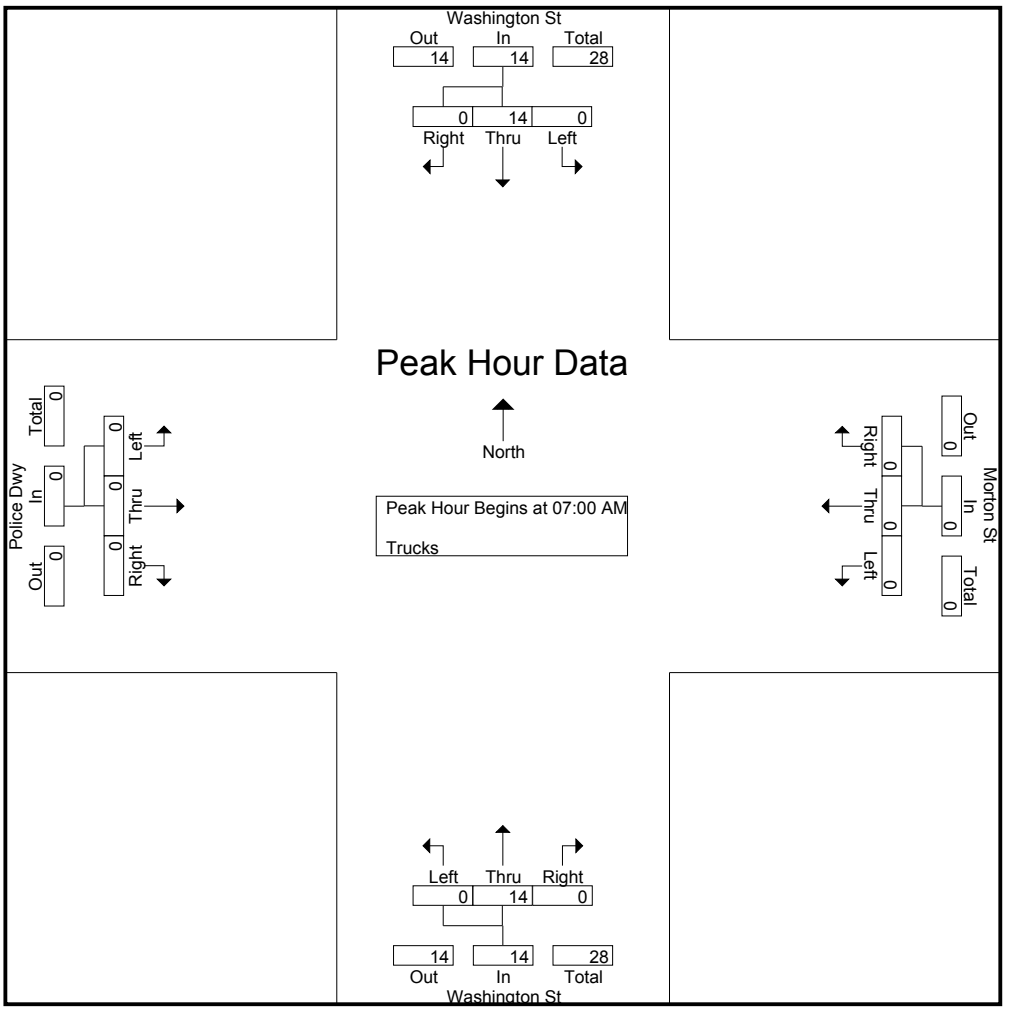
	Washington St From North			Morton St From East			Washington St From South			Police Dwy From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	0	0	5	0	0	0	0	8
07:15 AM	0	5	0	0	0	0	0	1	0	0	0	0	6
07:30 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
07:45 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
Total	0	14	0	0	0	0	0	14	0	0	0	0	28
08:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:15 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
08:30 AM	0	3	0	0	0	0	1	5	0	0	1	0	10
08:45 AM	0	5	0	0	0	0	0	2	0	0	0	0	7
Total	0	11	0	0	0	0	1	12	0	0	1	0	25
Grand Total	0	25	0	0	0	0	1	26	0	0	1	0	53
Apprch %	0	100	0	0	0	0	3.7	96.3	0	0	100	0	
Total %	0	47.2	0	0	0	0	1.9	49.1	0	0	1.9	0	

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**8**
07:15 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
07:30 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:45 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total Volume	0	14	0	14	0	0	0	0	0	14	0	14	0	0	0	0	28
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.700	.000	.700	.000	.000	.000	.000	.000	.700	.000	.700	.000	.000	.000	.000	.875

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



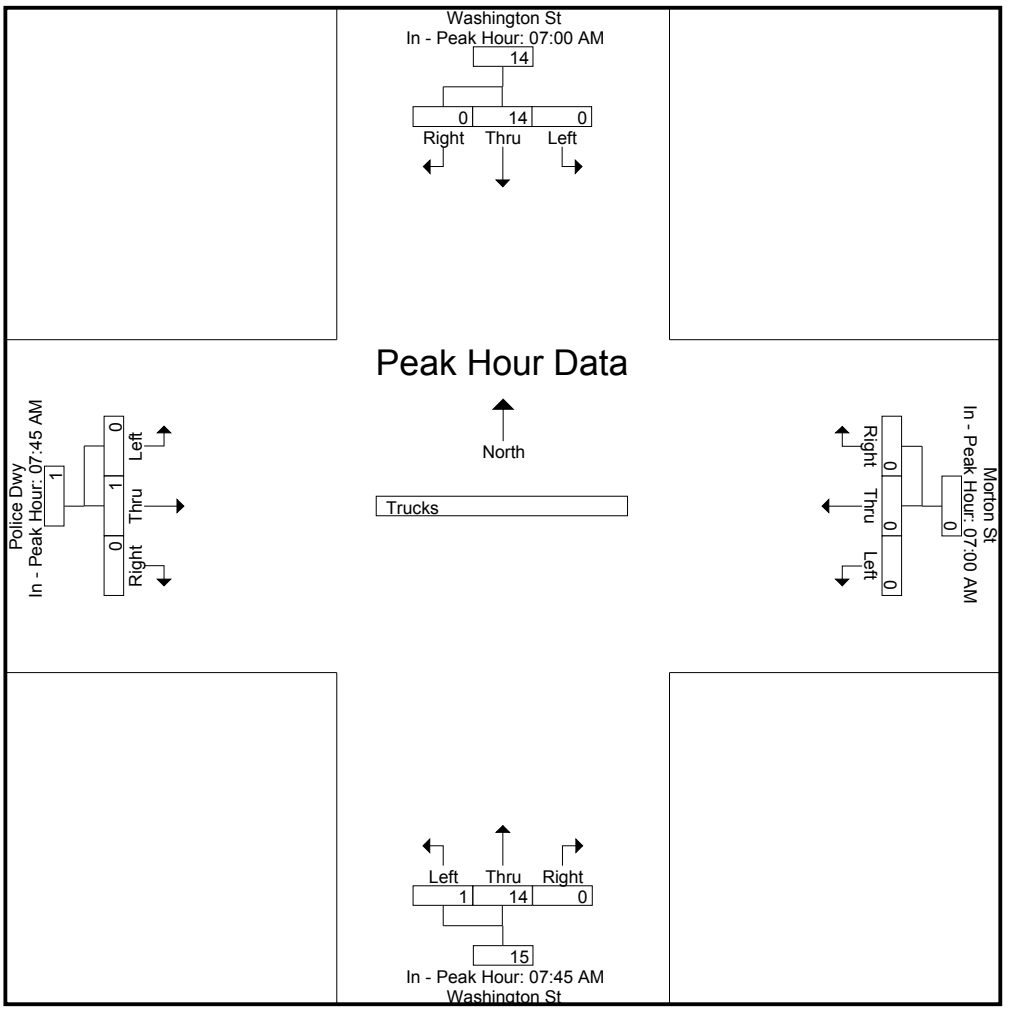
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	**5**	0	**5**	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	**1**	**5**	0	**6**	0	**1**	0	**1**
Total Volume	0	14	0	14	0	0	0	0	1	14	0	15	0	1	0	1
% App. Total	0	100	0		0	0	0		6.7	93.3	0		0	100	0	
PHF	.000	.700	.000	.700	.000	.000	.000	.000	.250	.700	.000	.625	.000	.250	.000	.250

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Bikes Peds

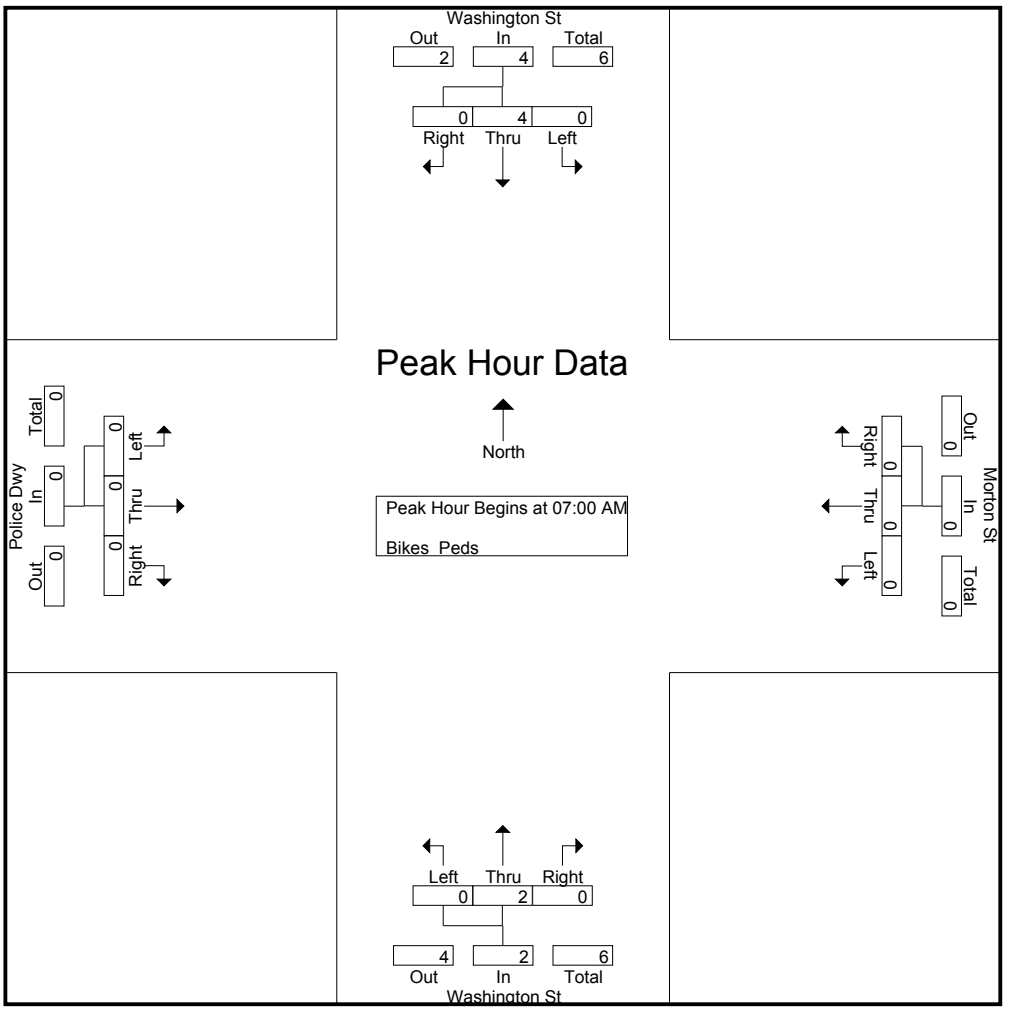
	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	0	0	0	1	0	0	0	4	0	0	0	0	5	1	6
07:15 AM	0	0	0	2	0	0	0	7	0	1	0	1	0	0	0	1	11	1	12
07:30 AM	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	8	11	1	12
07:45 AM	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4	3	7
Total	0	4	0	2	0	0	0	14	0	2	0	5	0	0	0	10	31	6	37
08:00 AM	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	7	0	7
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	5	0	5
08:45 AM	0	1	0	0	0	0	0	4	0	0	0	2	0	0	0	0	6	1	7
Total	0	2	0	0	0	0	0	13	0	0	0	3	0	0	0	2	18	2	20
Grand Total	0	6	0	2	0	0	0	27	0	2	0	8	0	0	0	12	49	8	57
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	75	0		0	0	0		0	25	0		0	0	0		86	14	

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



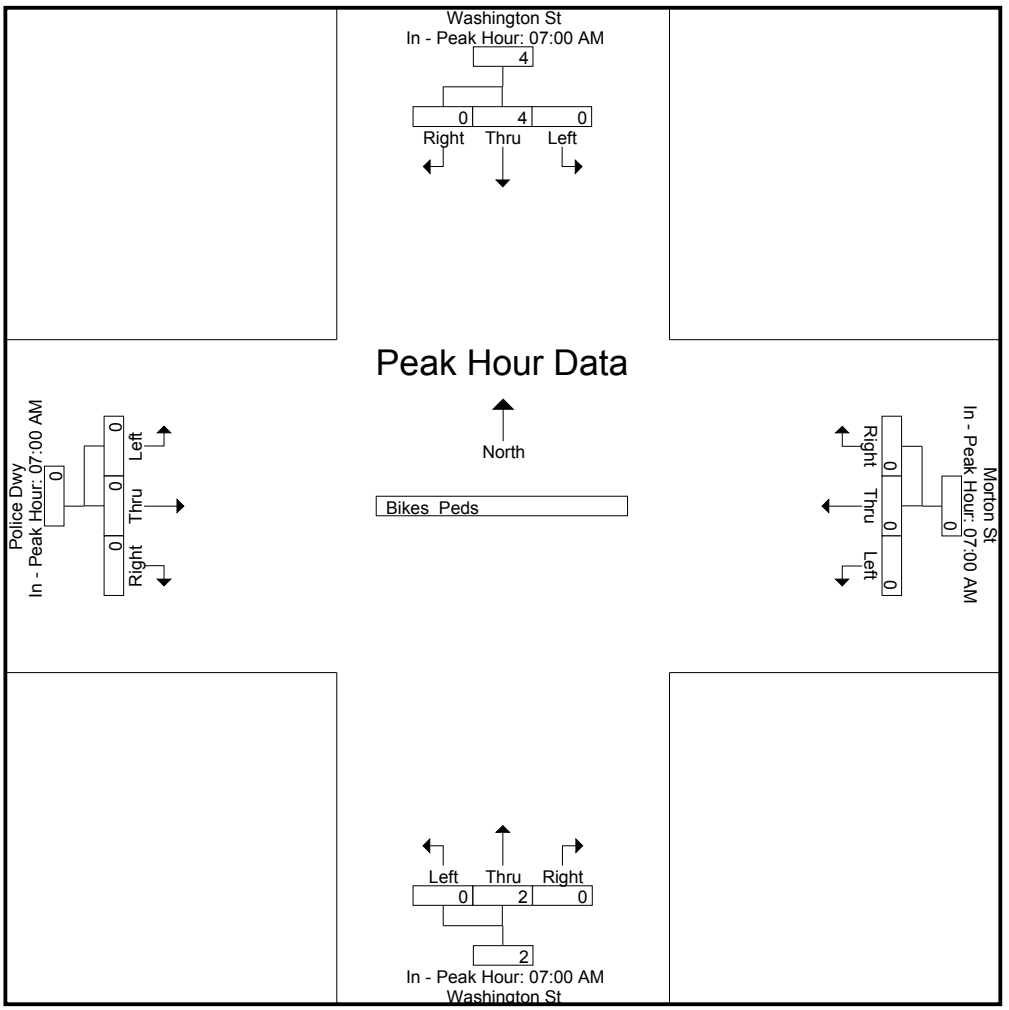
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Cars - Trucks

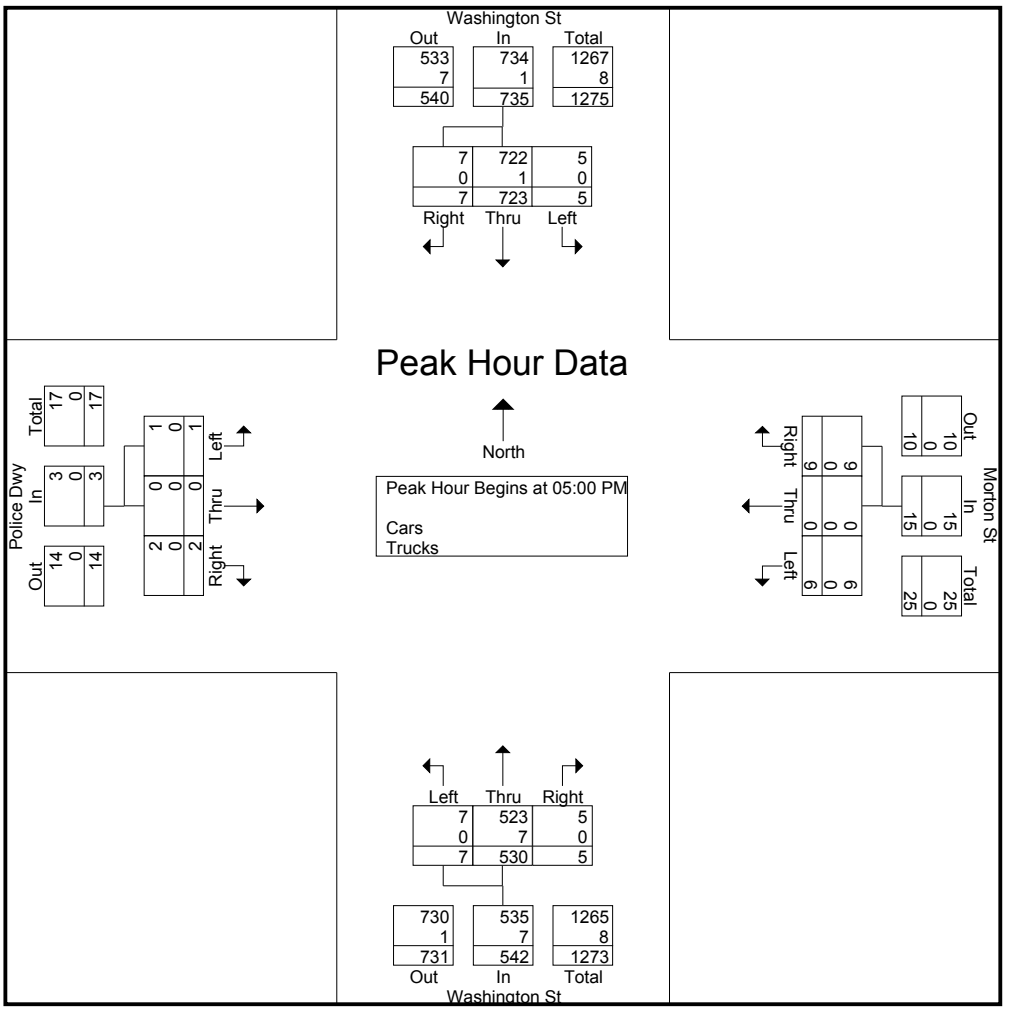
	Washington St From North			Morton St From East			Washington St From South			Police Dwy From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	172	4	2	0	1	0	108	3	1	1	8	300
04:15 PM	0	174	1	3	0	1	0	119	0	3	0	3	304
04:30 PM	1	156	1	1	0	3	2	128	3	2	0	1	298
04:45 PM	3	165	3	1	0	3	2	127	0	2	0	2	308
Total	4	667	9	7	0	8	4	482	6	8	1	14	1210
05:00 PM	0	173	2	1	0	4	3	131	2	1	0	1	318
05:15 PM	2	178	4	2	0	2	2	121	0	0	0	0	311
05:30 PM	2	181	1	0	0	1	2	129	2	0	0	1	319
05:45 PM	1	191	0	3	0	2	0	149	1	0	0	0	347
Total	5	723	7	6	0	9	7	530	5	1	0	2	1295
Grand Total	9	1390	16	13	0	17	11	1012	11	9	1	16	2505
Apprch %	0.6	98.2	1.1	43.3	0	56.7	1.1	97.9	1.1	34.6	3.8	61.5	
Total %	0.4	55.5	0.6	0.5	0	0.7	0.4	40.4	0.4	0.4	0	0.6	
Cars	9	1380	16	13	0	17	11	1003	11	9	1	16	2486
% Cars	100	99.3	100	100	0	100	100	99.1	100	100	100	100	99.2
Trucks	0	10	0	0	0	0	0	9	0	0	0	0	19
% Trucks	0	0.7	0	0	0	0	0	0.9	0	0	0	0	0.8

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	173	2	175	1	0	**4**	**5**	**3**	131	**2**	136	**1**	0	**1**	**2**	318
05:15 PM	**2**	178	**4**	184	2	0	2	4	2	121	0	123	0	0	0	0	311
05:30 PM	2	181	1	184	0	0	1	1	2	129	2	133	0	0	1	1	319
05:45 PM	1	**191**	0	**192**	**3**	0	2	5	0	**149**	1	**150**	0	0	0	0	**347**
Total Volume	5	723	7	735	6	0	9	15	7	530	5	542	1	0	2	3	1295
% App. Total	0.7	98.4	1		40	0	60		1.3	97.8	0.9		33.3	0	66.7		
PHF	.625	.946	.438	.957	.500	.000	.563	.750	.583	.889	.625	.903	.250	.000	.500	.375	.933
Cars	5	722	7	734	6	0	9	15	7	523	5	535	1	0	2	3	1287
% Cars	100	99.9	100	99.9	100	0	100	100	100	98.7	100	98.7	100	0	100	100	99.4
Trucks	0	1	0	1	0	0	0	0	0	7	0	7	0	0	0	0	8
% Trucks	0	0.1	0	0.1	0	0	0	0	0	1.3	0	1.3	0	0	0	0	0.6

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



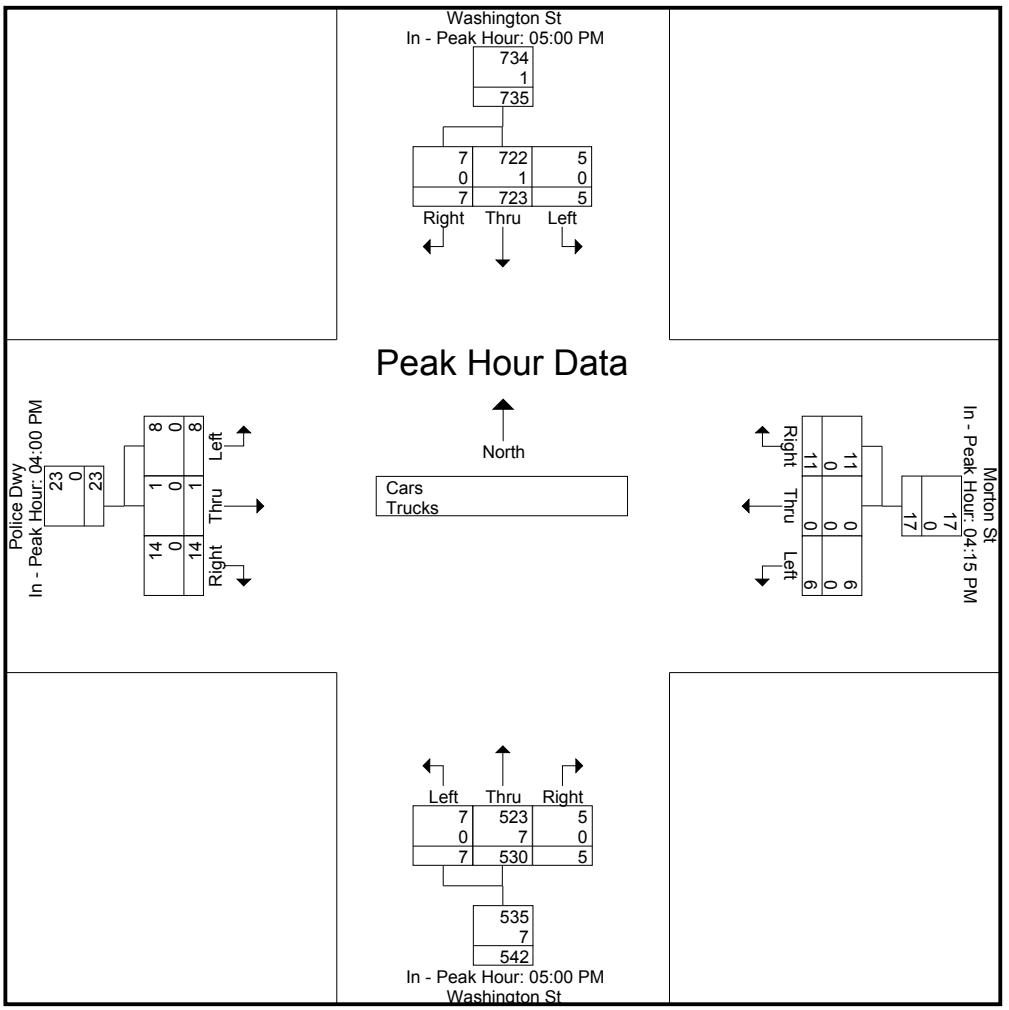
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	173	2	175	**3**	0	1	4	**3**	131	**2**	136	1	**1**	**8**	**10**
+15 mins.	**2**	178	**4**	184	1	0	3	4	2	121	0	123	**3**	0	3	6
+30 mins.	2	181	1	184	1	0	3	4	2	129	2	133	2	0	1	3
+45 mins.	1	**191**	0	**192**	1	0	**4**	**5**	0	**149**	1	**150**	2	0	2	4
Total Volume	5	723	7	735	6	0	11	17	7	530	5	542	8	1	14	23
% App. Total	0.7	98.4	1		35.3	0	64.7		1.3	97.8	0.9		34.8	4.3	60.9	
PHF	.625	.946	.438	.957	.500	.000	.688	.850	.583	.889	.625	.903	.667	.250	.438	.575
Cars	5	722	7	734	6	0	11	17	7	523	5	535	8	1	14	23
% Cars	100	99.9	100	99.9	100	0	100	100	100	98.7	100	98.7	100	100	100	100
Trucks	0	1	0	1	0	0	0	0	0	7	0	7	0	0	0	0
% Trucks	0	0.1	0	0.1	0	0	0	0	0	1.3	0	1.3	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Cars

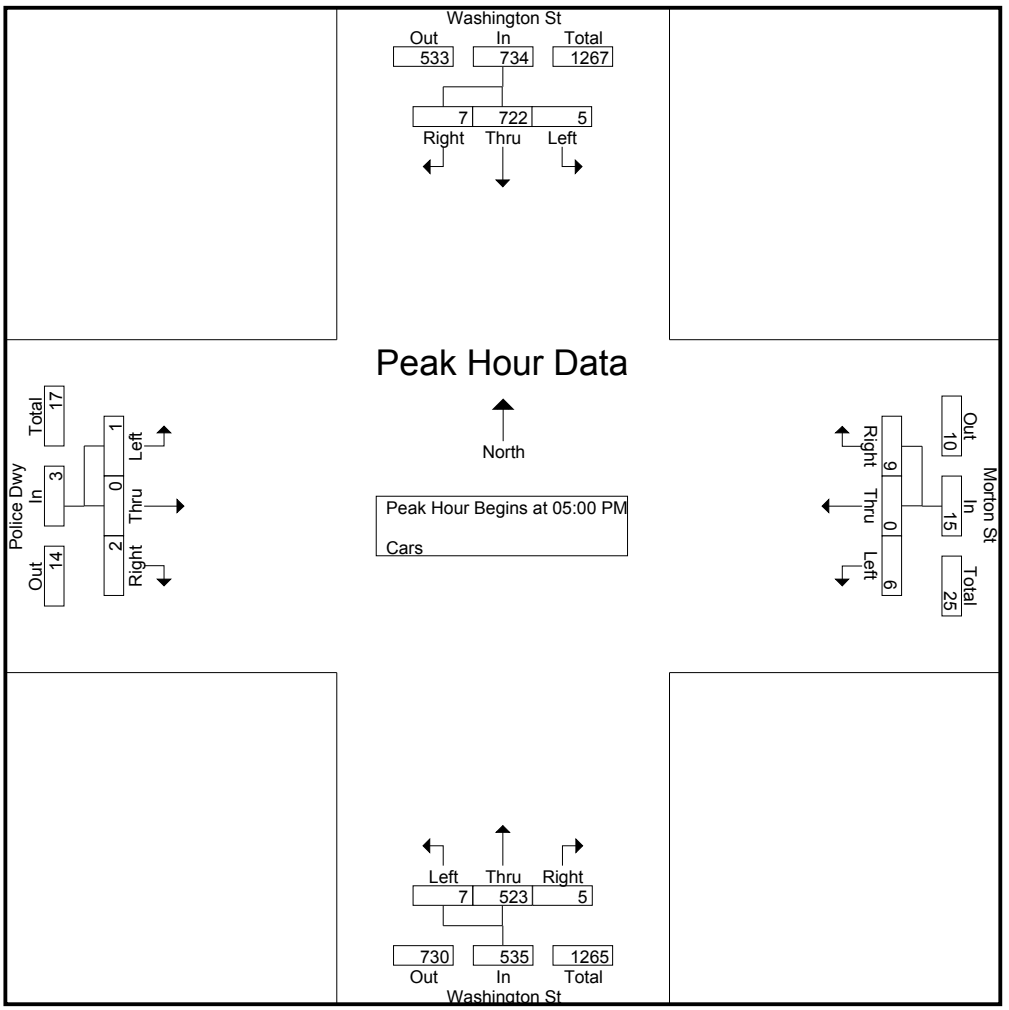
	Washington St From North			Morton St From East			Washington St From South			Police Dwy From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	167	4	2	0	1	0	107	3	1	1	8	294
04:15 PM	0	172	1	3	0	1	0	118	0	3	0	3	301
04:30 PM	1	155	1	1	0	3	2	128	3	2	0	1	297
04:45 PM	3	164	3	1	0	3	2	127	0	2	0	2	307
Total	4	658	9	7	0	8	4	480	6	8	1	14	1199
05:00 PM	0	173	2	1	0	4	3	128	2	1	0	1	315
05:15 PM	2	177	4	2	0	2	2	119	0	0	0	0	308
05:30 PM	2	181	1	0	0	1	2	129	2	0	0	1	319
05:45 PM	1	191	0	3	0	2	0	147	1	0	0	0	345
Total	5	722	7	6	0	9	7	523	5	1	0	2	1287
Grand Total	9	1380	16	13	0	17	11	1003	11	9	1	16	2486
Apprch %	0.6	98.2	1.1	43.3	0	56.7	1.1	97.9	1.1	34.6	3.8	61.5	
Total %	0.4	55.5	0.6	0.5	0	0.7	0.4	40.3	0.4	0.4	0	0.6	

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	173	2	175	1	0	**4**	**5**	**3**	128	**2**	133	**1**	0	**1**	**2**	315
05:15 PM	**2**	177	**4**	183	2	0	2	4	2	119	0	121	0	0	0	0	308
05:30 PM	2	181	1	184	0	0	1	1	2	129	2	133	0	0	1	1	319
05:45 PM	1	**191**	0	**192**	**3**	0	2	5	0	**147**	1	**148**	0	0	0	0	**345**
Total Volume	5	722	7	734	6	0	9	15	7	523	5	535	1	0	2	3	1287
% App. Total	0.7	98.4	1		40	0	60		1.3	97.8	0.9		33.3	0	66.7		
PHF	.625	.945	.438	.956	.500	.000	.563	.750	.583	.889	.625	.904	.250	.000	.500	.375	.933

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



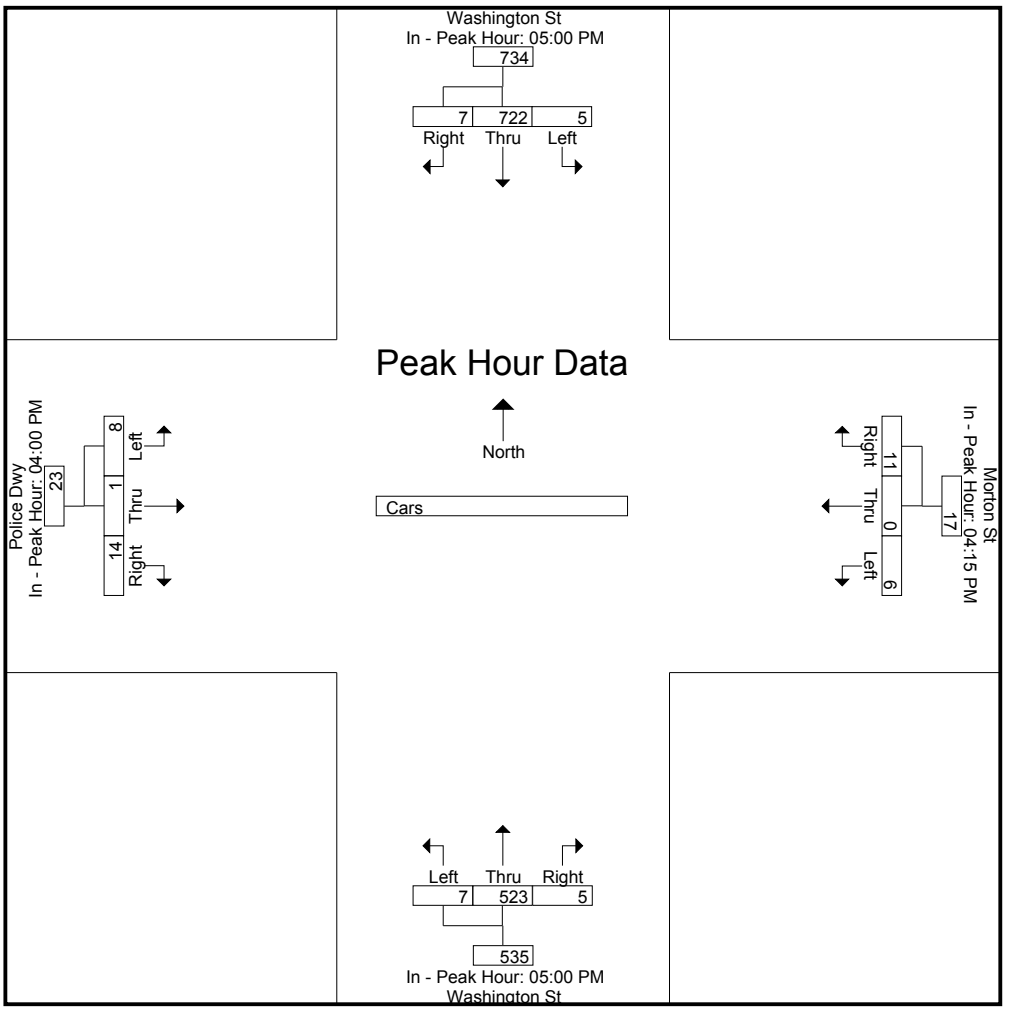
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	173	2	175	**3**	0	1	4	**3**	128	**2**	133	1	**1**	**8**	**10**
+15 mins.	**2**	177	**4**	183	1	0	3	4	2	119	0	121	**3**	0	3	6
+30 mins.	2	181	1	184	1	0	3	4	2	129	2	133	2	0	1	3
+45 mins.	1	**191**	0	**192**	1	0	**4**	**5**	0	**147**	1	**148**	2	0	2	4
Total Volume	5	722	7	734	6	0	11	17	7	523	5	535	8	1	14	23
% App. Total	0.7	98.4	1		35.3	0	64.7		1.3	97.8	0.9		34.8	4.3	60.9	
PHF	.625	.945	.438	.956	.500	.000	.688	.850	.583	.889	.625	.904	.667	.250	.438	.575

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Trucks

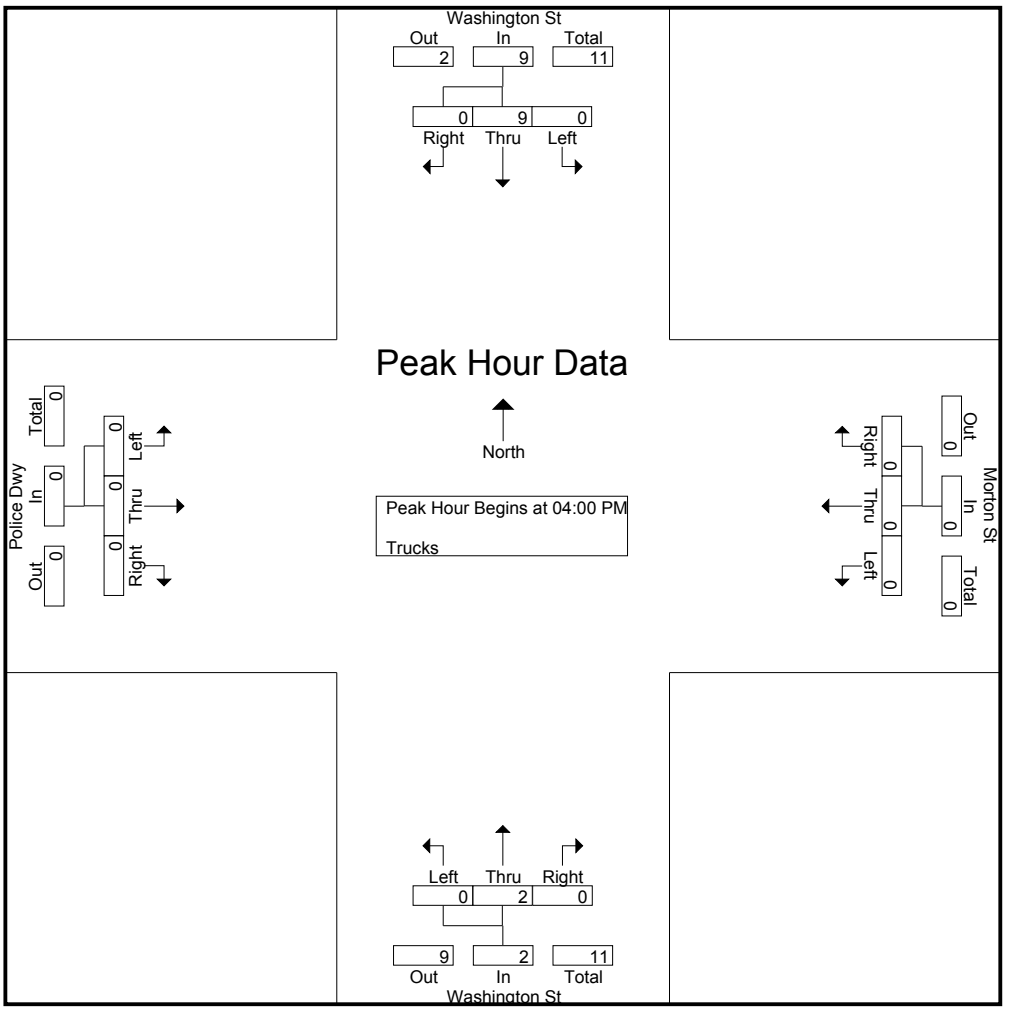
	Washington St From North			Morton St From East			Washington St From South			Police Dwy From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	5	0	0	0	0	0	1	0	0	0	0	6
04:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	0	0	0	0	2	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
05:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	1	0	0	0	0	0	7	0	0	0	0	8
Grand Total	0	10	0	0	0	0	0	9	0	0	0	0	19
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	52.6	0	0	0	0	0	47.4	0	0	0	0	

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**5**	0	**5**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**6**
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	9	0	9	0	0	0	0	0	2	0	2	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.450	.000	.450	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.458

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



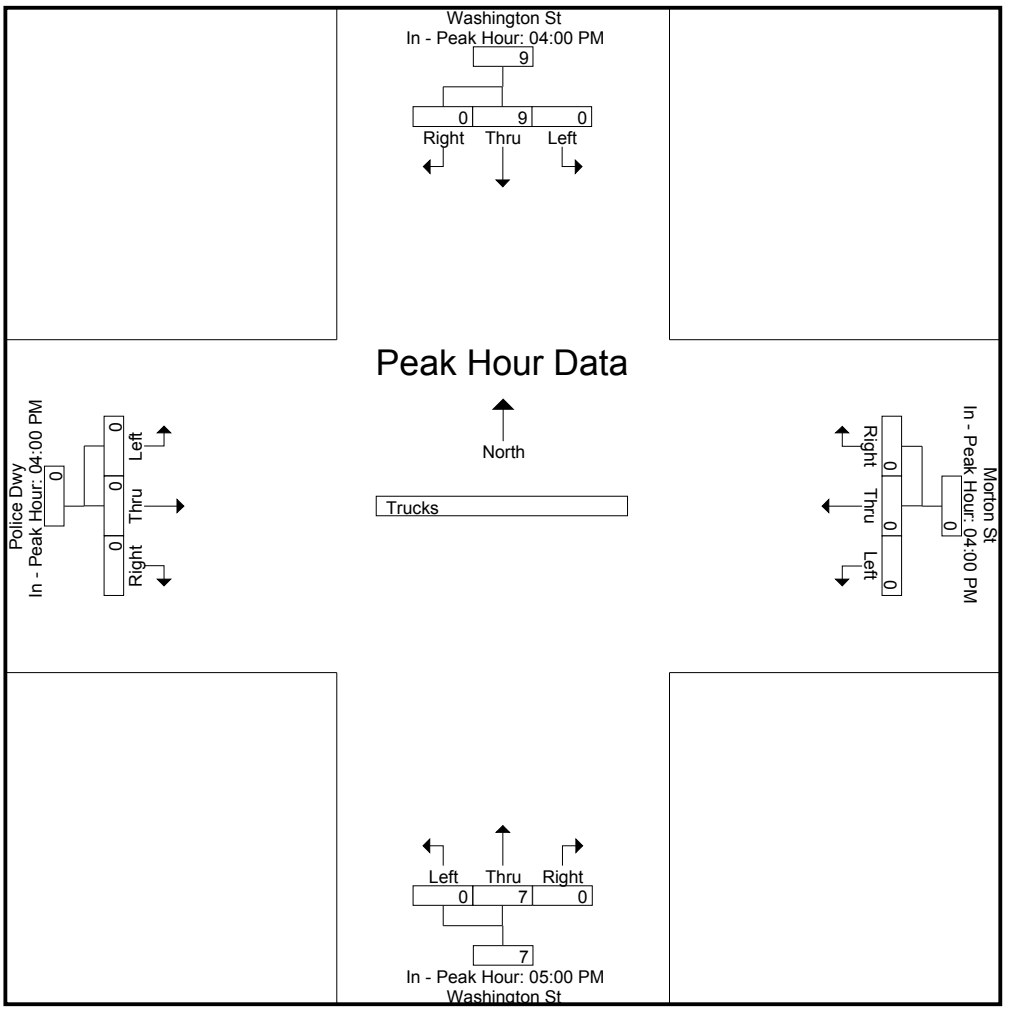
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.450	.000	.450	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 1

Groups Printed- Bikes Peds

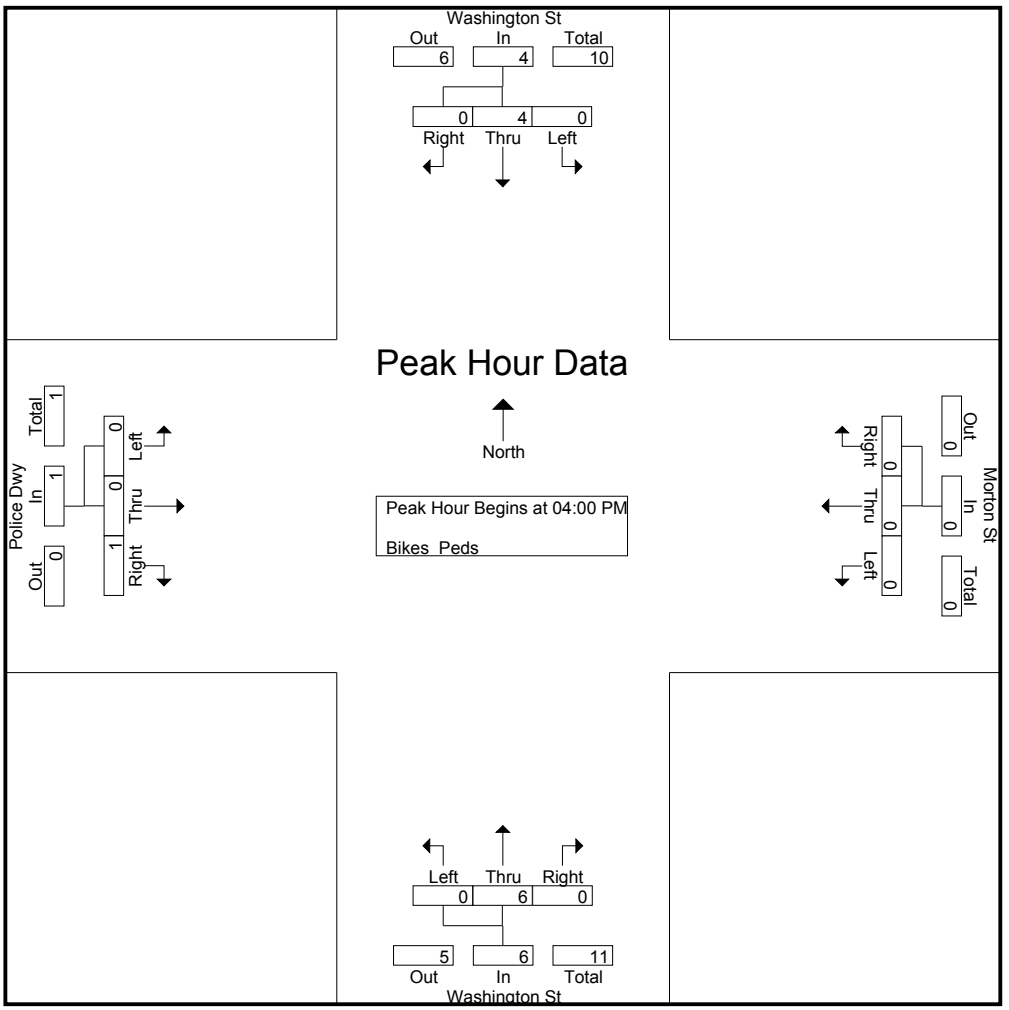
	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	0	0	0	1	0	3	0	2	0	0	1	2	5	5	10
04:15 PM	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	1	5	3	8
04:30 PM	0	3	0	0	0	0	0	7	0	0	0	0	0	0	0	1	8	3	11
04:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	4
Total	0	4	0	0	0	0	0	16	0	6	0	2	0	0	1	4	22	11	33
05:00 PM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	5	11	0	11
05:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	2	4
05:30 PM	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	1	6	0	6
05:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	4
Total	0	2	0	1	0	0	0	13	0	1	0	0	0	0	0	8	22	3	25
Grand Total	0	6	0	1	0	0	0	29	0	7	0	2	0	0	1	12	44	14	58
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100				
Total %	0	42.9	0		0	0	0		0	50	0		0	0	7.1		75.9	24.1	

	Washington St From North				Morton St From East				Washington St From South				Police Dwy From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	**5**
04:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:30 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	0	0	1	1	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.550

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 2



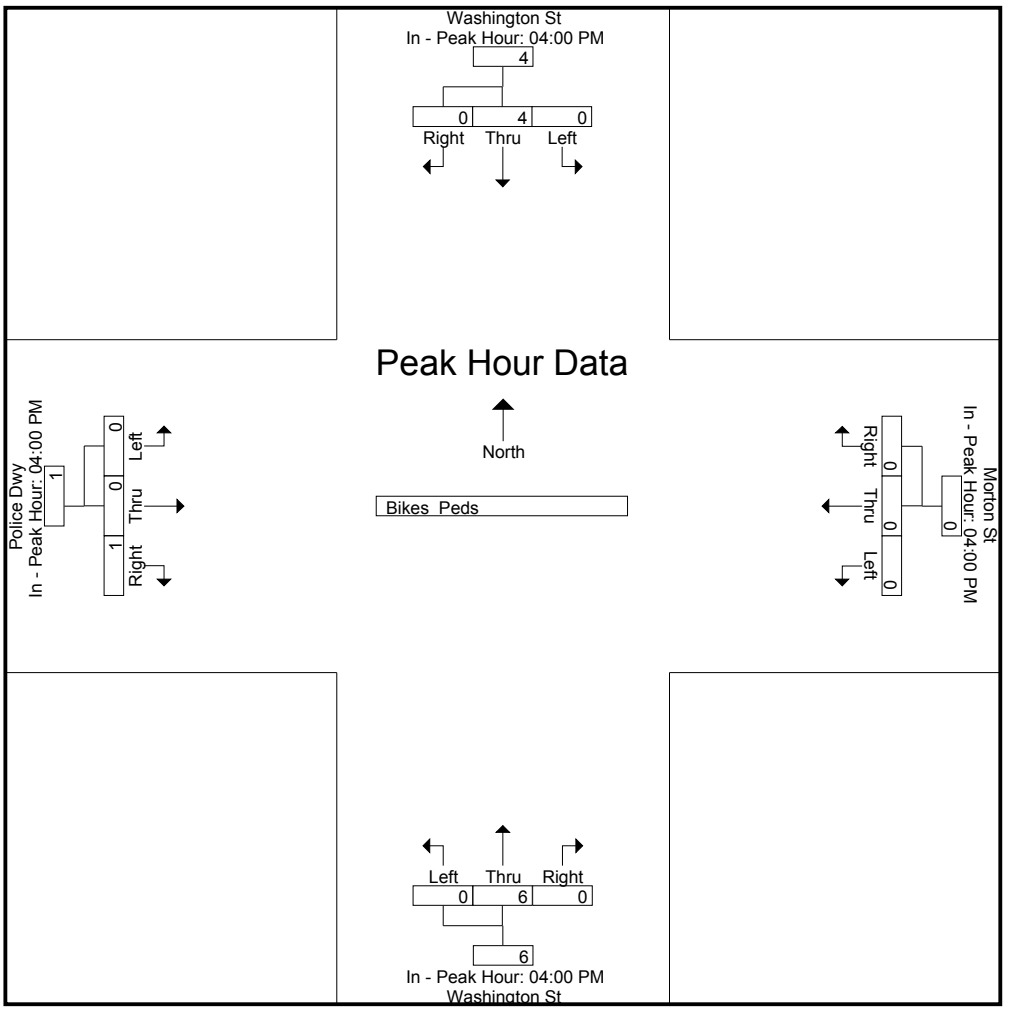
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	0	0	1	1
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250

Accurate Counts
978-664-2565

N/S Street : Washington Street
E/W Street: Morton St / Driveway
City/State : Wellesley, MA
Weather : Overcast

File Name : 80520001
Site Code : 80520001
Start Date : 5/23/2013
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 1

Groups Printed- Cars - Trucks

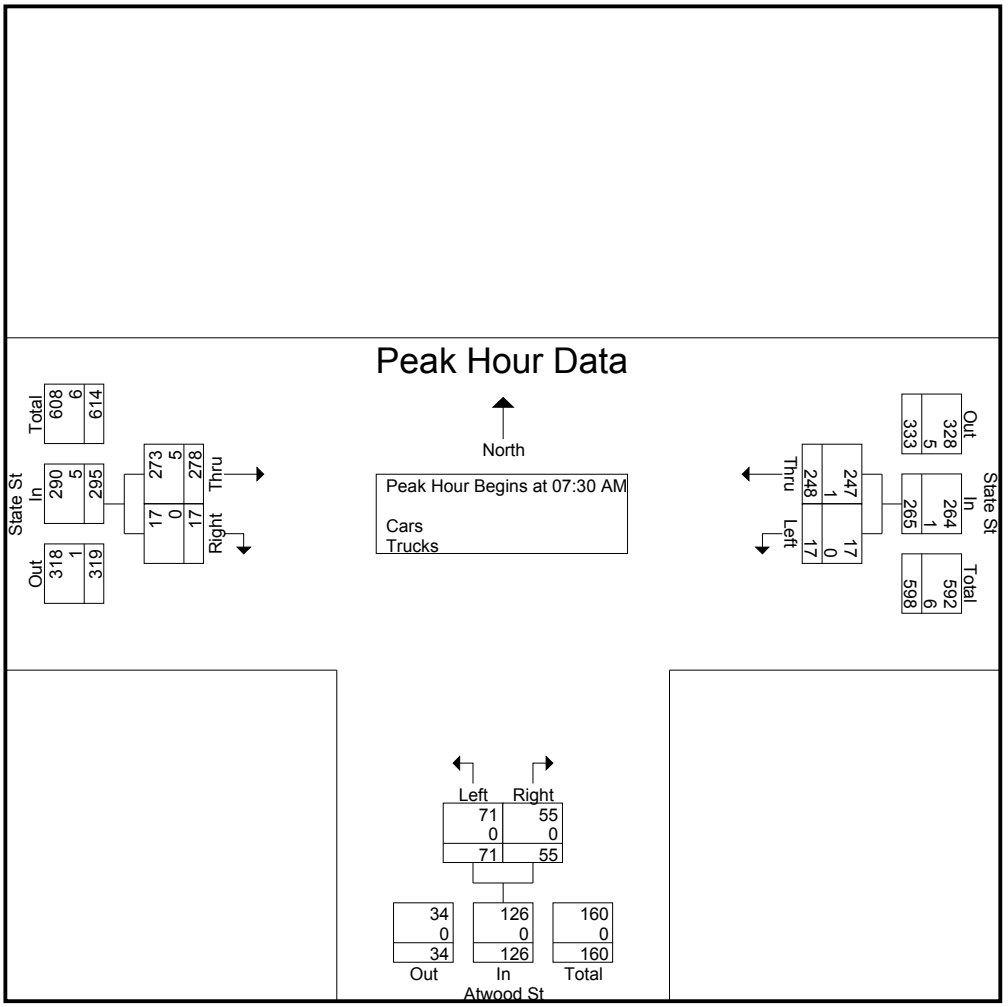
	State St From East		Atwood St From South		State St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	35	12	8	47	2	104
07:15 AM	1	71	12	20	85	5	194
07:30 AM	5	66	15	11	54	4	155
07:45 AM	4	33	20	10	65	8	140
Total	10	205	59	49	251	19	593
08:00 AM	0	75	21	12	61	2	171
08:15 AM	8	74	15	22	98	3	220
08:30 AM	3	83	8	1	45	5	145
08:45 AM	1	44	5	3	28	2	83
Total	12	276	49	38	232	12	619
Grand Total	22	481	108	87	483	31	1212
Apprch %	4.4	95.6	55.4	44.6	94	6	
Total %	1.8	39.7	8.9	7.2	39.9	2.6	
Cars	22	477	107	87	477	31	1201
% Cars	100	99.2	99.1	100	98.8	100	99.1
Trucks	0	4	1	0	6	0	11
% Trucks	0	0.8	0.9	0	1.2	0	0.9

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 2

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	5	66	71	15	11	26	54	4	58	155
07:45 AM	4	33	37	20	10	30	65	**8**	73	140
08:00 AM	0	**75**	75	**21**	12	33	61	2	63	171
08:15 AM	**8**	74	**82**	15	**22**	**37**	**98**	3	**101**	**220**
Total Volume	17	248	265	71	55	126	278	17	295	686
% App. Total	6.4	93.6		56.3	43.7		94.2	5.8		
PHF	.531	.827	.808	.845	.625	.851	.709	.531	.730	.780
Cars	17	247	264	71	55	126	273	17	290	680
% Cars	100	99.6	99.6	100	100	100	98.2	100	98.3	99.1
Trucks	0	1	1	0	0	0	5	0	5	6
% Trucks	0	0.4	0.4	0	0	0	1.8	0	1.7	0.9



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

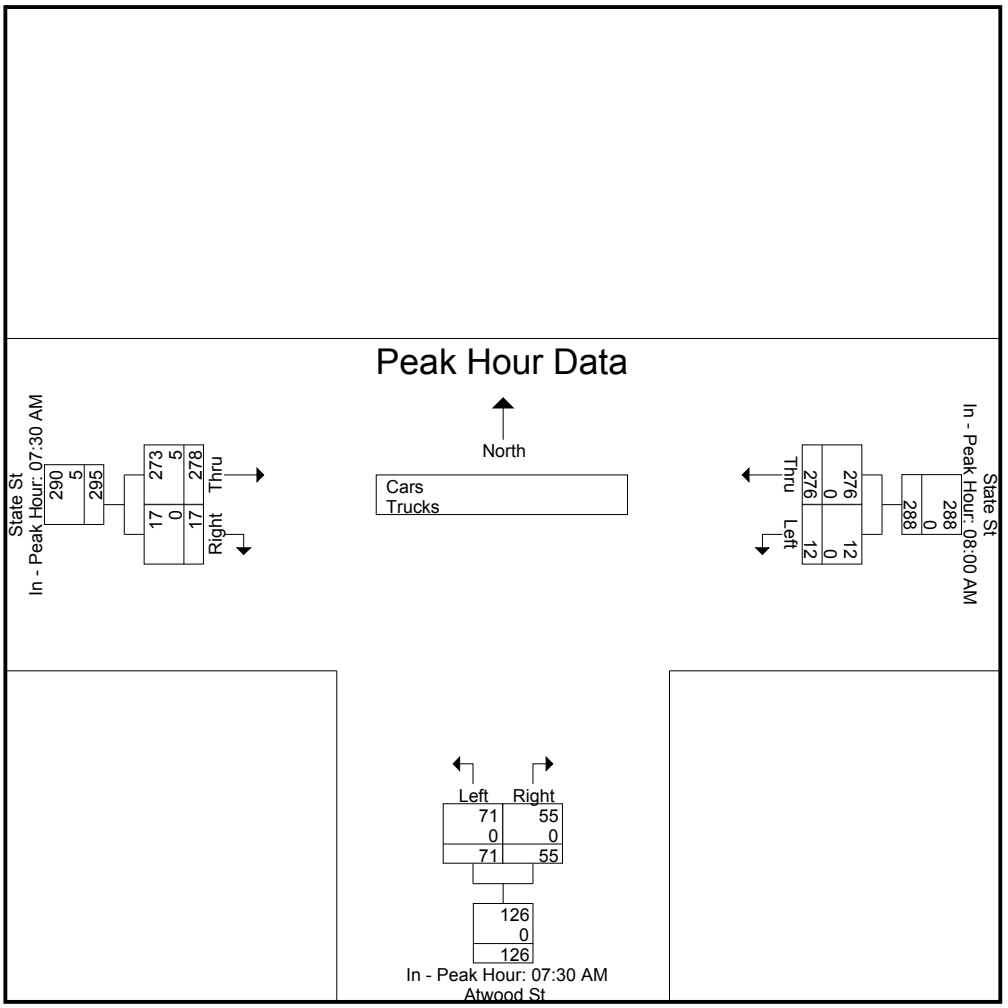
File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 3

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:30 AM		
+0 mins.	0	75	75	15	11	26	54	4	58
+15 mins.	**8**	74	82	20	10	30	65	**8**	73
+30 mins.	3	**83**	**86**	**21**	12	33	61	2	63
+45 mins.	1	44	45	15	**22**	**37**	**98**	3	**101**
Total Volume	12	276	288	71	55	126	278	17	295
% App. Total	4.2	95.8		56.3	43.7		94.2	5.8	
PHF	.375	.831	.837	.845	.625	.851	.709	.531	.730
Cars	12	276	288	71	55	126	273	17	290
% Cars	100	100	100	100	100	100	98.2	100	98.3
Trucks	0	0	0	0	0	0	5	0	5
% Trucks	0	0	0	0	0	0	1.8	0	1.7



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 4

Groups Printed- Cars

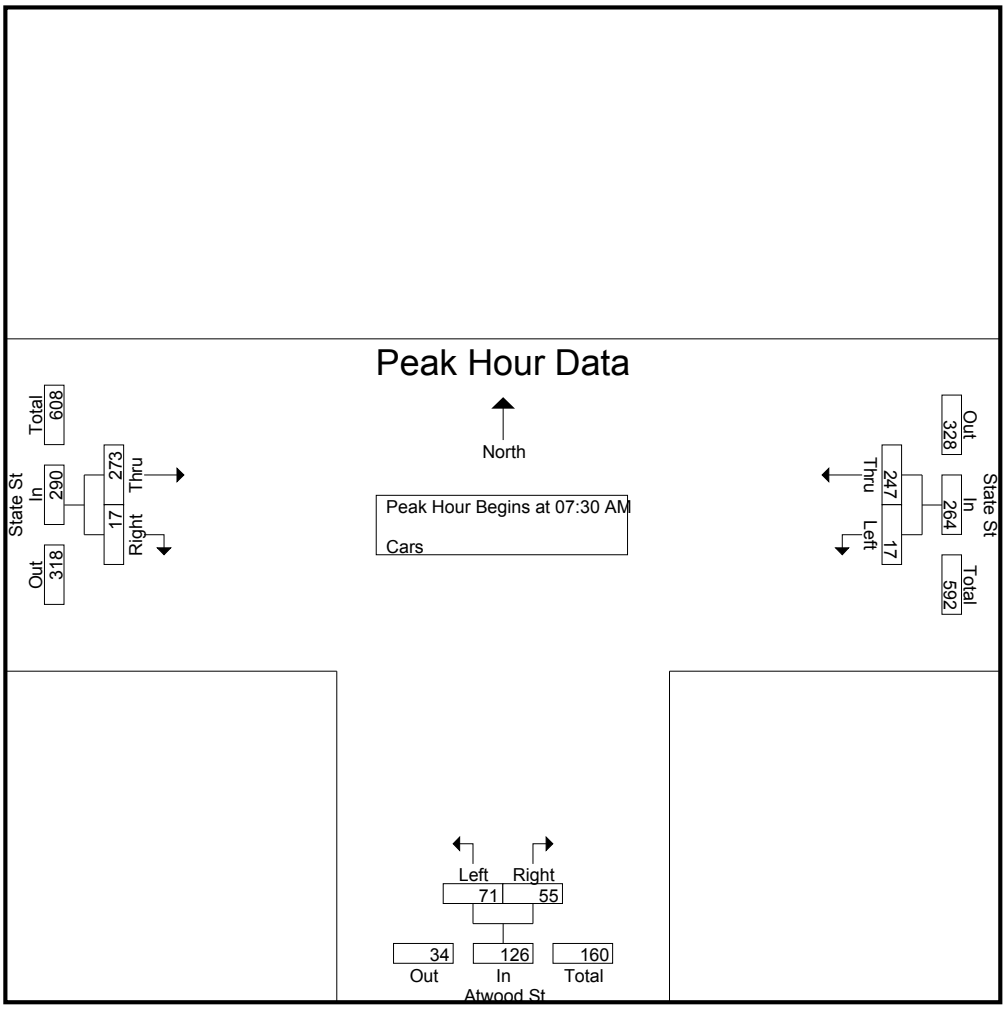
	State St From East		Atwood St From South		State St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	34	12	8	47	2	103
07:15 AM	1	69	12	20	85	5	192
07:30 AM	5	65	15	11	53	4	153
07:45 AM	4	33	20	10	62	8	137
Total	10	201	59	49	247	19	585
08:00 AM	0	75	21	12	61	2	171
08:15 AM	8	74	15	22	97	3	219
08:30 AM	3	83	8	1	45	5	145
08:45 AM	1	44	4	3	27	2	81
Total	12	276	48	38	230	12	616
Grand Total	22	477	107	87	477	31	1201
Apprch %	4.4	95.6	55.2	44.8	93.9	6.1	
Total %	1.8	39.7	8.9	7.2	39.7	2.6	

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 5

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	5	65	70	15	11	26	53	4	57	153
07:45 AM	4	33	37	20	10	30	62	**8**	70	137
08:00 AM	0	**75**	75	**21**	12	33	61	2	63	171
08:15 AM	**8**	74	**82**	15	**22**	**37**	**97**	3	**100**	**219**
Total Volume	17	247	264	71	55	126	273	17	290	680
% App. Total	6.4	93.6		56.3	43.7		94.1	5.9		
PHF	.531	.823	.805	.845	.625	.851	.704	.531	.725	.776

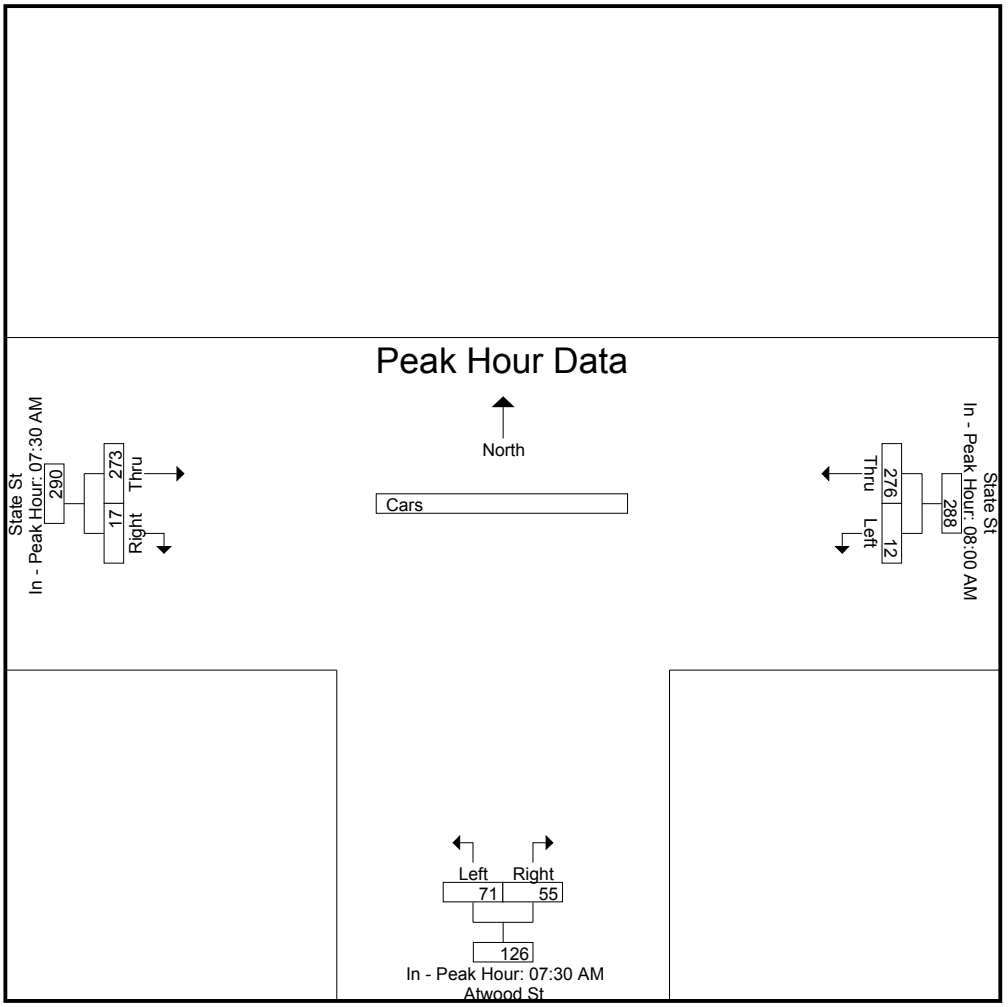


Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 6

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Each Approach Begins at:										
	08:00 AM			07:30 AM			07:30 AM			
+0 mins.	0	75	75	15	11	26	53	4	57	
+15 mins.	**8**	74	82	20	10	30	62	**8**	70	
+30 mins.	3	**83**	**86**	**21**	12	33	61	2	63	
+45 mins.	1	44	45	15	**22**	**37**	**97**	3	**100**	
Total Volume	12	276	288	71	55	126	273	17	290	
% App. Total	4.2	95.8		56.3	43.7		94.1	5.9		
PHF	.375	.831	.837	.845	.625	.851	.704	.531	.725	



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 7

Groups Printed- Trucks

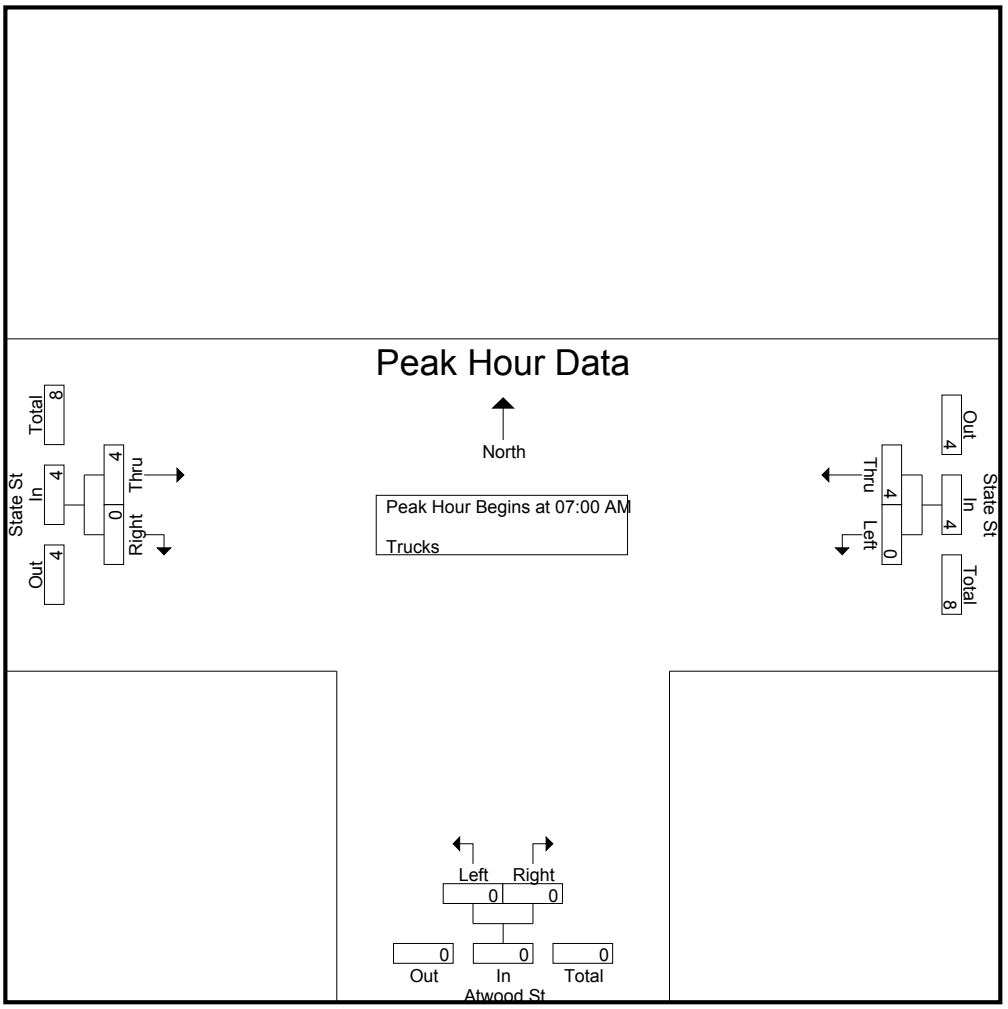
	State St From East		Atwood St From South		State St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	1
07:15 AM	0	2	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	2
07:45 AM	0	0	0	0	3	0	3
Total	0	4	0	0	4	0	8
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	1	0	2
Total	0	0	1	0	2	0	3
Grand Total	0	4	1	0	6	0	11
Apprch %	0	100	100	0	100	0	
Total %	0	36.4	9.1	0	54.5	0	

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 8

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	**2**	**2**	0	0	0	0	0	0	2
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	**3**	0	**3**	**3**
Total Volume	0	4	4	0	0	0	4	0	4	8
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.333	.000	.333	.667



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

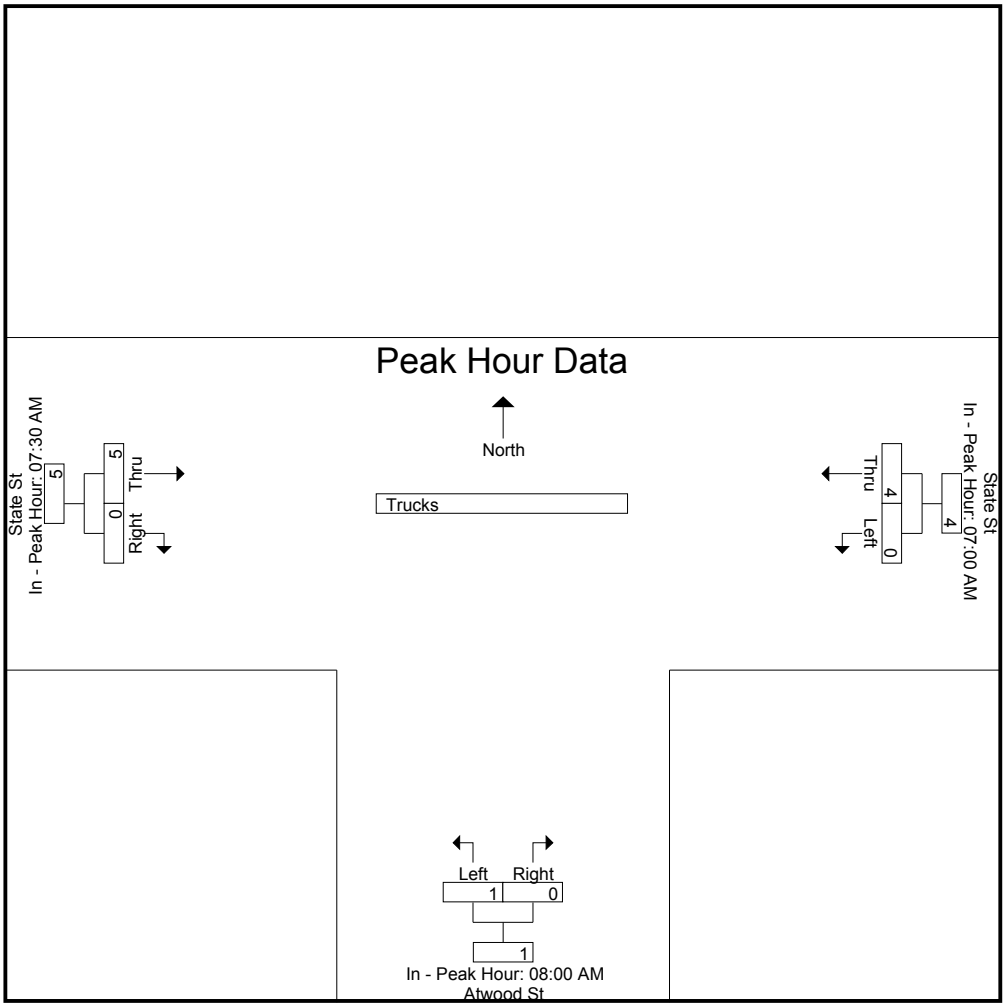
File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 9

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	**2**	**2**	0	0	0	**3**	0	**3**
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	**1**	0	**1**	1	0	1
Total Volume	0	4	4	1	0	1	5	0	5
% App. Total	0	100		100	0		100	0	
PHF	.000	.500	.500	.250	.000	.250	.417	.000	.417



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 10

Groups Printed- Bikes Peds

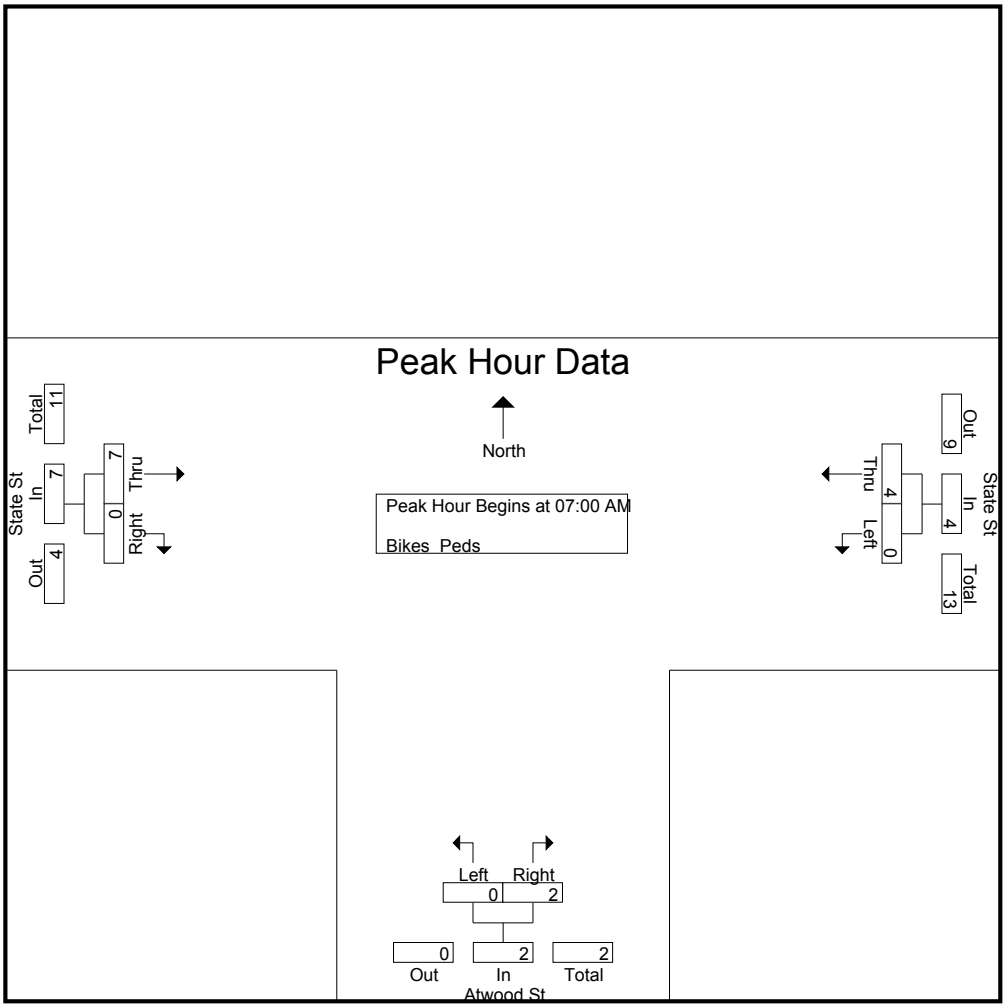
	State St From East			Atwood St From South			State St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	8	0	0	0	8	2	10
07:15 AM	0	2	0	0	0	27	6	0	1	28	8	36
07:30 AM	0	1	0	0	0	22	0	0	0	22	1	23
07:45 AM	0	0	0	0	1	13	1	0	1	14	2	16
Total	0	4	0	0	2	70	7	0	2	72	13	85
08:00 AM	1	0	1	0	0	21	0	0	0	22	1	23
08:15 AM	0	0	0	0	0	11	5	0	0	11	5	16
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	34	5	0	0	35	6	41
Grand Total	1	4	1	0	2	104	12	0	2	107	19	126
Apprch %	20	80		0	100		100	0				
Total %	5.3	21.1		0	10.5		63.2	0		84.9	15.1	

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 11

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	**1**	**1**	0	0	0	2
07:15 AM	0	**2**	**2**	0	0	0	**6**	0	**6**	**8**
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	1	1	0	1	2
Total Volume	0	4	4	0	2	2	7	0	7	13
% App. Total	0	100		0	100		100	0		
PHF	.000	.500	.500	.000	.500	.500	.292	.000	.292	.406



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

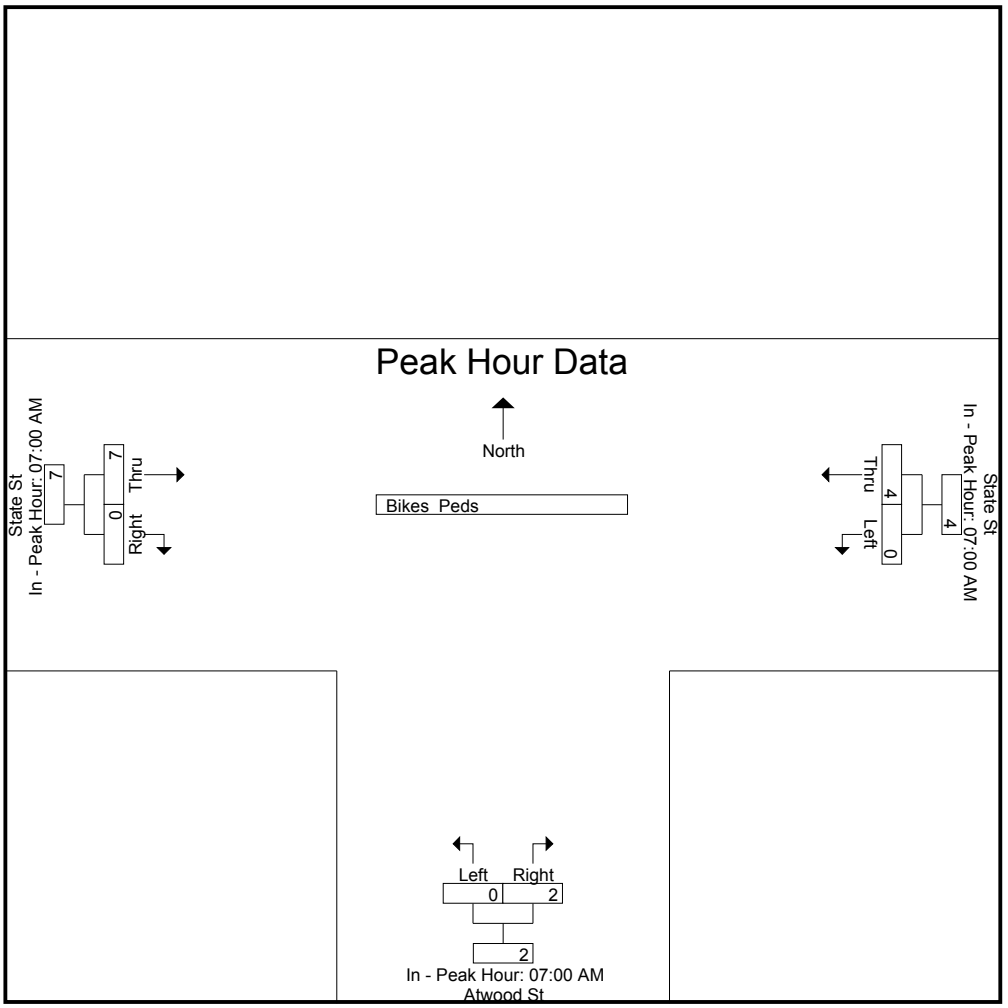
File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 12

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	**1**	**1**	0	0	0
+15 mins.	0	**2**	**2**	0	0	0	**6**	0	**6**
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	1	0	1
Total Volume	0	4	4	0	2	2	7	0	7
% App. Total	0	100		0	100		100	0	
PHF	.000	.500	.500	.000	.500	.500	.292	.000	.292



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 1

Groups Printed- Cars - Trucks

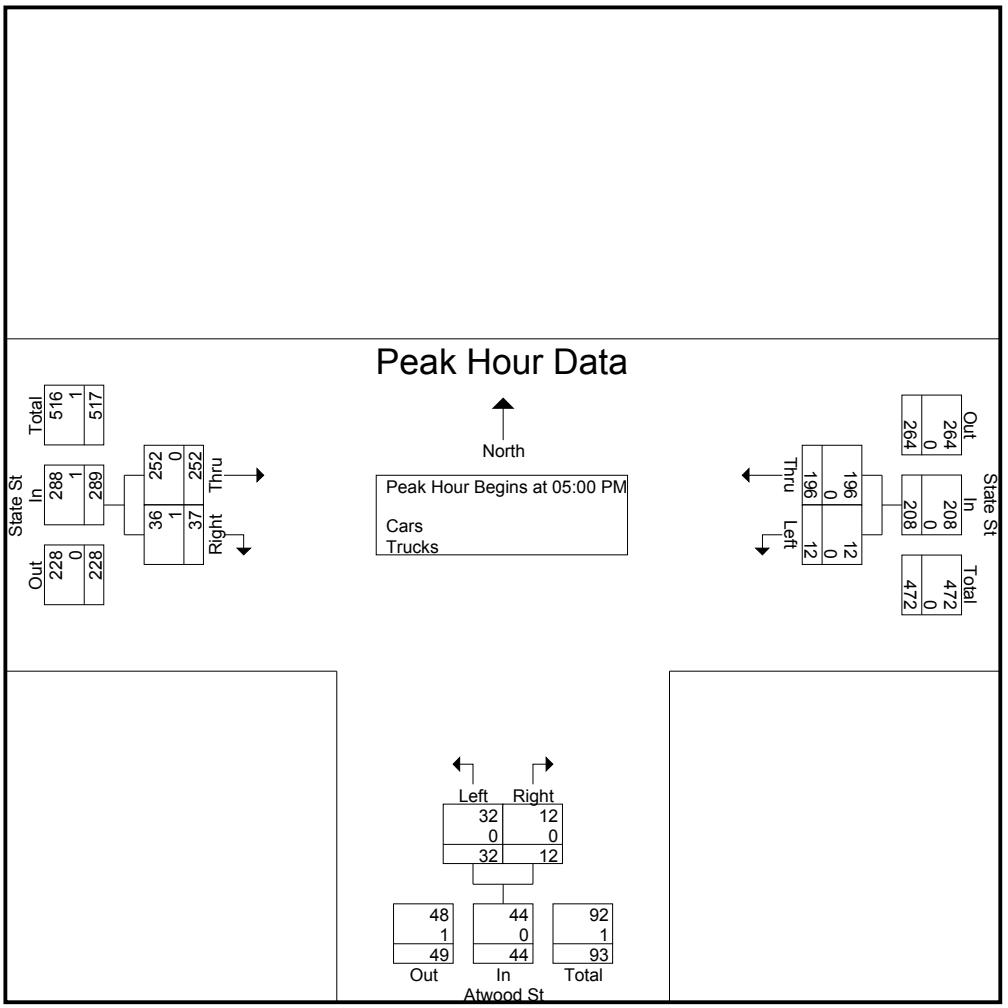
	State St From East		Atwood St From South		State St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	3	46	5	4	37	3	98
04:15 PM	4	37	9	2	55	4	111
04:30 PM	1	40	9	1	68	8	127
04:45 PM	3	41	9	2	56	2	113
Total	11	164	32	9	216	17	449
05:00 PM	4	38	13	4	66	10	135
05:15 PM	3	52	5	2	61	8	131
05:30 PM	5	59	6	1	69	11	151
05:45 PM	0	47	8	5	56	8	124
Total	12	196	32	12	252	37	541
Grand Total	23	360	64	21	468	54	990
Apprch %	6	94	75.3	24.7	89.7	10.3	
Total %	2.3	36.4	6.5	2.1	47.3	5.5	
Cars	23	360	64	21	468	53	989
% Cars	100	100	100	100	100	98.1	99.9
Trucks	0	0	0	0	0	1	1
% Trucks	0	0	0	0	0	1.9	0.1

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 2

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	4	38	42	**13**	4	**17**	66	10	76	135
05:15 PM	3	52	55	5	2	7	61	8	69	131
05:30 PM	**5**	**59**	**64**	6	1	7	**69**	**11**	**80**	**151**
05:45 PM	0	47	47	8	**5**	13	56	8	64	124
Total Volume	12	196	208	32	12	44	252	37	289	541
% App. Total	5.8	94.2		72.7	27.3		87.2	12.8		
PHF	.600	.831	.813	.615	.600	.647	.913	.841	.903	.896
Cars	12	196	208	32	12	44	252	36	288	540
% Cars	100	100	100	100	100	100	100	97.3	99.7	99.8
Trucks	0	0	0	0	0	0	0	1	1	1
% Trucks	0	0	0	0	0	0	0	2.7	0.3	0.2



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

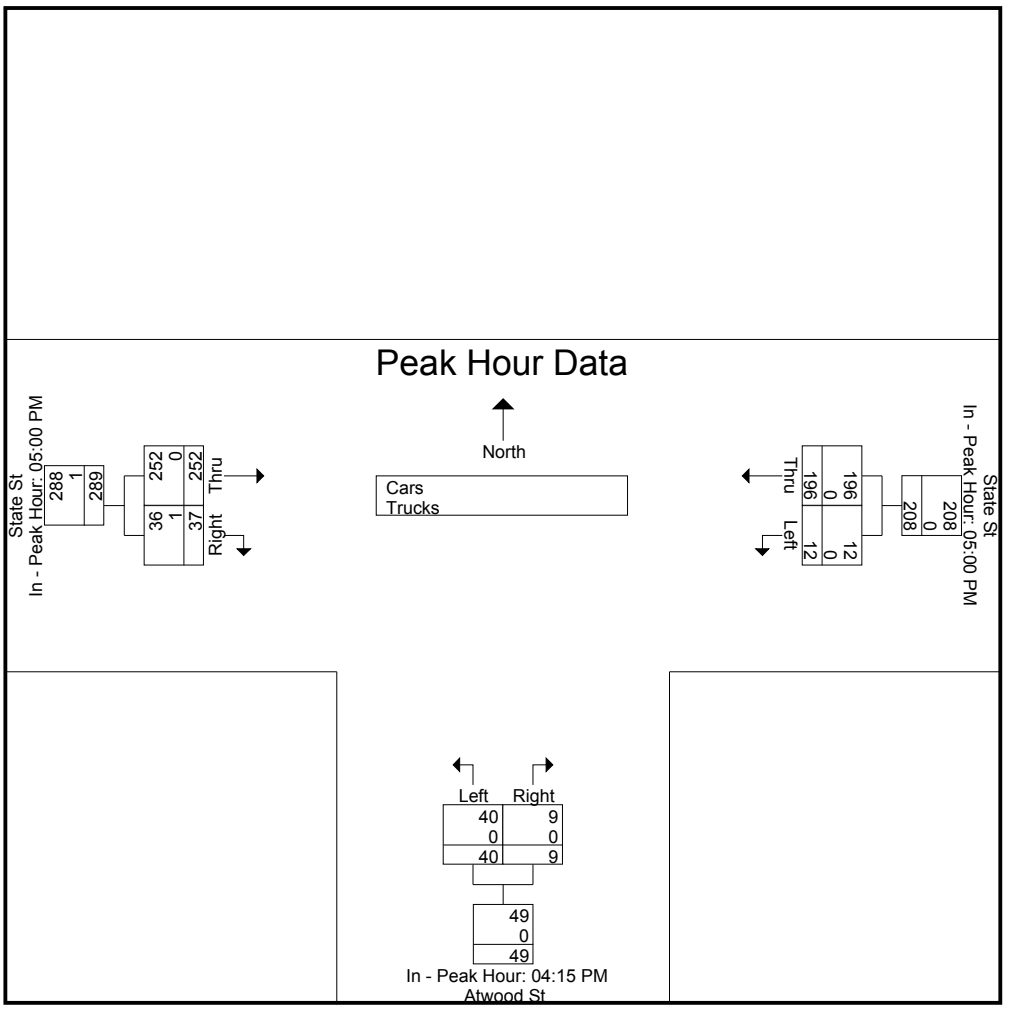
File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 3

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			05:00 PM		
+0 mins.	4	38	42	9	2	11	66	10	76
+15 mins.	3	52	55	9	1	10	61	8	69
+30 mins.	**5**	**59**	**64**	9	2	11	**69**	**11**	**80**
+45 mins.	0	47	47	**13**	**4**	**17**	56	8	64
Total Volume	12	196	208	40	9	49	252	37	289
% App. Total	5.8	94.2		81.6	18.4		87.2	12.8	
PHF	.600	.831	.813	.769	.563	.721	.913	.841	.903
Cars	12	196	208	40	9	49	252	36	288
% Cars	100	100	100	100	100	100	100	97.3	99.7
Trucks	0	0	0	0	0	0	0	1	1
% Trucks	0	0	0	0	0	0	0	2.7	0.3



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 4

Groups Printed- Cars

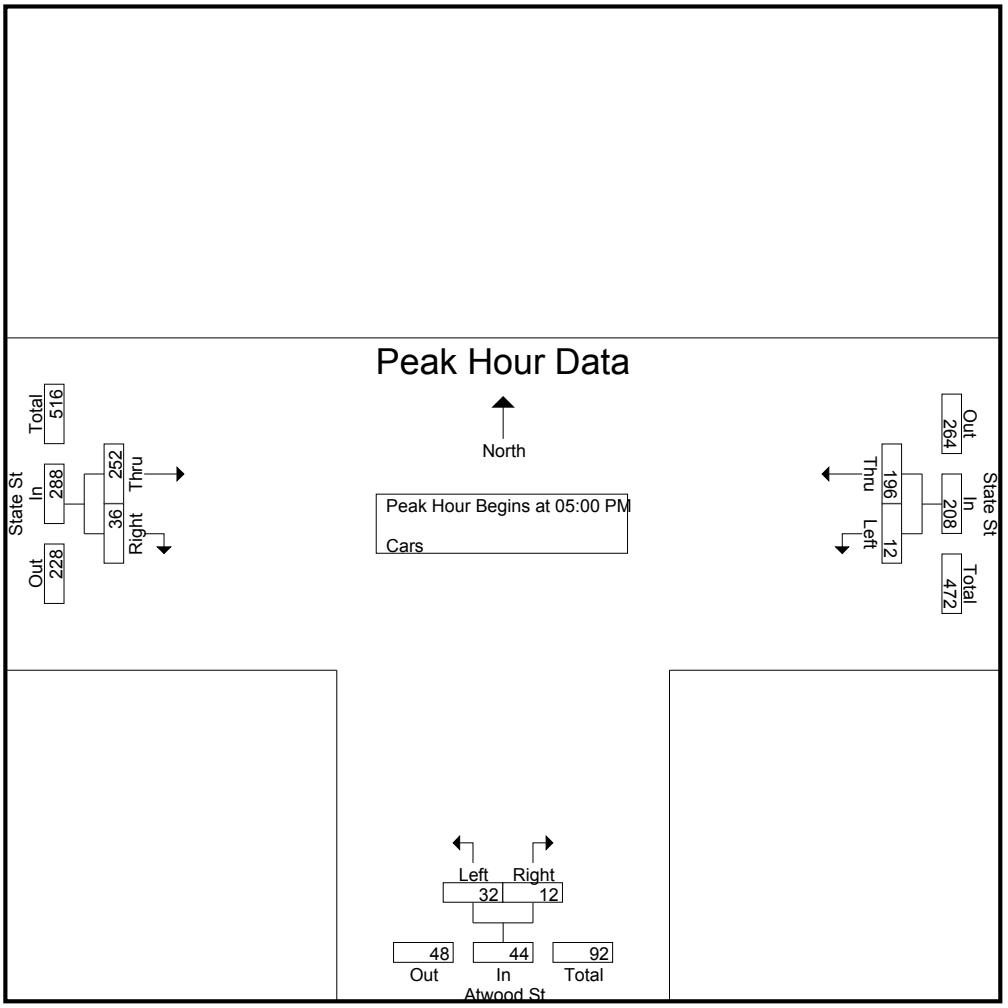
	State St From East		Atwood St From South		State St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	3	46	5	4	37	3	98
04:15 PM	4	37	9	2	55	4	111
04:30 PM	1	40	9	1	68	8	127
04:45 PM	3	41	9	2	56	2	113
Total	11	164	32	9	216	17	449
05:00 PM	4	38	13	4	66	10	135
05:15 PM	3	52	5	2	61	8	131
05:30 PM	5	59	6	1	69	11	151
05:45 PM	0	47	8	5	56	7	123
Total	12	196	32	12	252	36	540
Grand Total	23	360	64	21	468	53	989
Apprch %	6	94	75.3	24.7	89.8	10.2	
Total %	2.3	36.4	6.5	2.1	47.3	5.4	

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 5

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	4	38	42	**13**	4	**17**	66	10	76	135
05:15 PM	3	52	55	5	2	7	61	8	69	131
05:30 PM	**5**	**59**	**64**	6	1	7	**69**	**11**	**80**	**151**
05:45 PM	0	47	47	8	**5**	13	56	7	63	123
Total Volume	12	196	208	32	12	44	252	36	288	540
% App. Total	5.8	94.2		72.7	27.3		87.5	12.5		
PHF	.600	.831	.813	.615	.600	.647	.913	.818	.900	.894



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

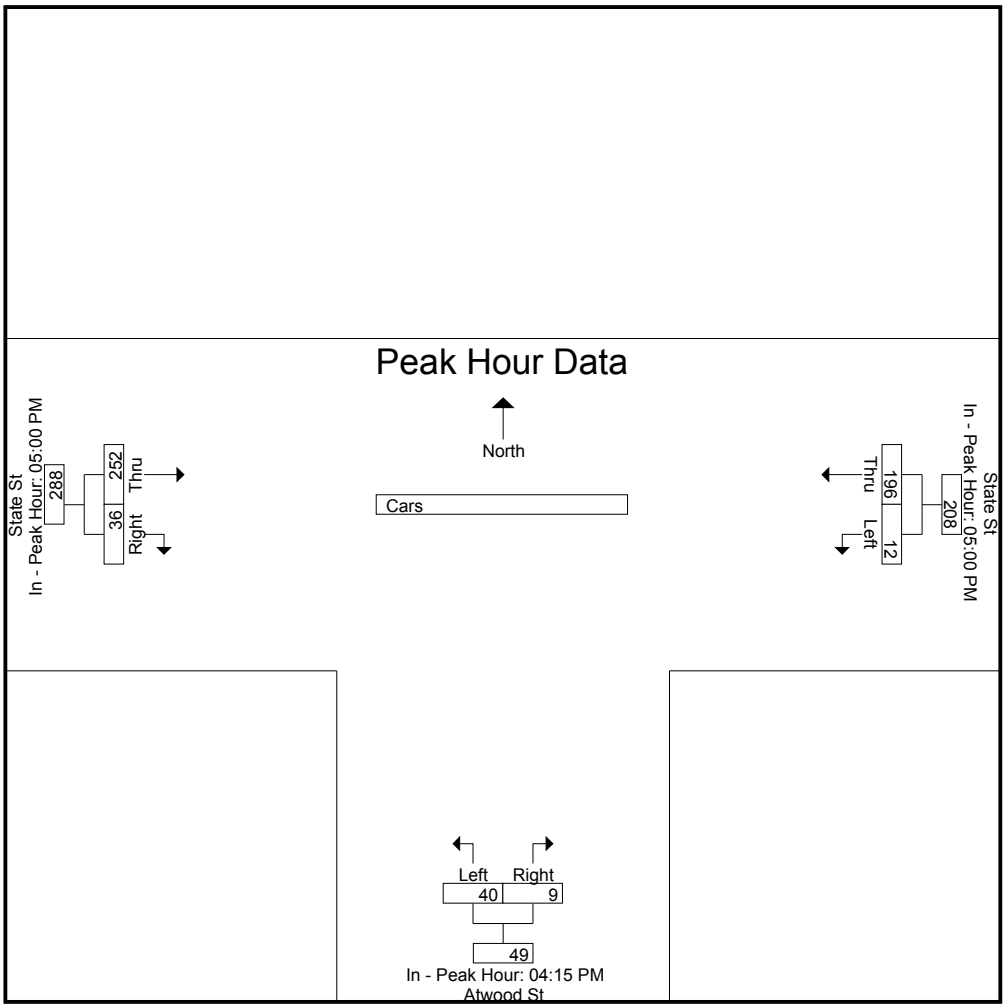
File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 6

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			05:00 PM		
+0 mins.	4	38	42	9	2	11	66	10	76
+15 mins.	3	52	55	9	1	10	61	8	69
+30 mins.	**5**	**59**	**64**	9	2	11	**69**	**11**	**80**
+45 mins.	0	47	47	**13**	**4**	**17**	56	7	63
Total Volume	12	196	208	40	9	49	252	36	288
% App. Total	5.8	94.2		81.6	18.4		87.5	12.5	
PHF	.600	.831	.813	.769	.563	.721	.913	.818	.900



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 7

Groups Printed- Trucks

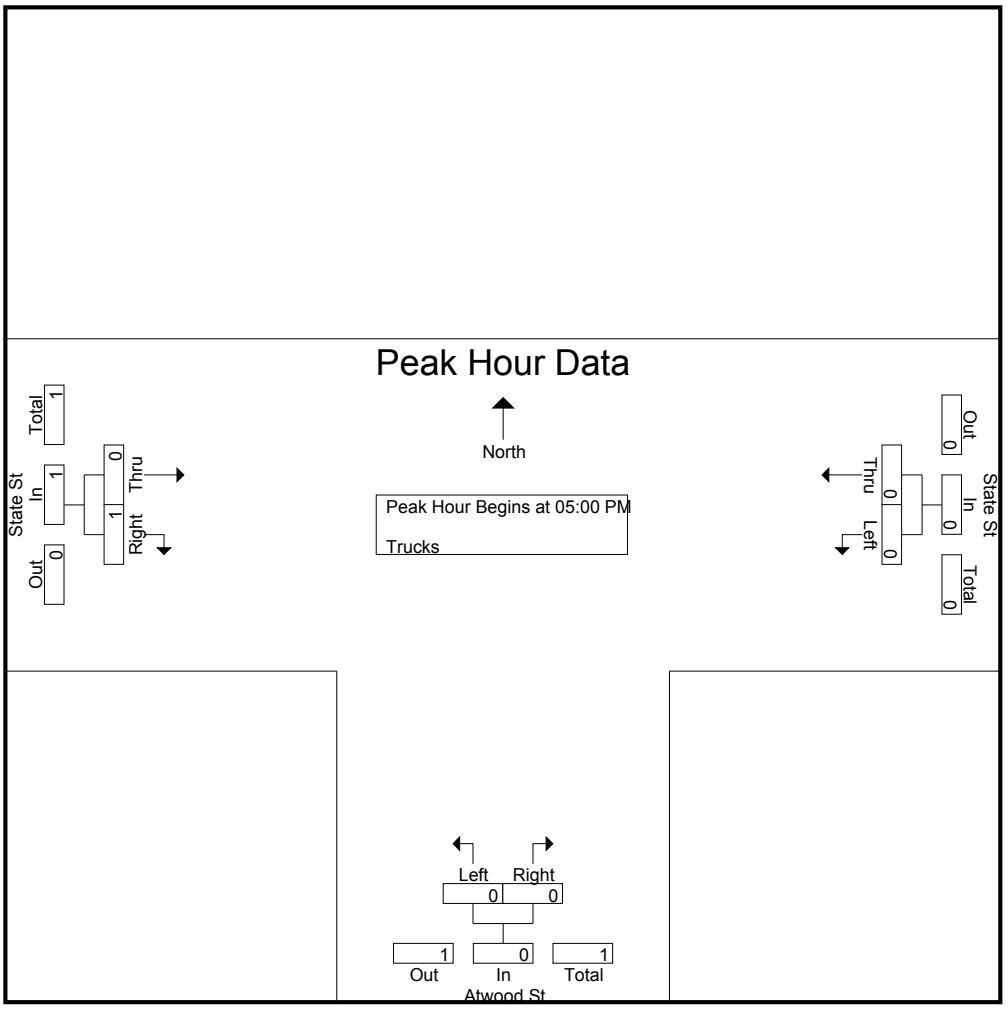
	State St From East		Atwood St From South		State St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	1	1
Apprch %	0	0	0	0	0	100	
Total %	0	0	0	0	0	100	

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 8

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

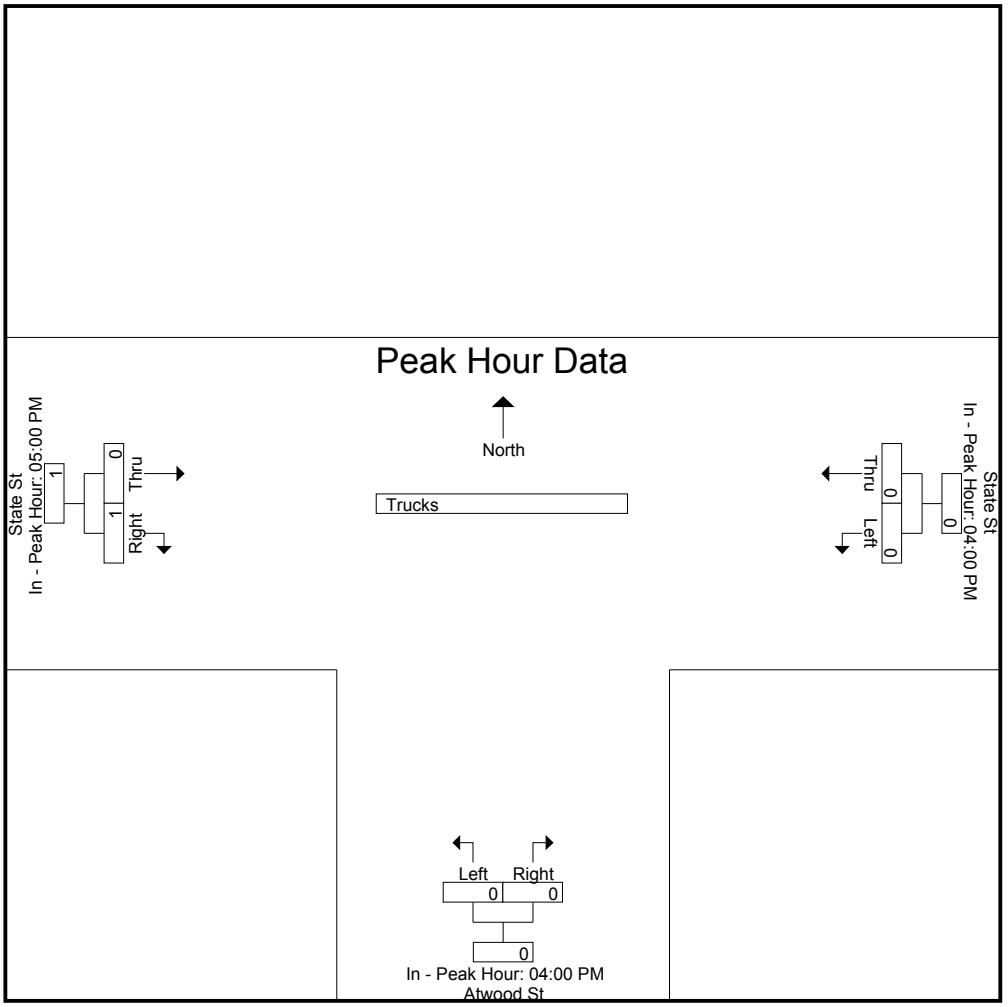
File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 9

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 10

Groups Printed- Bikes Peds

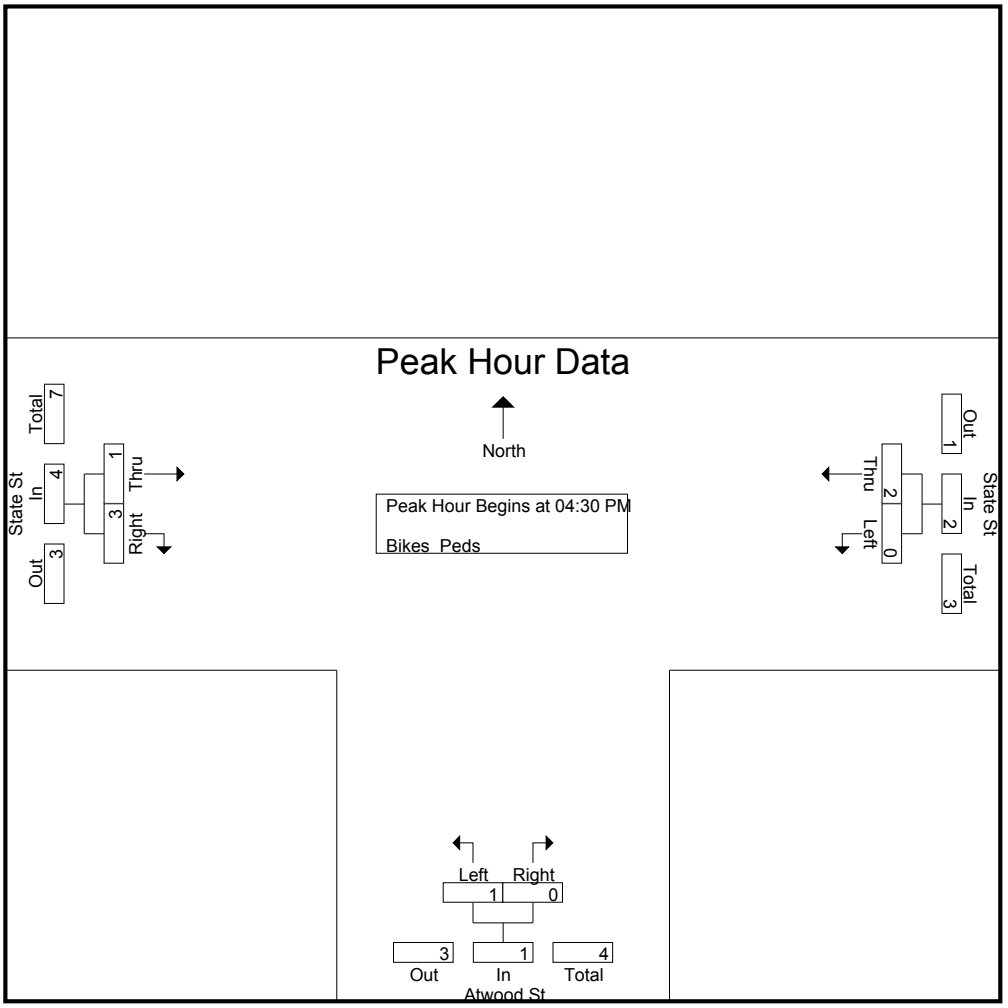
	State St From East			Atwood St From South			State St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	1	3	0	0	0	3	1	4
04:15 PM	0	1	0	0	0	3	2	0	0	3	3	6
04:30 PM	0	1	0	0	0	8	0	0	0	8	1	9
04:45 PM	0	0	0	0	0	4	1	0	0	4	1	5
Total	0	2	0	0	1	18	3	0	0	18	6	24
05:00 PM	0	0	0	0	0	3	0	1	0	3	1	4
05:15 PM	0	1	1	1	0	0	0	2	0	1	4	5
05:30 PM	0	1	1	0	0	3	0	0	1	5	1	6
05:45 PM	0	1	0	0	0	1	0	0	2	3	1	4
Total	0	3	2	1	0	7	0	3	3	12	7	19
Grand Total	0	5	2	1	1	25	3	3	3	30	13	43
Apprch %	0	100		50	50		50	50				
Total %	0	38.5		7.7	7.7		23.1	23.1		69.8	30.2	

Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 11

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**1**	**1**	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	**1**	0	1	1
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	1	1	**1**	0	**1**	0	**2**	**2**	**4**
Total Volume	0	2	2	1	0	1	1	3	4	7
% App. Total	0	100		100	0		25	75		
PHF	.000	.500	.500	.250	.000	.250	.250	.375	.500	.438



Accurate Counts
978-664-2565

N/S Street : Atwood Street
E/W Street : State Street
City/State : Wellesley, MA
Weather : Cloudy

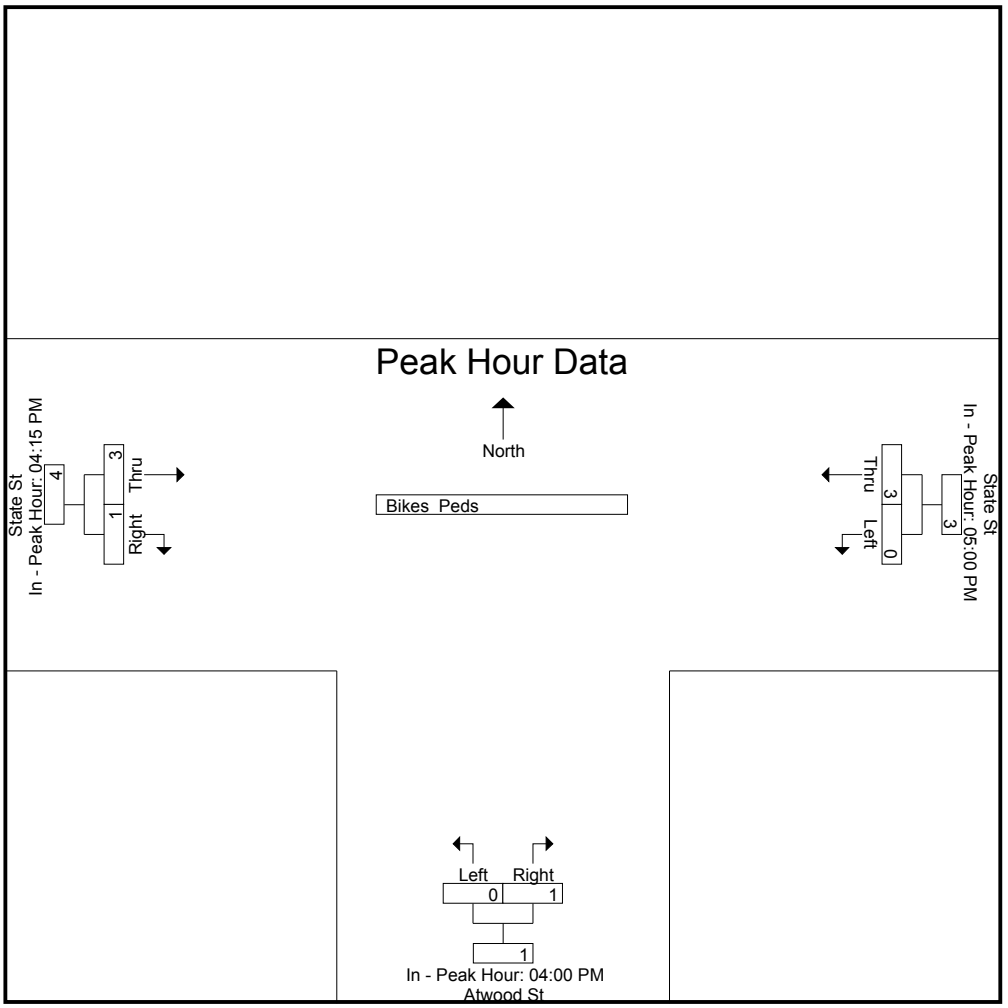
File Name : 815200R1
Site Code : 81520001
Start Date : 9/10/2014
Page No : 12

	State St From East			Atwood St From South			State St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:15 PM		
+0 mins.	0	0	0	0	**1**	**1**	**2**	0	**2**
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	0	**1**	1
Total Volume	0	3	3	0	1	1	3	1	4
% App. Total	0	100		0	100		75	25	
PHF	.000	.750	.750	.000	.250	.250	.375	.250	.500



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 1

Groups Printed- Cars - Trucks

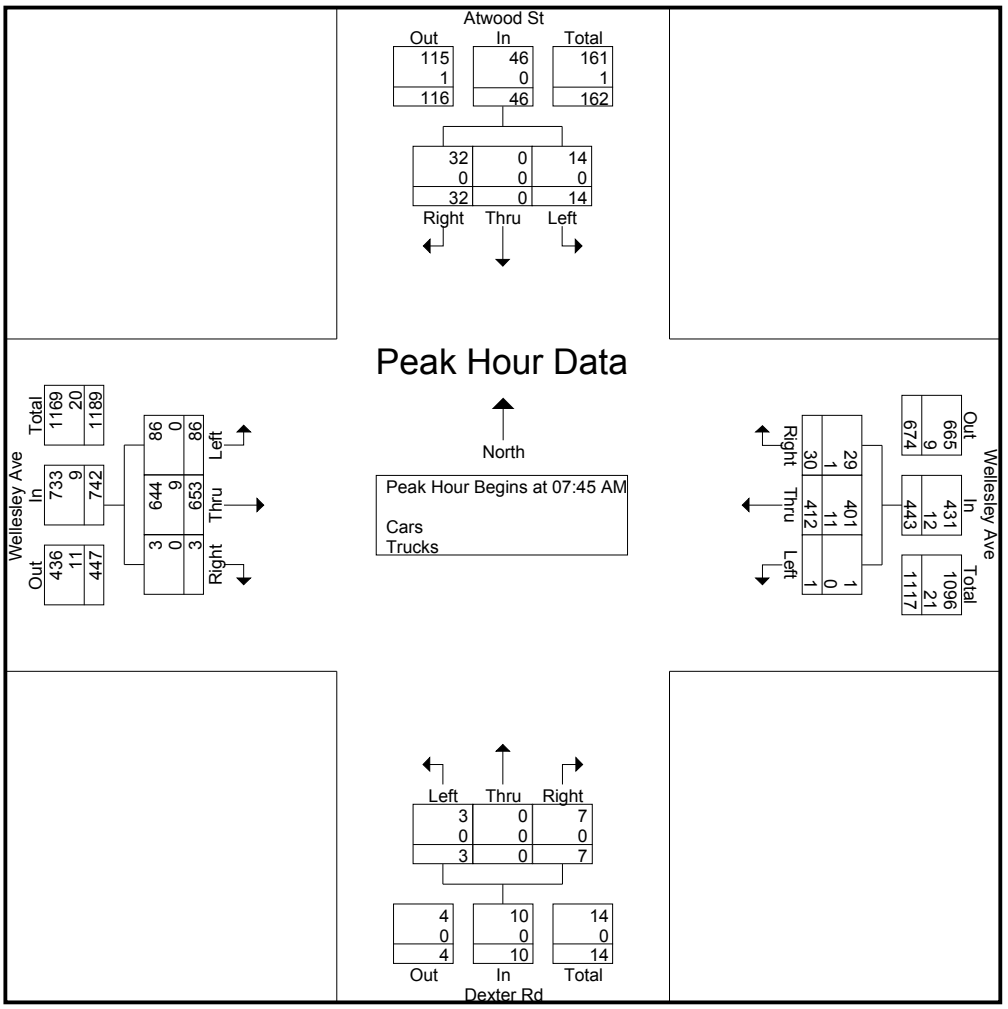
	Atwood St From North			Wellesley Ave From East			Dexter Rd From South			Wellesley Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	0	5	0	55	4	1	0	0	6	134	0	214
07:15 AM	3	0	4	0	63	15	0	0	0	20	141	0	246
07:30 AM	6	0	1	0	100	12	0	0	0	16	152	0	287
07:45 AM	7	0	19	0	86	10	0	0	0	32	174	2	330
Total	25	0	29	0	304	41	1	0	0	74	601	2	1077
08:00 AM	1	0	5	0	99	3	2	0	2	27	153	1	293
08:15 AM	3	0	6	1	102	9	1	0	3	17	167	0	309
08:30 AM	3	0	2	0	125	8	0	0	2	10	159	0	309
08:45 AM	4	0	4	1	103	5	0	0	0	10	141	1	269
Total	11	0	17	2	429	25	3	0	7	64	620	2	1180
Grand Total	36	0	46	2	733	66	4	0	7	138	1221	4	2257
Apprch %	43.9	0	56.1	0.2	91.5	8.2	36.4	0	63.6	10.1	89.6	0.3	
Total %	1.6	0	2	0.1	32.5	2.9	0.2	0	0.3	6.1	54.1	0.2	
Cars	36	0	44	2	709	65	4	0	7	138	1204	4	2213
% Cars	100	0	95.7	100	96.7	98.5	100	0	100	100	98.6	100	98.1
Trucks	0	0	2	0	24	1	0	0	0	0	17	0	44
% Trucks	0	0	4.3	0	3.3	1.5	0	0	0	0	1.4	0	1.9

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 2

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**7**	0	**19**	**26**	0	86	**10**	96	0	0	0	0	**32**	**174**	**2**	**208**	**330**
08:00 AM	1	0	5	6	0	99	3	102	**2**	0	2	**4**	27	153	1	181	293
08:15 AM	3	0	6	9	**1**	102	9	112	1	0	**3**	4	17	167	0	184	309
08:30 AM	3	0	2	5	0	**125**	8	**133**	0	0	2	2	10	159	0	169	309
Total Volume	14	0	32	46	1	412	30	443	3	0	7	10	86	653	3	742	1241
% App. Total	30.4	0	69.6		0.2	93	6.8		30	0	70		11.6	88	0.4		
PHF	.500	.000	.421	.442	.250	.824	.750	.833	.375	.000	.583	.625	.672	.938	.375	.892	.940
Cars	14	0	32	46	1	401	29	431	3	0	7	10	86	644	3	733	1220
% Cars	100	0	100	100	100	97.3	96.7	97.3	100	0	100	100	100	98.6	100	98.8	98.3
Trucks	0	0	0	0	0	11	1	12	0	0	0	0	0	9	0	9	21
% Trucks	0	0	0	0	0	2.7	3.3	2.7	0	0	0	0	0	1.4	0	1.2	1.7



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

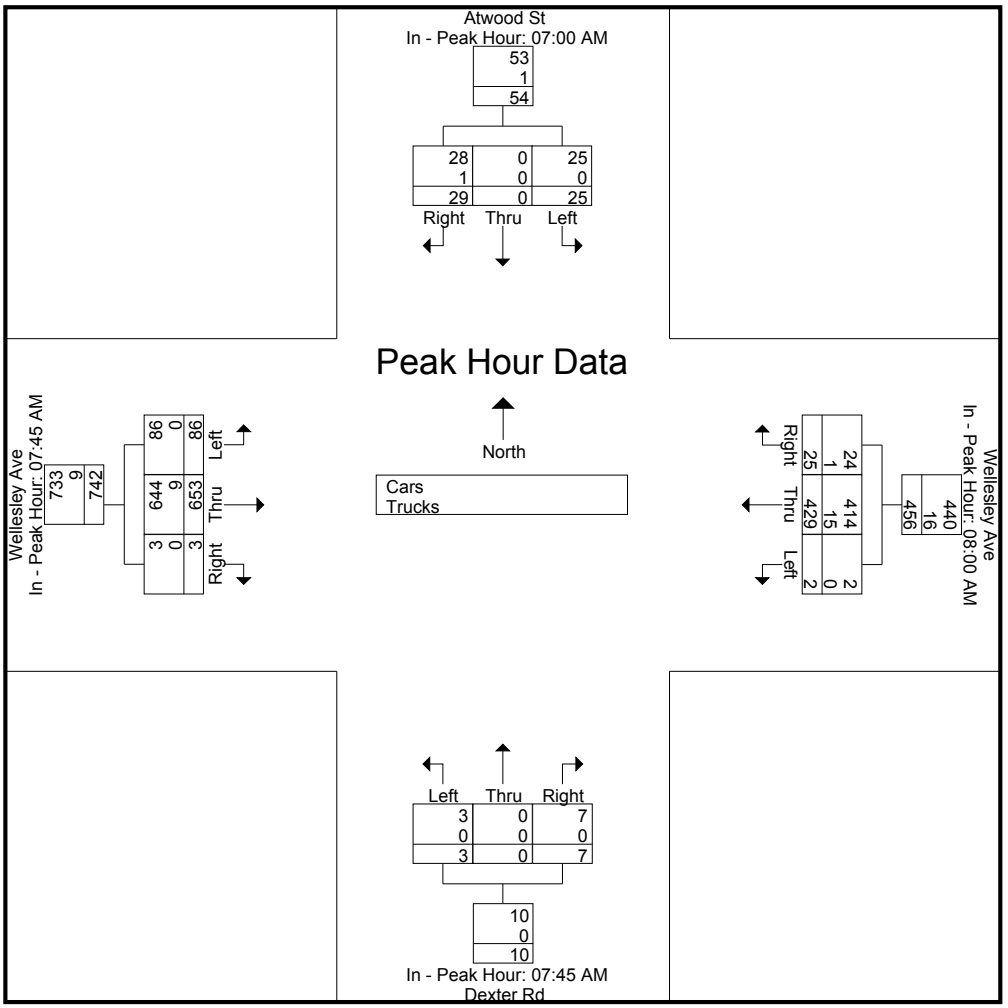
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 3

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	**9**	0	5	14	0	99	3	102	0	0	0	0	**32**	**174**	**2**	**208**
+15 mins.	3	0	4	7	**1**	102	**9**	112	**2**	0	2	**4**	27	153	1	181
+30 mins.	6	0	1	7	0	**125**	8	**133**	1	0	**3**	4	17	167	0	184
+45 mins.	7	0	**19**	**26**	1	103	5	109	0	0	2	2	10	159	0	169
Total Volume	25	0	29	54	2	429	25	456	3	0	7	10	86	653	3	742
% App. Total	46.3	0	53.7		0.4	94.1	5.5		30	0	70		11.6	88	0.4	
PHF	.694	.000	.382	.519	.500	.858	.694	.857	.375	.000	.583	.625	.672	.938	.375	.892
Cars	25	0	28	53	2	414	24	440	3	0	7	10	86	644	3	733
% Cars	100	0	96.6	98.1	100	96.5	96	96.5	100	0	100	100	100	98.6	100	98.8
Trucks	0	0	1	1	0	15	1	16	0	0	0	0	0	9	0	9
% Trucks	0	0	3.4	1.9	0	3.5	4	3.5	0	0	0	0	0	1.4	0	1.2



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 4

Groups Printed- Cars

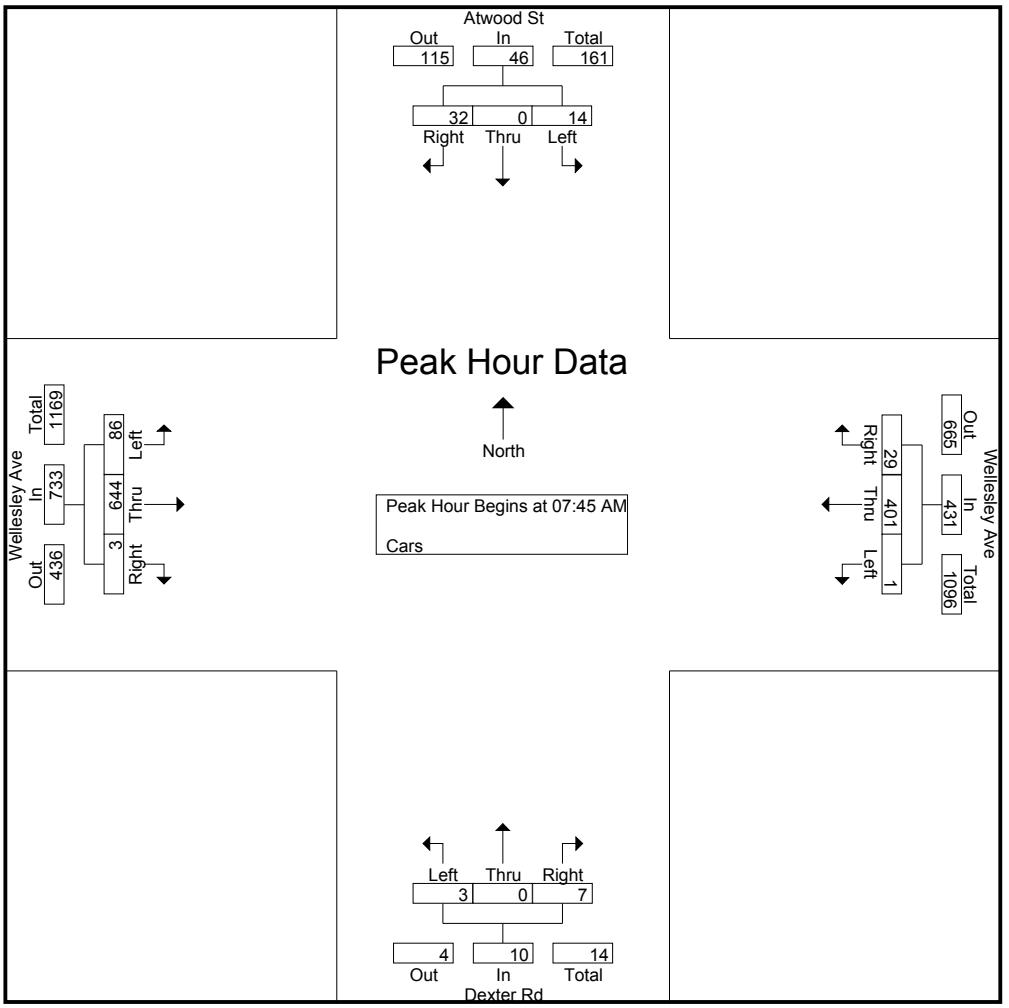
	Atwood St From North			Wellesley Ave From East			Dexter Rd From South			Wellesley Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	0	5	0	53	4	1	0	0	6	130	0	208
07:15 AM	3	0	3	0	59	15	0	0	0	20	140	0	240
07:30 AM	6	0	1	0	97	12	0	0	0	16	149	0	281
07:45 AM	7	0	19	0	86	10	0	0	0	32	172	2	328
Total	25	0	28	0	295	41	1	0	0	74	591	2	1057
08:00 AM	1	0	5	0	95	3	2	0	2	27	150	1	286
08:15 AM	3	0	6	1	98	9	1	0	3	17	165	0	303
08:30 AM	3	0	2	0	122	7	0	0	2	10	157	0	303
08:45 AM	4	0	3	1	99	5	0	0	0	10	141	1	264
Total	11	0	16	2	414	24	3	0	7	64	613	2	1156
Grand Total	36	0	44	2	709	65	4	0	7	138	1204	4	2213
Apprch %	45	0	55	0.3	91.4	8.4	36.4	0	63.6	10.3	89.5	0.3	
Total %	1.6	0	2	0.1	32	2.9	0.2	0	0.3	6.2	54.4	0.2	

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 5

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**7**	0	**19**	**26**	0	86	**10**	96	0	0	0	0	**32**	**172**	**2**	**206**	**328**
08:00 AM	1	0	5	6	0	95	3	98	**2**	0	2	**4**	27	150	1	178	286
08:15 AM	3	0	6	9	**1**	98	9	108	1	0	**3**	4	17	165	0	182	303
08:30 AM	3	0	2	5	0	**122**	7	**129**	0	0	2	2	10	157	0	167	303
Total Volume	14	0	32	46	1	401	29	431	3	0	7	10	86	644	3	733	1220
% App. Total	30.4	0	69.6		0.2	93	6.7		30	0	70		11.7	87.9	0.4		
PHF	.500	.000	.421	.442	.250	.822	.725	.835	.375	.000	.583	.625	.672	.936	.375	.890	.930



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

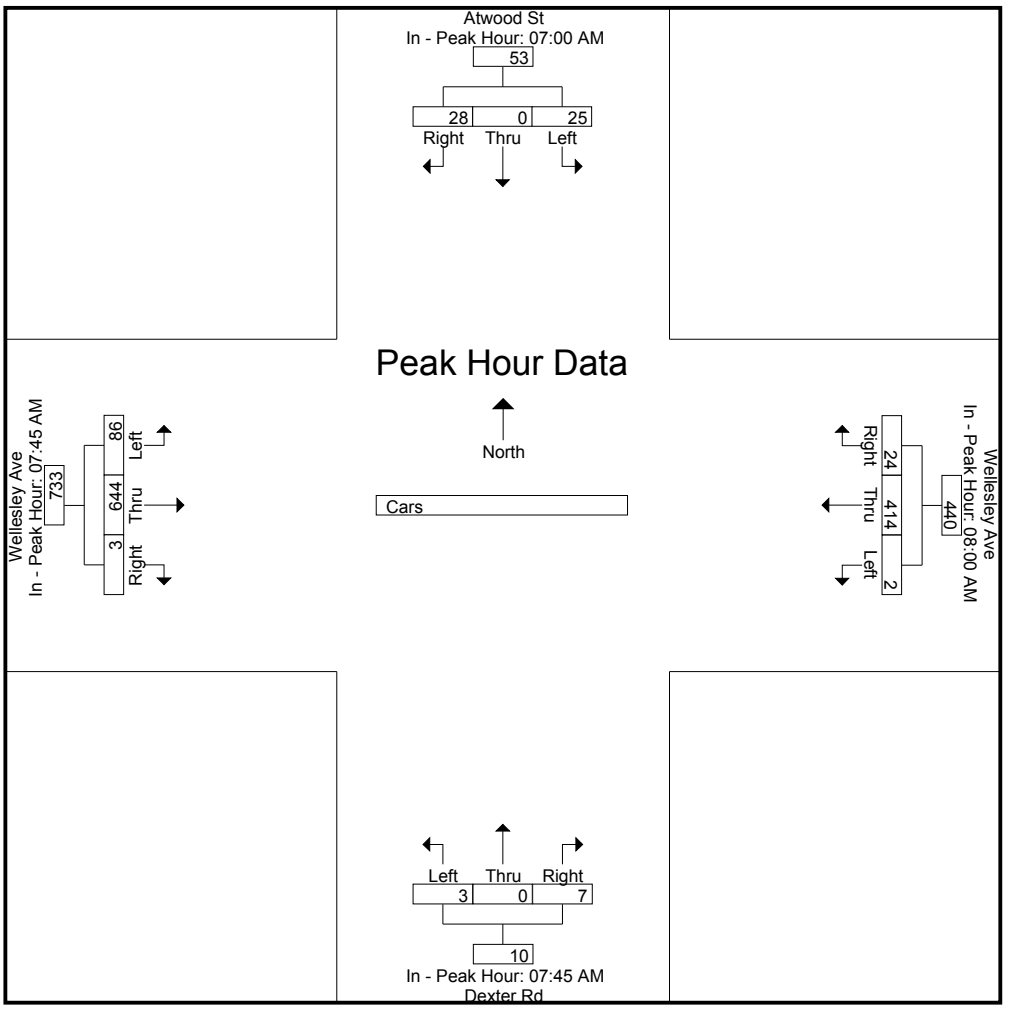
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 6

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	**9**	0	5	14	0	95	3	98	0	0	0	0	**32**	**172**	**2**	**206**
+15 mins.	3	0	3	6	**1**	98	**9**	108	**2**	0	2	**4**	27	150	1	178
+30 mins.	6	0	1	7	0	**122**	7	**129**	1	0	**3**	4	17	165	0	182
+45 mins.	7	0	**19**	**26**	1	99	5	105	0	0	2	2	10	157	0	167
Total Volume	25	0	28	53	2	414	24	440	3	0	7	10	86	644	3	733
% App. Total	47.2	0	52.8		0.5	94.1	5.5		30	0	70		11.7	87.9	0.4	
PHF	.694	.000	.368	.510	.500	.848	.667	.853	.375	.000	.583	.625	.672	.936	.375	.890



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 7

Groups Printed- Trucks

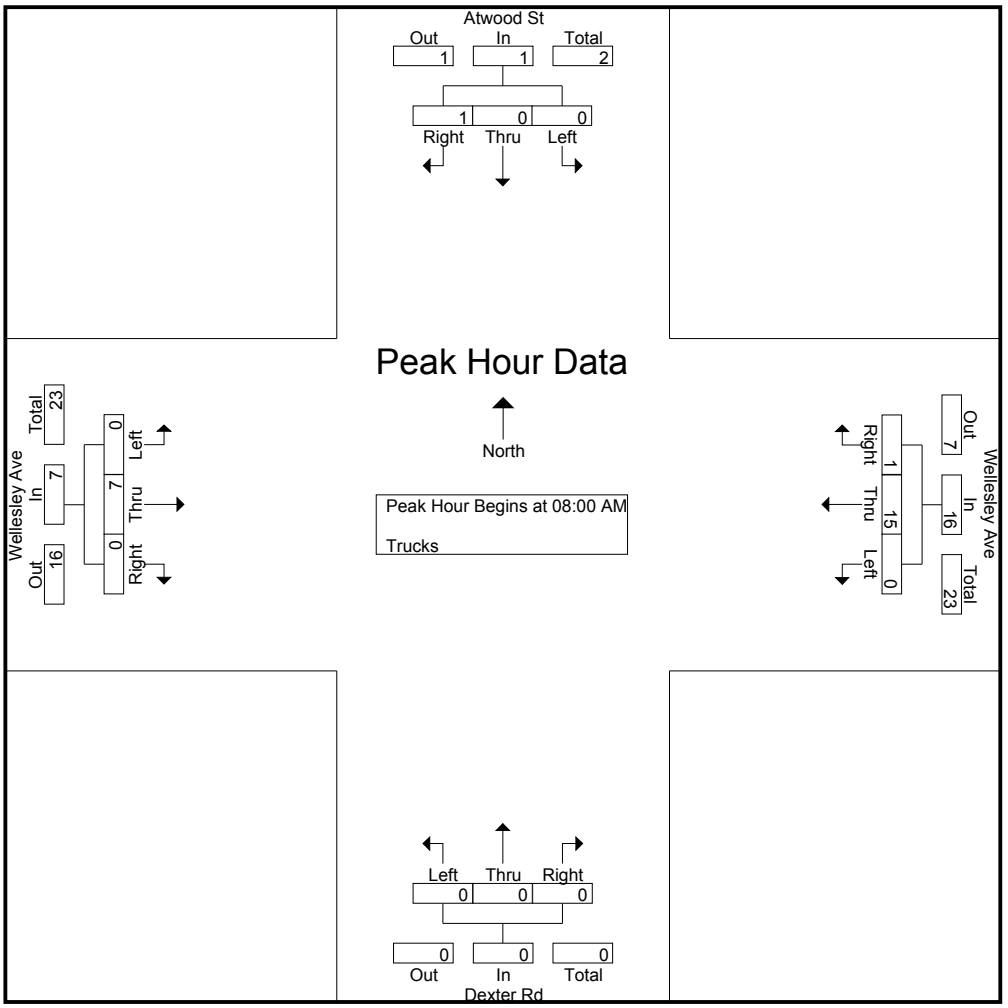
	Atwood St From North			Wellesley Ave From East			Dexter Rd From South			Wellesley Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
07:15 AM	0	0	1	0	4	0	0	0	0	0	1	0	6
07:30 AM	0	0	0	0	3	0	0	0	0	0	3	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	1	0	9	0	0	0	0	0	10	0	20
08:00 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
08:15 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
08:30 AM	0	0	0	0	3	1	0	0	0	0	2	0	6
08:45 AM	0	0	1	0	4	0	0	0	0	0	0	0	5
Total	0	0	1	0	15	1	0	0	0	0	7	0	24
Grand Total	0	0	2	0	24	1	0	0	0	0	17	0	44
Apprch %	0	0	100	0	96	4	0	0	0	0	100	0	
Total %	0	0	4.5	0	54.5	2.3	0	0	0	0	38.6	0	

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 8

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**3**	0	**3**	**7**
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	3	**1**	4	0	0	0	0	0	2	0	2	6
08:45 AM	0	0	**1**	**1**	0	4	0	4	0	0	0	0	0	0	0	0	5
Total Volume	0	0	1	1	0	15	1	16	0	0	0	0	0	7	0	7	24
% App. Total	0	0	100		0	93.8	6.2		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.938	.250	1.00	.000	.000	.000	.000	.000	.583	.000	.583	.857



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

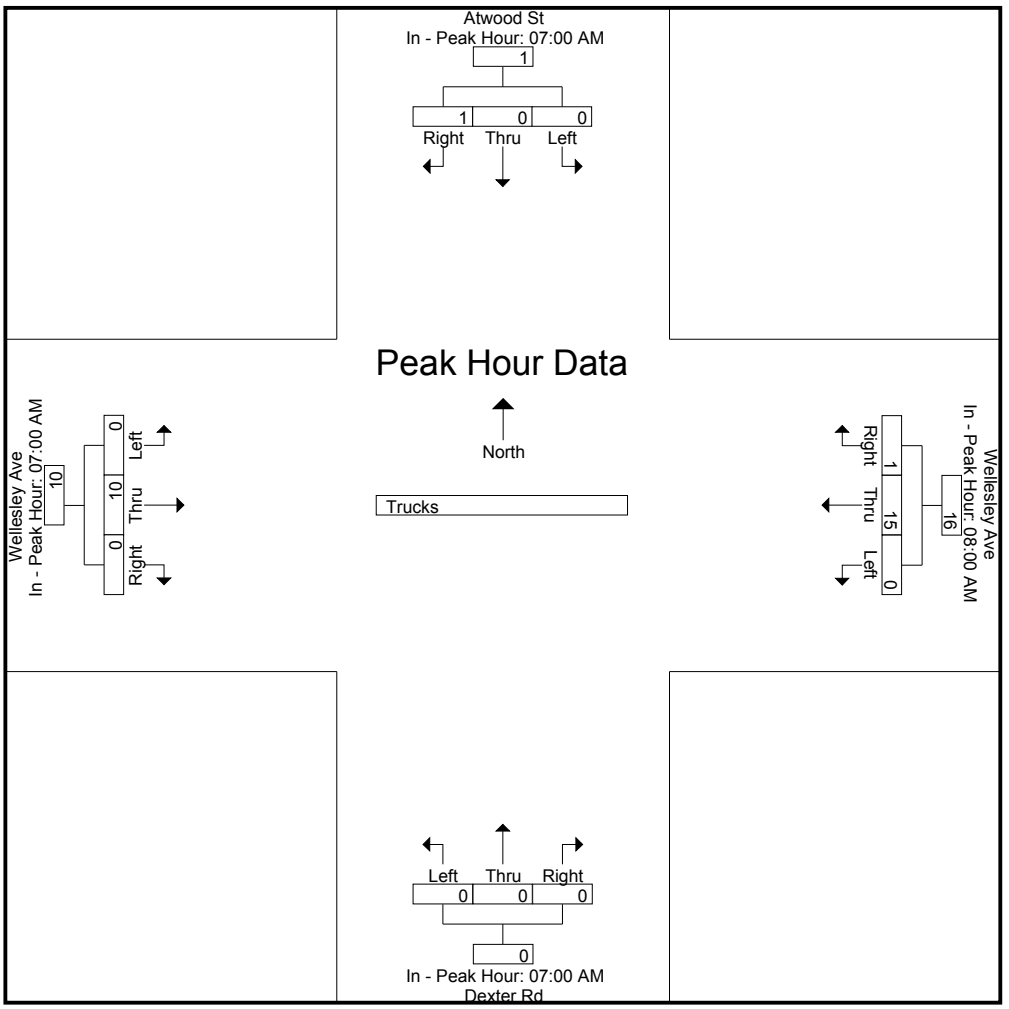
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 9

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	**1**	**1**	0	4	0	4	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	**1**	4	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	0	15	1	16	0	0	0	0	0	10	0	10
% App. Total	0	0	100		0	93.8	6.2		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.938	.250	1.000	.000	.000	.000	.000	.000	.625	.000	.625



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 10

Groups Printed- Bikes Peds

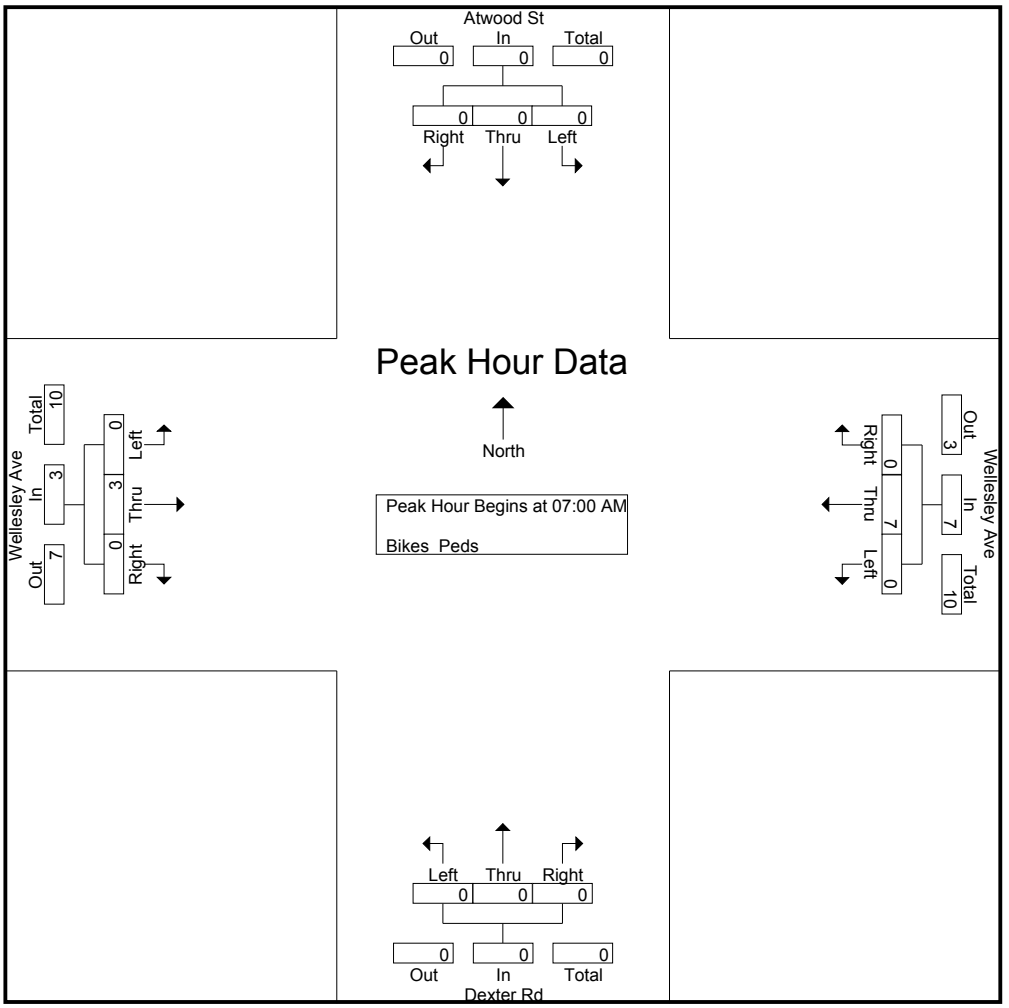
	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	2	3
07:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	1	3	4
07:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	6	6	4	10
Total	0	0	0	1	0	7	0	0	0	0	0	0	0	3	0	7	8	10	18
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	1	7	1	8
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	3	2	5
08:30 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	5	1	6
08:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2	2	4
Total	0	0	1	4	0	2	0	0	0	0	0	8	0	3	0	5	17	6	23
Grand Total	0	0	1	5	0	9	0	0	0	0	0	8	0	6	0	12	25	16	41
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0				
Total %	0	0	6.2		0	56.2	0		0	0	0		0	37.5	0		61	39	

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 11

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	**4**
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.750	.000	.750	.625



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

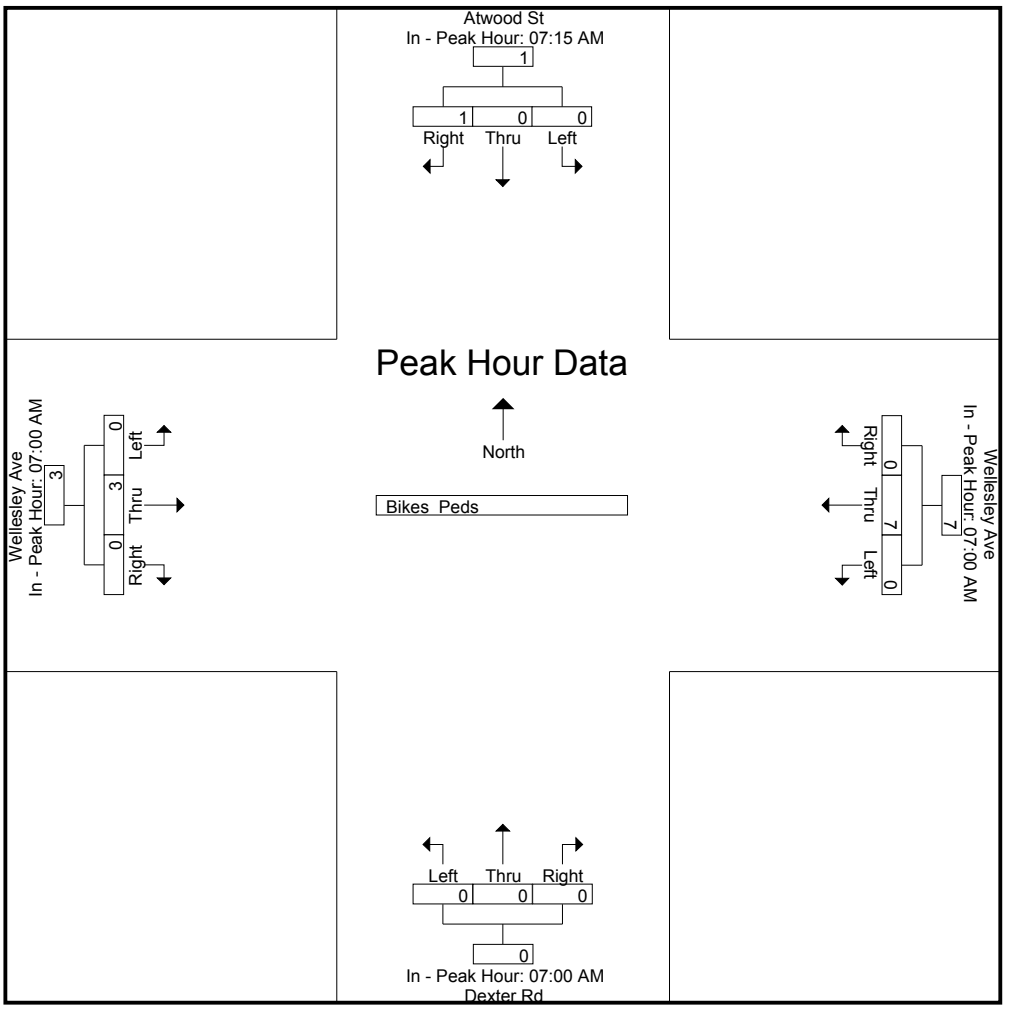
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 12

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	7	0	7	0	0	0	0	0	3	0	3
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.583	.000	.583	.000	.000	.000	.000	.000	.750	.000	.750



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 1

Groups Printed- Cars - Trucks

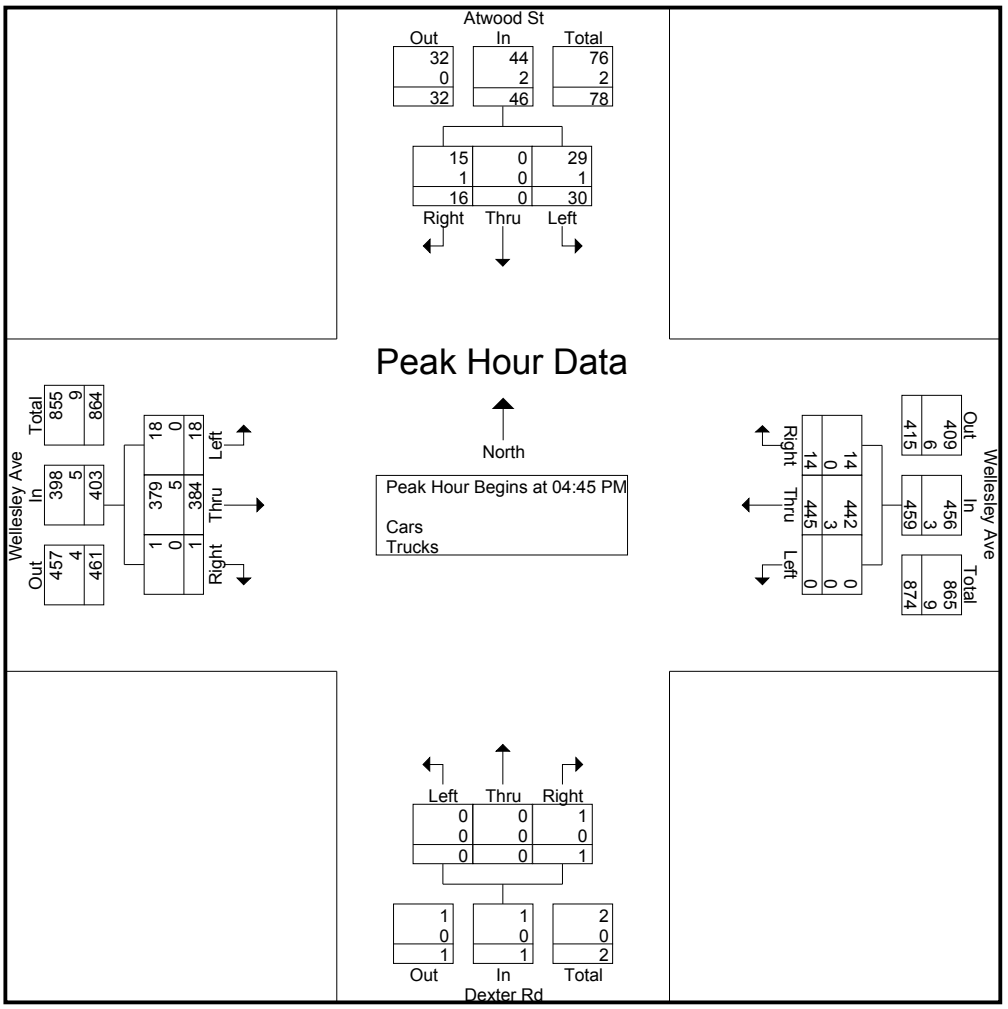
	Atwood St From North			Wellesley Ave From East			Dexter Rd From South			Wellesley Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	0	1	0	126	4	0	0	0	4	87	1	228
04:15 PM	4	0	7	0	107	5	0	0	0	1	76	0	200
04:30 PM	7	0	1	1	94	8	1	0	0	2	82	1	197
04:45 PM	9	0	2	0	114	6	0	0	1	4	97	1	234
Total	25	0	11	1	441	23	1	0	1	11	342	3	859
05:00 PM	6	0	1	0	102	3	0	0	0	9	99	0	220
05:15 PM	7	0	5	0	109	4	0	0	0	3	106	0	234
05:30 PM	8	0	8	0	120	1	0	0	0	2	82	0	221
05:45 PM	7	0	0	0	102	6	0	0	0	3	81	0	199
Total	28	0	14	0	433	14	0	0	0	17	368	0	874
Grand Total	53	0	25	1	874	37	1	0	1	28	710	3	1733
Apprch %	67.9	0	32.1	0.1	95.8	4.1	50	0	50	3.8	95.8	0.4	
Total %	3.1	0	1.4	0.1	50.4	2.1	0.1	0	0.1	1.6	41	0.2	
Cars	52	0	24	1	867	37	1	0	1	28	701	3	1715
% Cars	98.1	0	96	100	99.2	100	100	0	100	100	98.7	100	99
Trucks	1	0	1	0	7	0	0	0	0	0	9	0	18
% Trucks	1.9	0	4	0	0.8	0	0	0	0	0	1.3	0	1

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 2

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**9**	0	2	11	0	114	**6**	120	0	0	**1**	**1**	4	97	**1**	102	**234**
05:00 PM	6	0	1	7	0	102	3	105	0	0	0	0	**9**	99	0	108	220
05:15 PM	7	0	5	12	0	109	4	113	0	0	0	0	3	**106**	0	**109**	234
05:30 PM	8	0	**8**	**16**	0	**120**	1	**121**	0	0	0	0	2	82	0	84	221
Total Volume	30	0	16	46	0	445	14	459	0	0	1	1	18	384	1	403	909
% App. Total	65.2	0	34.8		0	96.9	3.1		0	0	100		4.5	95.3	0.2		
PHF	.833	.000	.500	.719	.000	.927	.583	.948	.000	.000	.250	.250	.500	.906	.250	.924	.971
Cars	29	0	15	44	0	442	14	456	0	0	1	1	18	379	1	398	899
% Cars	96.7	0	93.8	95.7	0	99.3	100	99.3	0	0	100	100	100	98.7	100	98.8	98.9
Trucks	1	0	1	2	0	3	0	3	0	0	0	0	0	5	0	5	10
% Trucks	3.3	0	6.3	4.3	0	0.7	0	0.7	0	0	0	0	0	1.3	0	1.2	1.1



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

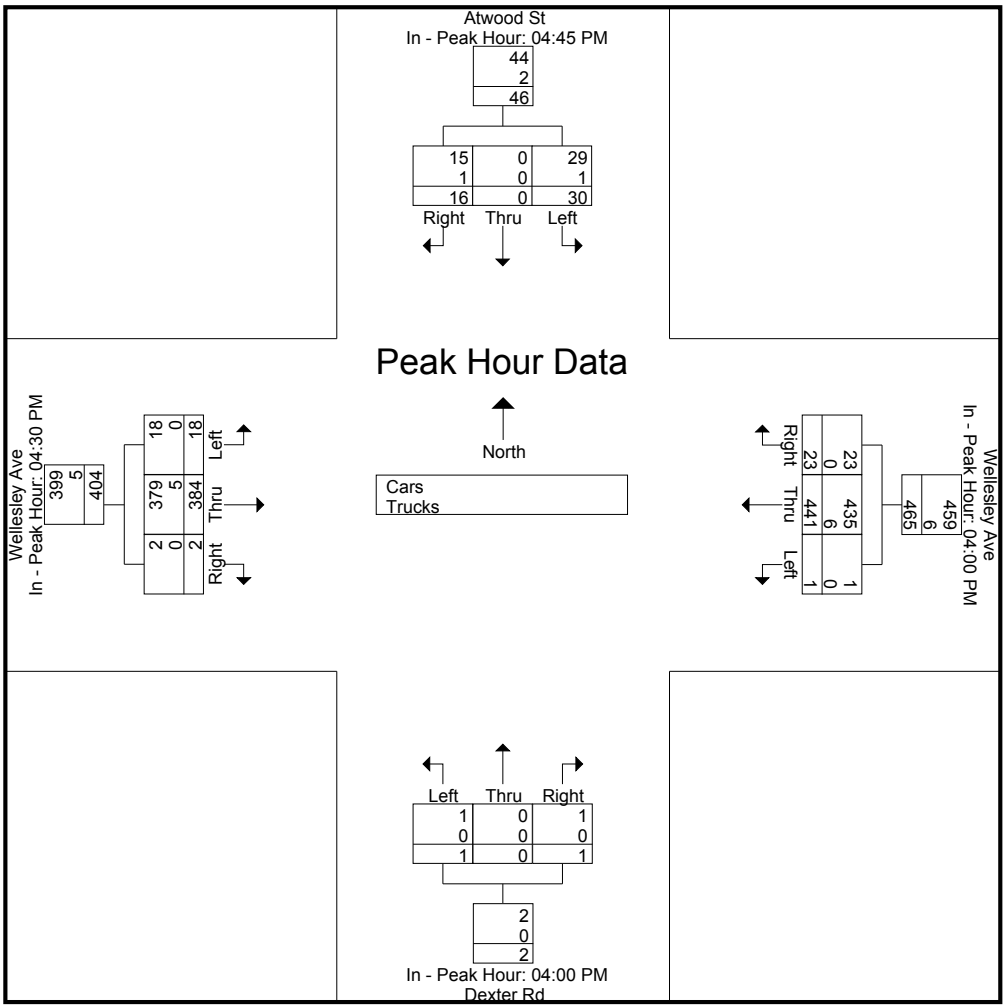
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 3

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	**9**	0	2	11	0	**126**	4	**130**	0	0	0	0	2	82	**1**	85
+15 mins.	6	0	1	7	0	107	5	112	0	0	0	0	4	97	1	102
+30 mins.	7	0	5	12	**1**	94	**8**	103	**1**	0	0	**1**	**9**	99	0	108
+45 mins.	8	0	**8**	**16**	0	114	6	120	0	0	**1**	1	3	**106**	0	**109**
Total Volume	30	0	16	46	1	441	23	465	1	0	1	2	18	384	2	404
% App. Total	65.2	0	34.8		0.2	94.8	4.9		50	0	50		4.5	95	0.5	
PHF	.833	.000	.500	.719	.250	.875	.719	.894	.250	.000	.250	.500	.500	.906	.500	.927
Cars	29	0	15	44	1	435	23	459	1	0	1	2	18	379	2	399
% Cars	96.7	0	93.8	95.7	100	98.6	100	98.7	100	0	100	100	100	98.7	100	98.8
Trucks	1	0	1	2	0	6	0	6	0	0	0	0	0	5	0	5
% Trucks	3.3	0	6.2	4.3	0	1.4	0	1.3	0	0	0	0	0	1.3	0	1.2



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 4

Groups Printed- Cars

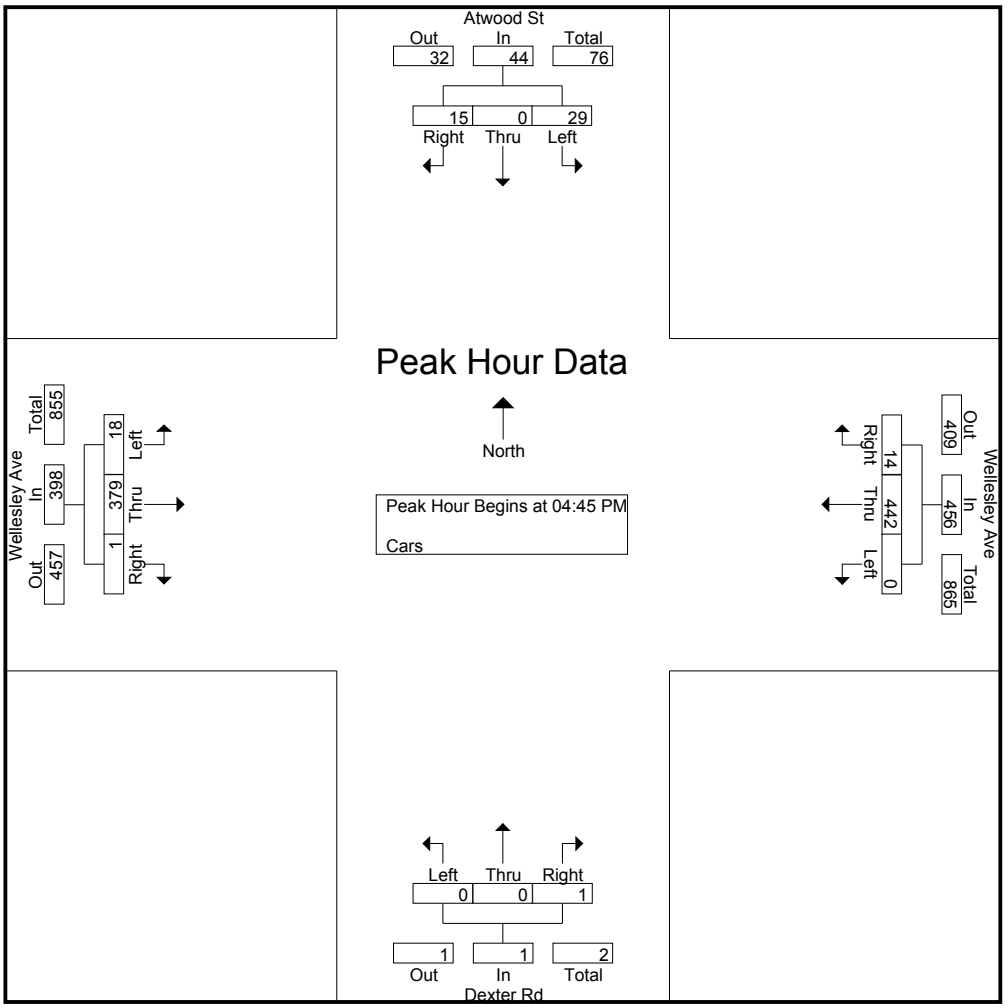
	Atwood St From North			Wellesley Ave From East			Dexter Rd From South			Wellesley Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	0	1	0	124	4	0	0	0	4	86	1	225
04:15 PM	4	0	7	0	106	5	0	0	0	1	76	0	199
04:30 PM	7	0	1	1	93	8	1	0	0	2	81	1	195
04:45 PM	8	0	2	0	112	6	0	0	1	4	96	1	230
Total	24	0	11	1	435	23	1	0	1	11	339	3	849
05:00 PM	6	0	1	0	102	3	0	0	0	9	98	0	219
05:15 PM	7	0	5	0	109	4	0	0	0	3	104	0	232
05:30 PM	8	0	7	0	119	1	0	0	0	2	81	0	218
05:45 PM	7	0	0	0	102	6	0	0	0	3	79	0	197
Total	28	0	13	0	432	14	0	0	0	17	362	0	866
Grand Total	52	0	24	1	867	37	1	0	1	28	701	3	1715
Apprch %	68.4	0	31.6	0.1	95.8	4.1	50	0	50	3.8	95.8	0.4	
Total %	3	0	1.4	0.1	50.6	2.2	0.1	0	0.1	1.6	40.9	0.2	

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 5

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**8**	0	2	10	0	112	**6**	118	0	0	**1**	**1**	4	96	**1**	101	230
05:00 PM	6	0	1	7	0	102	3	105	0	0	0	0	**9**	98	0	**107**	219
05:15 PM	7	0	5	12	0	109	4	113	0	0	0	0	3	**104**	0	107	**232**
05:30 PM	8	0	**7**	**15**	0	**119**	1	**120**	0	0	0	0	2	81	0	83	218
Total Volume	29	0	15	44	0	442	14	456	0	0	1	1	18	379	1	398	899
% App. Total	65.9	0	34.1		0	96.9	3.1		0	0	100		4.5	95.2	0.3		
PHF	.906	.000	.536	.733	.000	.929	.583	.950	.000	.000	.250	.250	.500	.911	.250	.930	.969



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

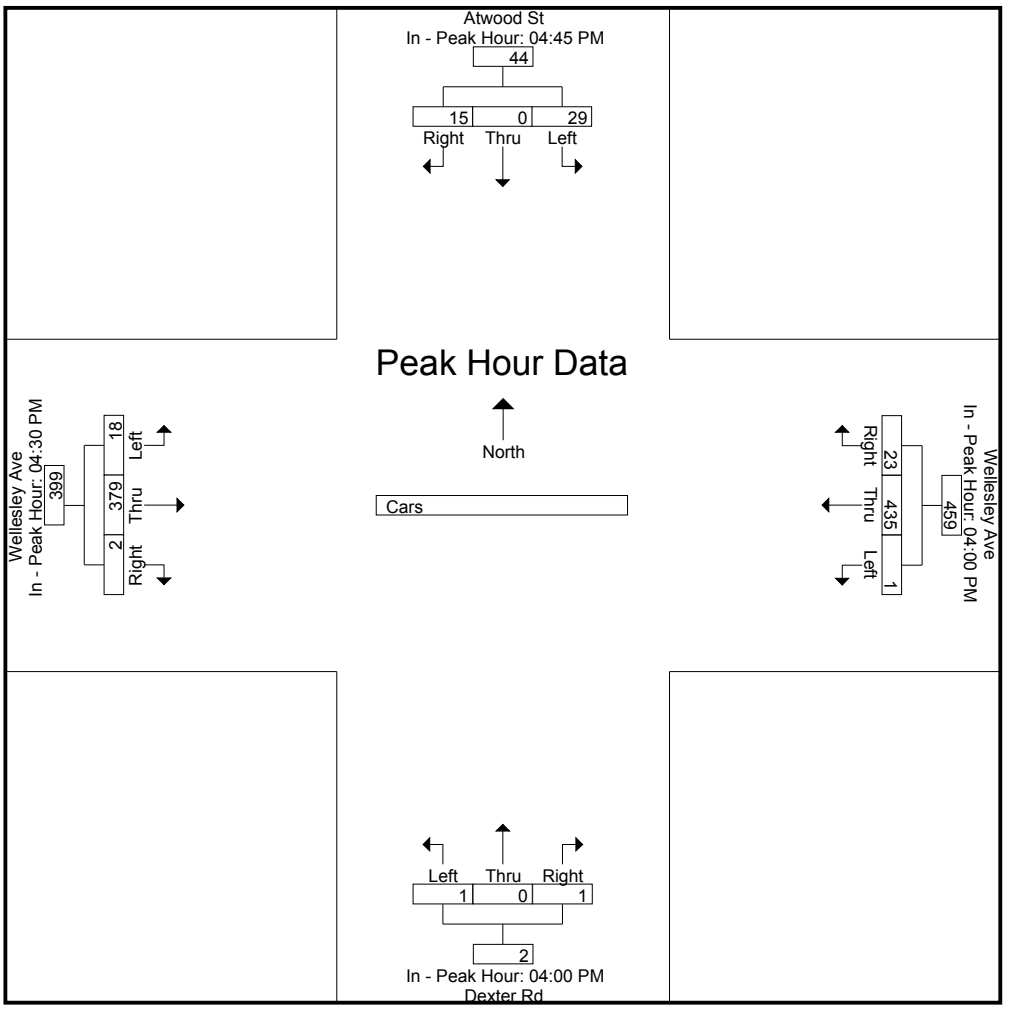
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 6

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	**8**	0	2	10	0	**124**	4	**128**	0	0	0	0	2	81	**1**	84
+15 mins.	6	0	1	7	0	106	5	111	0	0	0	0	4	96	1	101
+30 mins.	7	0	5	12	**1**	93	**8**	102	**1**	0	0	**1**	**9**	98	0	**107**
+45 mins.	8	0	**7**	**15**	0	112	6	118	0	0	**1**	1	3	**104**	0	107
Total Volume	29	0	15	44	1	435	23	459	1	0	1	2	18	379	2	399
% App. Total	65.9	0	34.1		0.2	94.8	5		50	0	50		4.5	95	0.5	
PHF	.906	.000	.536	.733	.250	.877	.719	.896	.250	.000	.250	.500	.500	.911	.500	.932



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 7

Groups Printed- Trucks

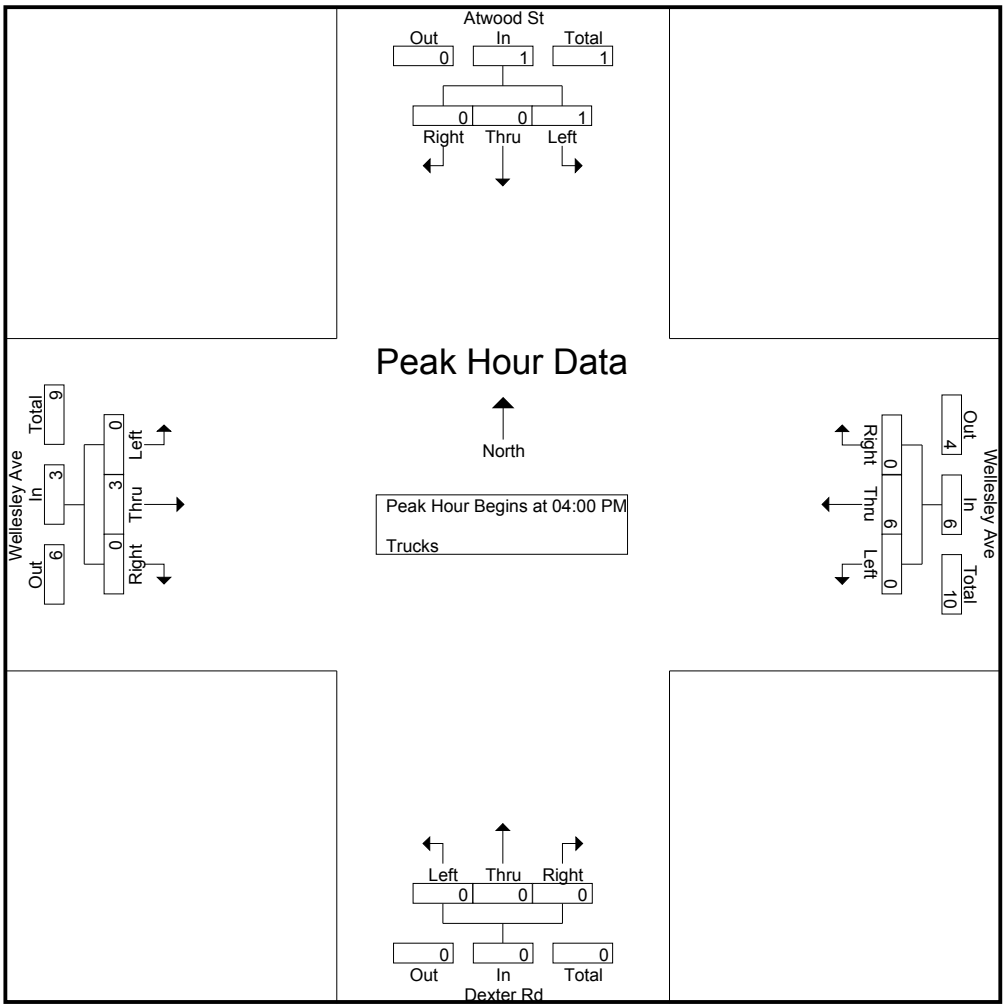
	Atwood St From North			Wellesley Ave From East			Dexter Rd From South			Wellesley Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:45 PM	1	0	0	0	2	0	0	0	0	0	1	0	4
Total	1	0	0	0	6	0	0	0	0	0	3	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	1	0	1	0	0	0	0	0	6	0	8
Grand Total	1	0	1	0	7	0	0	0	0	0	9	0	18
Apprch %	50	0	50	0	100	0	0	0	0	0	100	0	
Total %	5.6	0	5.6	0	38.9	0	0	0	0	0	50	0	

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 8

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	1	0	1	**4**
Total Volume	1	0	0	1	0	6	0	6	0	0	0	0	0	3	0	3	10
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.625



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

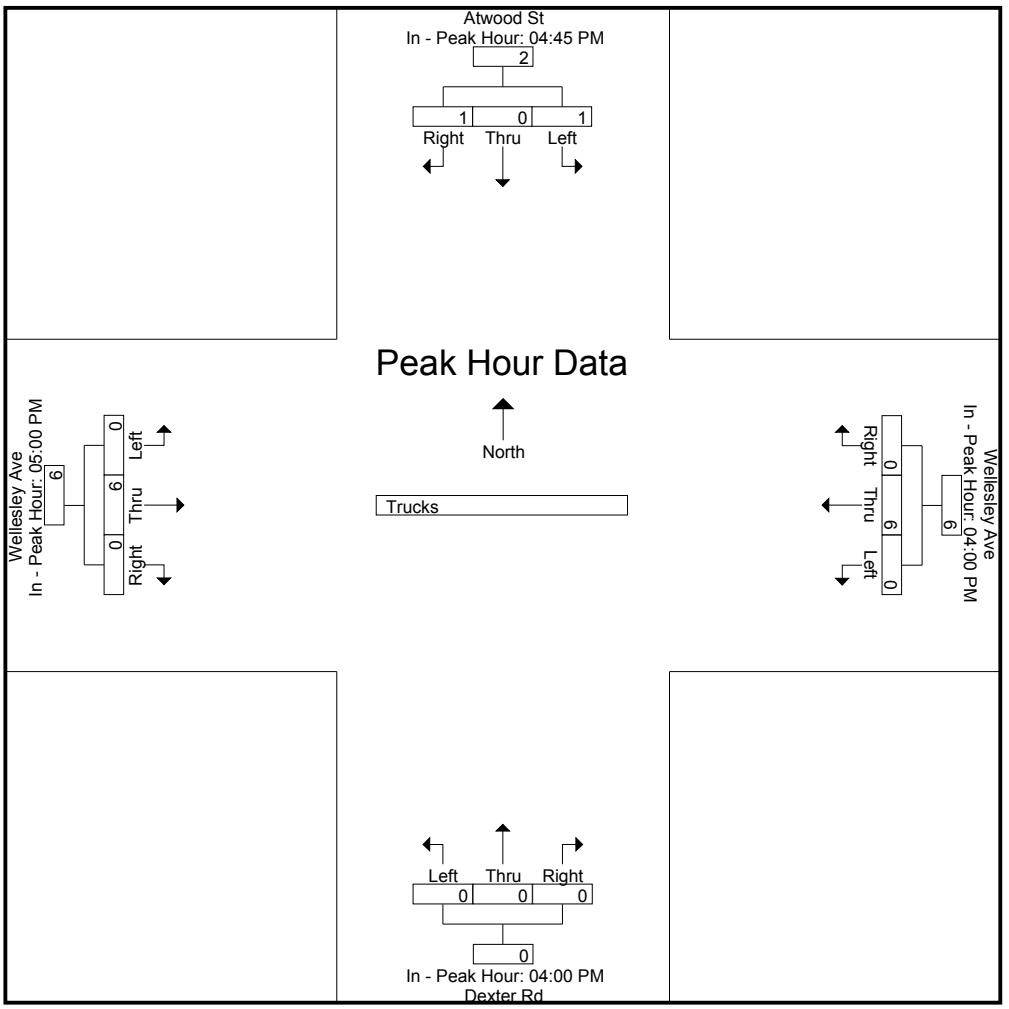
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 9

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	**1**	1	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	1	0	1	2	0	6	0	6	0	0	0	0	0	6	0	6
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 10

Groups Printed- Bikes Peds

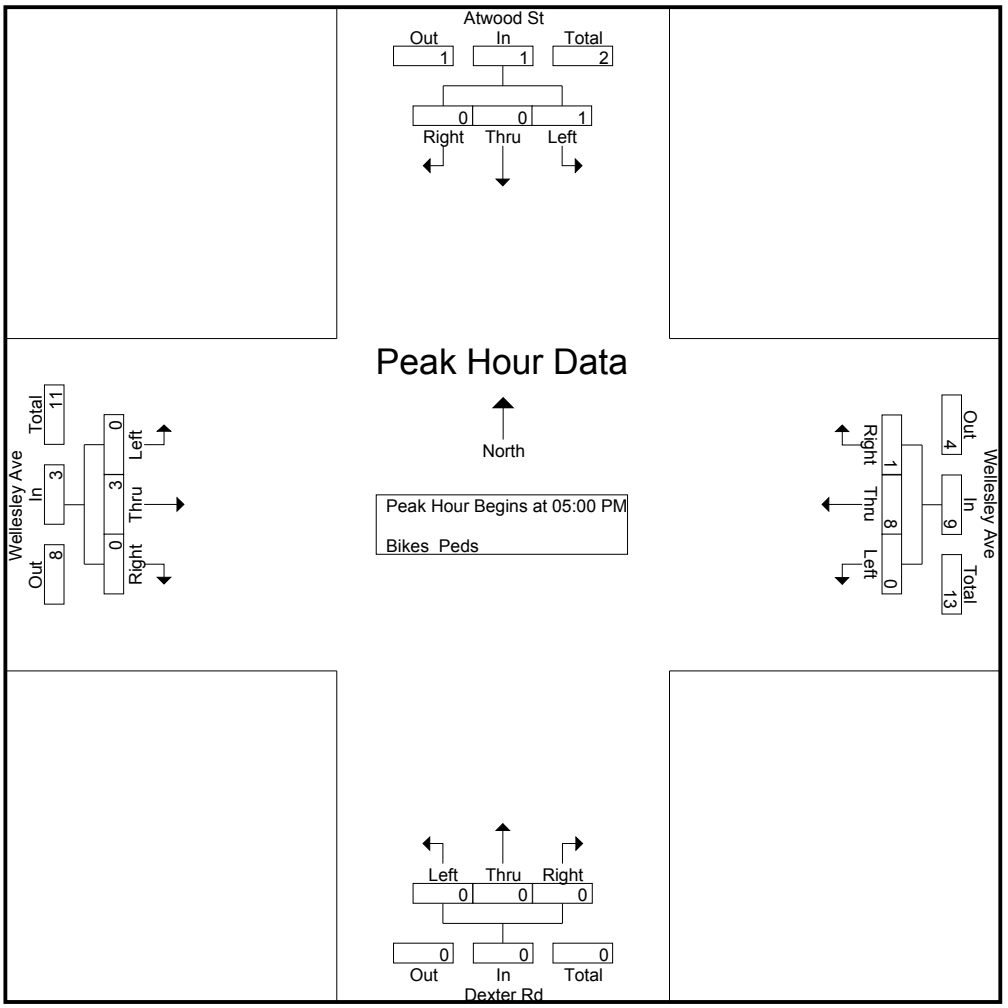
	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1	3
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	9	0	9
04:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	3	1	4
Total	0	0	0	1	0	3	0	0	0	0	0	5	0	1	0	8	14	4	18
05:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	2	5
05:15 PM	1	0	0	1	0	1	0	0	0	0	0	1	0	2	0	0	2	4	6
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
05:45 PM	0	0	0	3	0	5	0	1	0	0	0	1	0	0	0	0	5	5	10
Total	1	0	0	4	0	8	1	1	0	0	0	2	0	3	0	3	10	13	23
Grand Total	1	0	0	5	0	11	1	1	0	0	0	7	0	4	0	11	24	17	41
Apprch %	100	0	0		0	91.7	8.3		0	0	0		0	100	0				
Total %	5.9	0	0		0	64.7	5.9		0	0	0		0	23.5	0		58.5	41.5	

Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 11

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
05:15 PM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	0	0	0	**5**
Total Volume	1	0	0	1	0	8	1	9	0	0	0	0	0	3	0	3	13
% App. Total	100	0	0		0	88.9	11.1		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.400	.250	.450	.000	.000	.000	.000	.000	.375	.000	.375	.650



Accurate Counts
978-664-2565

N/S Street : Atwood St / Dexter Rd
E/W Street : Wellesley Avenue
City/State : Wellesley, MA
Weather : Cloudy

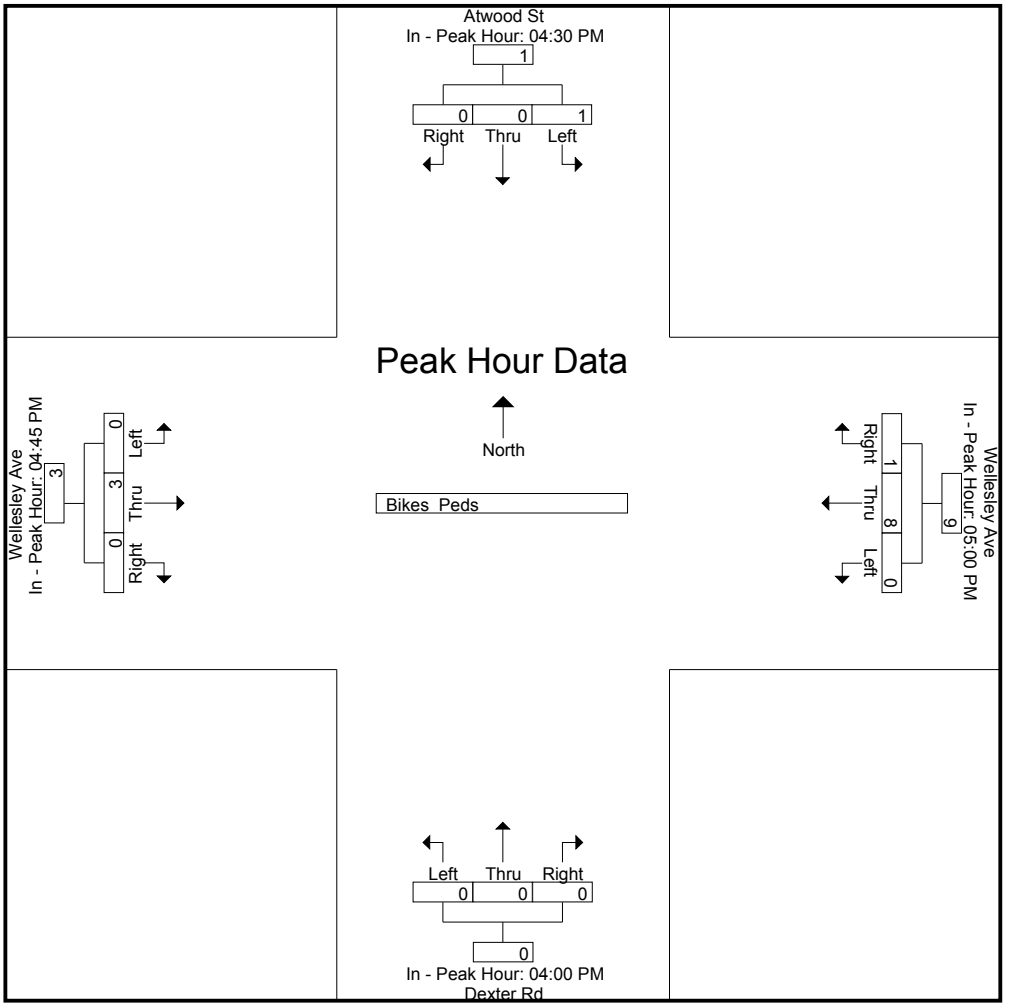
File Name : 815200R2
Site Code : 81520002
Start Date : 9/10/2014
Page No : 12

	Atwood St From North				Wellesley Ave From East				Dexter Rd From South				Wellesley Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+45 mins.	**1**	0	0	**1**	0	**5**	0	**5**	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	8	1	9	0	0	0	0	0	3	0	3
% App. Total	100	0	0		0	88.9	11.1		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.400	.250	.450	.000	.000	.000	.000	.000	.375	.000	.375



Synchro Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	16	12	12	14	9
Grade (%)		0%			0%			0%			-5%	
Storage Length (ft)	100		0	0		200	0		80	0		40
Storage Lanes	0		1	1		0	0		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.969				0.850		0.968	
Flt Protected		0.995			0.998			0.991			0.993	
Satd. Flow (prot)	0	3397	0	0	3184	0	0	2092	1583	0	1939	0
Flt Permitted		0.821			0.850			0.849			0.524	
Satd. Flow (perm)	0	2803	0	0	2712	0	0	1792	1583	0	1023	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.85	1.00	0.97	0.89	1.11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		719			592			369			403	
Travel Time (s)		16.3			13.5			8.4			9.2	
Volume (vph)	75	607	9	19	317	87	37	174	18	58	243	93
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.76	0.76	0.76	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	80	646	10	22	373	102	49	229	24	65	273	104
Lane Group Flow (vph)	0	736	0	0	497	0	0	278	24	0	442	0
Turn Type	Perm			pm+pt			Perm		Perm	pm+pt		
Protected Phases		6		5	2			8		7	4	
Permitted Phases	6			2			8	8	8	4		
Detector Phases	6	6		5	2		8	8	8	7	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	12.0		8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	33.0	33.0	0.0	12.0	45.0	0.0	23.0	23.0	23.0	20.0	43.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	10.9%	40.9%	0.0%	20.9%	20.9%	20.9%	18.2%	39.1%	0.0%
Maximum Green (s)	29.0	29.0		8.0	41.0		19.0	19.0	19.0	16.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None	None	C-Max	C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.0			41.0			19.0	19.0		53.4	
Actuated g/C Ratio		0.37			0.37			0.17	0.17		0.49	
v/c Ratio		0.70			0.49			0.90	0.09		0.59	
Control Delay		33.8			28.6			76.0	39.3		25.7	

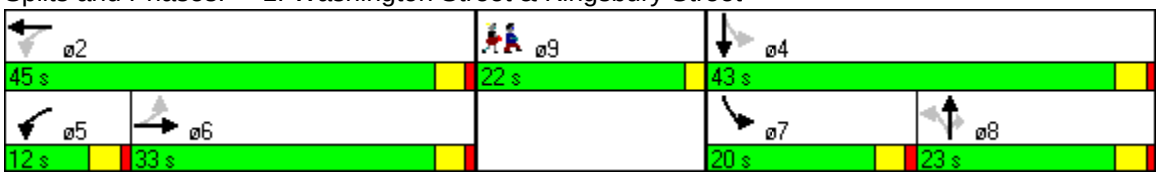
Lane Group	ø9
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Headway Factor	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	20%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		33.8			28.6			76.0	39.3		25.7	
LOS		C			C			E	D		C	
Approach Delay		33.8			28.6			73.1			25.7	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)		230			140			194	14		171	
Queue Length 95th (ft)		301			177			#260	32		#369	
Internal Link Dist (ft)		639			512			289			323	
Turn Bay Length (ft)									80			
Base Capacity (vph)		1045			1011			310	273		750	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.70			0.49			0.90	0.09		0.59	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 49 (45%), Referenced to phase 4:SBTL and 7:SBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 36.7 Intersection LOS: D
Intersection Capacity Utilization 77.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington Street & Kingsbury Street



Lane Group	ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

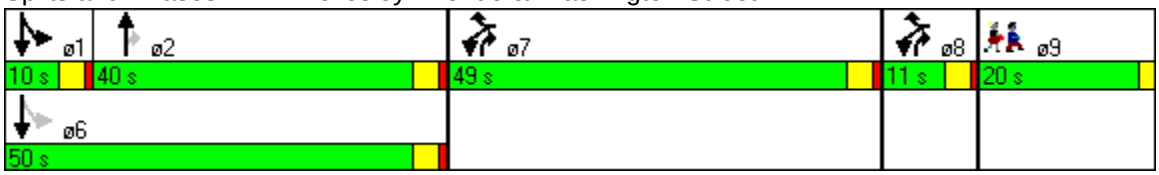
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	10	10	11	11	11	11				
Storage Length (ft)	0	0		150	0					
Storage Lanes	1	1		1	1					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Leading Detector (ft)	5	5	50	50	50	50				
Trailing Detector (ft)	0	0	0	0	0	0				
Turning Speed (mph)	15	9		9	15					
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95				
Frt		0.850		0.850						
Flt Protected	0.950					0.990				
Satd. Flow (prot)	1636	1463	1818	1459	0	3373				
Flt Permitted	0.950					0.535				
Satd. Flow (perm)	1636	1463	1818	1459	0	1823				
Right Turn on Red		No		No						
Satd. Flow (RTOR)										
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04				
Link Speed (mph)	30		30			30				
Link Distance (ft)	93		1027			417				
Travel Time (s)	2.1		23.3			9.5				
Volume (vph)	410	84	594	758	97	362				
Peak Hour Factor	0.95	0.95	0.89	0.89	0.85	0.85				
Heavy Vehicles (%)	3%	3%	1%	7%	4%	2%				
Adj. Flow (vph)	432	88	667	852	114	426				
Lane Group Flow (vph)	432	88	667	852	0	540				
Turn Type		Prot		pm+ov	custom					
Protected Phases	7 8	7 8	2	7 8	1	1 6	6	7	8	9
Permitted Phases				2	6					
Detector Phases	7 8	7 8	2	7 8	1	1 6				
Minimum Initial (s)			7.0		6.0		7.0	7.0	7.0	18.0
Minimum Split (s)			11.0		10.0		11.0	11.0	11.0	20.0
Total Split (s)	60.0	60.0	40.0	60.0	10.0	60.0	50.0	49.0	11.0	20.0
Total Split (%)	46.2%	46.2%	30.8%	46.2%	7.7%	46.2%	38%	38%	8%	15%
Maximum Green (s)			36.0		6.0		46.0	45.0	7.0	18.0
Yellow Time (s)			3.0		3.0		3.0	3.0	3.0	2.0
All-Red Time (s)			1.0		1.0		1.0	1.0	1.0	0.0
Lead/Lag			Lag		Lead					
Lead-Lag Optimize?			Yes		Yes					
Vehicle Extension (s)			2.6		2.0		2.6	3.0	3.0	3.0
Recall Mode			None		Min		Min	None	None	None
Walk Time (s)										5.0
Flash Dont Walk (s)										13.0
Pedestrian Calls (#/hr)										9
Act Effct Green (s)	41.0	41.0	36.9	82.0		47.1				
Actuated g/C Ratio	0.41	0.41	0.37	0.82		0.47				
v/c Ratio	0.64	0.15	0.99	0.71		0.56				
Control Delay	26.5	19.2	66.0	8.9		23.5				
Queue Delay	0.0	0.0	0.0	0.0		0.0				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Total Delay	26.5	19.2	66.0	9.0		23.5				
LOS	C	B	E	A		C				
Approach Delay	25.3		34.0			23.5				
Approach LOS	C		C			C				
Queue Length 50th (ft)	196	31	387	114		100				
Queue Length 95th (ft)	392	80	#948	587		220				
Internal Link Dist (ft)	13		947			337				
Turn Bay Length (ft)				150						
Base Capacity (vph)	807	722	674	1234		960				
Starvation Cap Reductn	0	0	0	5		0				
Spillback Cap Reductn	0	0	0	0		0				
Storage Cap Reductn	0	0	0	0		0				
Reduced v/c Ratio	0.54	0.12	0.99	0.69		0.56				

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 99.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 30.1 Intersection LOS: C
Intersection Capacity Utilization 76.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Wellesley Avenue & Washington Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	787	68	1	432	58	8
Peak Hour Factor	0.85	0.76	0.25	0.90	0.63	0.67
Hourly flow rate (vph)	926	89	4	480	92	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	93					
pX, platoon unblocked						
vC, conflicting volume			1015		1459	971
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1015		1459	971
tC, single (s)			4.1		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			99		36	96
cM capacity (veh/h)			691		143	293

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1015	484	104
Volume Left	0	4	92
Volume Right	89	0	12
cSH	1700	691	152
Volume to Capacity	0.60	0.01	0.68
Queue Length 95th (ft)	0	0	98
Control Delay (s)	0.0	0.2	68.7
Lane LOS		A	F
Approach Delay (s)	0.0	0.2	68.7
Approach LOS			F

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	8	12	12	8	12
Storage Length (ft)		0		0		0		10		0	10	
Storage Lanes		0		0		0		0		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50		50	50	50		50	50
Trailing Detector (ft)	0			0	0		0	0	0		0	0
Turning Speed (mph)		9	9	15		9	15	15		9	15	
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989				0.991				0.976			0.979
Flt Protected				0.950					0.965			0.977
Satd. Flow (prot)	3103	0	0	1517	1414	0	0	0	1575	0	0	1609
Flt Permitted				0.950					0.737			0.833
Satd. Flow (perm)	3103	0	0	1517	1414	0	0	0	1203	0	0	1372
Right Turn on Red			Yes			Yes				No		
Satd. Flow (RTOR)					4							
Headway Factor	1.04	1.00	1.00	1.04	1.20	1.00	1.00	1.20	1.15	1.00	1.20	1.15
Link Speed (mph)	30				30				30			30
Link Distance (ft)	375				1027				280			235
Travel Time (s)	8.5				23.3				6.4			5.3
Volume (vph)	800	55	5	202	452	30	14	129	17	35	24	20
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.69	0.69
Heavy Vehicles (%)	12%	1%	1%	15%	16%	3%	0%	2%	0%	2%	2%	0%
Parking (#/hr)					1	1	1	1	1	1	1	1
Adj. Flow (vph)	930	64	6	222	497	33	16	145	19	39	35	29
Lane Group Flow (vph)	1000	0	0	222	530	0	0	0	219	0	0	76
Turn Type					custom		Perm	Perm			Perm	
Protected Phases	2			1	6				8			4
Permitted Phases							8	8			4	
Detector Phases	2			1	6		8	8	8		4	4
Minimum Initial (s)	7.0			7.0	7.0		7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.0			12.0	12.0		12.0	12.0	12.0		12.0	12.0
Total Split (s)	32.0	0.0	0.0	35.0	67.0	0.0	32.0	32.0	32.0	0.0	32.0	32.0
Total Split (%)	26.9%	0.0%	0.0%	29.4%	56.3%	0.0%	26.9%	26.9%	26.9%	0.0%	26.9%	26.9%
Maximum Green (s)	27.0			30.0	62.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	2.8			2.6	2.6		2.6	2.6	2.6		2.6	2.6
Recall Mode	Min			None	Min		None	None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	28.6			31.6	64.3				22.3			21.2
Actuated g/C Ratio	0.28			0.31	0.63				0.22			0.20
v/c Ratio	1.15			0.47	0.59				0.83			0.27
Control Delay	114.1			35.8	18.0				51.5			36.4

Lane Group	SBR	SBR2	NER	NER2	ø9
Lane Configurations					
Ideal Flow (vphpl)	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	
Storage Length (ft)	0		0		
Storage Lanes	0		0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	
Leading Detector (ft)			50		
Trailing Detector (ft)			0		
Turning Speed (mph)	9	9	25	9	
Lane Util. Factor	1.00	1.00	0.88	1.00	
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	0	0	2476	0	
Flt Permitted					
Satd. Flow (perm)	0	0	2476	0	
Right Turn on Red		No		Yes	
Satd. Flow (RTOR)			2		
Headway Factor	1.00	1.00	1.07	1.00	
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Volume (vph)	6	2	614	19	
Peak Hour Factor	0.69	0.69	0.87	0.87	
Heavy Vehicles (%)	1%	1%	9%	1%	
Parking (#/hr)	1	1	1	1	
Adj. Flow (vph)	9	3	706	22	
Lane Group Flow (vph)	0	0	728	0	
Turn Type					
Protected Phases			1		9
Permitted Phases					
Detector Phases			1		
Minimum Initial (s)			7.0		7.0
Minimum Split (s)			12.0		20.0
Total Split (s)	0.0	0.0	35.0	0.0	20.0
Total Split (%)	0.0%	0.0%	29.4%	0.0%	17%
Maximum Green (s)			30.0		15.0
Yellow Time (s)			4.0		4.0
All-Red Time (s)			1.0		1.0
Lead/Lag			Lag		
Lead-Lag Optimize?			Yes		
Vehicle Extension (s)			2.6		1.0
Recall Mode			None		None
Walk Time (s)					5.0
Flash Dont Walk (s)					10.0
Pedestrian Calls (#/hr)					20
Act Effct Green (s)			31.6		
Actuated g/C Ratio			0.31		
v/c Ratio			0.94		
Control Delay			57.8		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Queue Delay	0.0			0.0	0.0				0.0			0.0
Total Delay	114.1			35.8	18.0				51.6			36.4
LOS	F			D	B				D			D
Approach Delay	114.1				23.3				51.6			36.4
Approach LOS	F				C				D			D
Queue Length 50th (ft)	~360			104	151				121			36
Queue Length 95th (ft)	#623			232	432				#276			68
Internal Link Dist (ft)	295				947				200			155
Turn Bay Length (ft)												
Base Capacity (vph)	873			473	896				317			350
Starvation Cap Reductn	0			0	0				0			0
Spillback Cap Reductn	0			0	0				1			2
Storage Cap Reductn	0			0	0				0			0
Reduced v/c Ratio	1.15			0.47	0.59				0.69			0.22

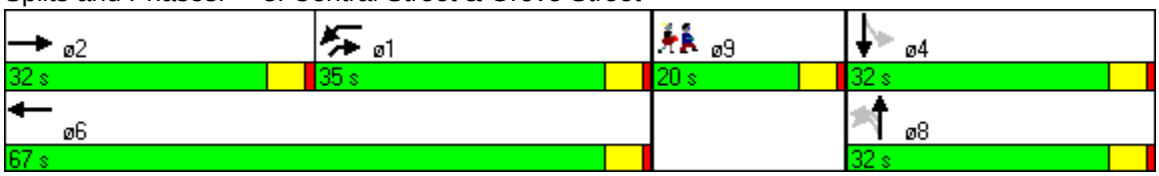
Intersection Summary

Area Type: Other
Cycle Length: 119
Actuated Cycle Length: 101.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 67.6 Intersection LOS: E
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15

~ 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.

Splits and Phases: 3: Central Street & Grove Street



Lane Group	SBR	SBR2	NER	NER2	ø9
Queue Delay			0.0		
Total Delay			57.8		
LOS			E		
Approach Delay					
Approach LOS					
Queue Length 50th (ft)			234		
Queue Length 95th (ft)			#477		
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)			772		
Starvation Cap Reductn			0		
Spillback Cap Reductn			0		
Storage Cap Reductn			0		
Reduced v/c Ratio			0.94		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	11	4	7	10	0	10	5	665	4	0	441	10
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.91	0.91	0.91	0.79	0.79	0.79
Hourly flow rate (vph)	16	6	10	18	0	18	5	731	4	0	558	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								995			719	
pX, platoon unblocked	0.73	0.73	0.86	0.73	0.73	0.66	0.86			0.66		
vC, conflicting volume	1326	1311	565	1322	1315	733	571			735		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1156	1134	492	1149	1140	592	500			596		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	96	98	85	100	95	99			100		
cM capacity (veh/h)	119	146	495	120	145	331	913			642		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	36	741	571
Volume Left	16	18	5	0
Volume Right	10	18	4	13
cSH	164	177	913	642
Volume to Capacity	0.19	0.20	0.01	0.00
Queue Length 95th (ft)	17	18	0	0
Control Delay (s)	32.2	30.5	0.2	0.0
Lane LOS	D	D	A	
Approach Delay (s)	32.2	30.5	0.2	0.0
Approach LOS	D	D		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	252	12	12	195	49	38
Peak Hour Factor	0.59	0.60	0.38	0.83	0.58	0.43
Hourly flow rate (vph)	427	20	32	235	84	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	369					
pX, platoon unblocked			0.89		0.89	0.89
vC, conflicting volume			447		735	437
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			382		704	371
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		76	85
cM capacity (veh/h)			1062		350	608

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	447	267	173
Volume Left	0	32	84
Volume Right	20	0	88
cSH	1700	1062	447
Volume to Capacity	0.26	0.03	0.39
Queue Length 95th (ft)	0	2	45
Control Delay (s)	0.0	1.3	18.0
Lane LOS		A	C
Approach Delay (s)	0.0	1.3	18.0
Approach LOS			C

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	74	719	2	2	414	25	3	0	7	11	0	17
Peak Hour Factor	0.60	0.93	0.50	0.50	0.86	0.69	0.38	0.92	0.58	0.69	0.92	0.71
Hourly flow rate (vph)	123	773	4	4	481	36	8	0	12	16	0	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		563										
pX, platoon unblocked												
vC, conflicting volume	518			777			1553	1547	775	1541	1531	500
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	518			777			1553	1547	775	1541	1531	500
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	88			100			90	100	97	81	100	96
cM capacity (veh/h)	1059			848			81	101	401	84	104	563

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	900	522	20	40
Volume Left	123	4	8	16
Volume Right	4	36	12	24
cSH	1059	848	156	171
Volume to Capacity	0.12	0.00	0.13	0.23
Queue Length 95th (ft)	10	0	11	22
Control Delay (s)	2.9	0.1	31.3	32.3
Lane LOS	A	A	D	D
Approach Delay (s)	2.9	0.1	31.3	32.3
Approach LOS			D	D

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	10	10	16	12	9	14	9
Grade (%)		0%			0%			0%			-5%	
Storage Length (ft)	100		0	0		200	0		80	0		40
Storage Lanes	0		1	1		0	0		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.975				0.850		0.955	
Flt Protected		0.989			0.999			0.996			0.989	
Satd. Flow (prot)	0	3412	0	0	3371	0	0	2125	1615	0	1947	0
Flt Permitted		0.689			0.955			0.947			0.641	
Satd. Flow (perm)	0	2377	0	0	3223	0	0	2021	1615	0	1262	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.09	1.09	0.85	1.00	1.11	0.89	1.11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		707			592			369			403	
Travel Time (s)		16.1			13.5			8.4			9.2	
Volume (vph)	103	364	12	12	539	108	15	157	23	88	167	126
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.98	0.98	0.98	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	1%
Adj. Flow (vph)	114	404	13	13	606	121	15	160	23	91	172	130
Lane Group Flow (vph)	0	531	0	0	740	0	0	175	23	0	393	0
Turn Type	Perm			pm+pt			Perm		Perm	pm+pt		
Protected Phases		6		5	2			8		7	4	
Permitted Phases	6			2			8	8	8	4		
Detector Phases	6	6		5	2		8	8	8	7	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	12.0		8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	19.0	19.0	0.0	26.0	45.0	0.0	22.0	22.0	22.0	21.0	43.0	0.0
Total Split (%)	17.3%	17.3%	0.0%	23.6%	40.9%	0.0%	20.0%	20.0%	20.0%	19.1%	39.1%	0.0%
Maximum Green (s)	15.0	15.0		22.0	41.0		18.0	18.0	18.0	17.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None	None	C-Max	C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.0			41.0			18.0	18.0		53.4	
Actuated g/C Ratio		0.37			0.37			0.16	0.16		0.49	
v/c Ratio		0.60			0.62			0.53	0.09		0.49	
Control Delay		31.3			30.8			48.7	40.1		23.0	

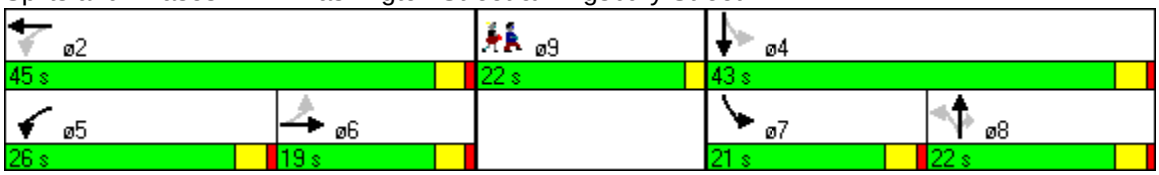
Lane Group	ø9
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Headway Factor	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	20%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		31.3			30.8			48.7	40.1		23.0	
LOS		C			C			D	D		C	
Approach Delay		31.3			30.8			47.7			23.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		157			221			114	14		147	
Queue Length 95th (ft)		216			281			185	38		307	
Internal Link Dist (ft)		627			512			289			323	
Turn Bay Length (ft)									80			
Base Capacity (vph)		886			1201			331	264		808	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.60			0.62			0.53	0.09		0.49	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 36 (33%), Referenced to phase 4:SBTL and 7:SBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 31.1 Intersection LOS: C
Intersection Capacity Utilization 75.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Washington Street & Kingsbury Street



Lane Group	ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

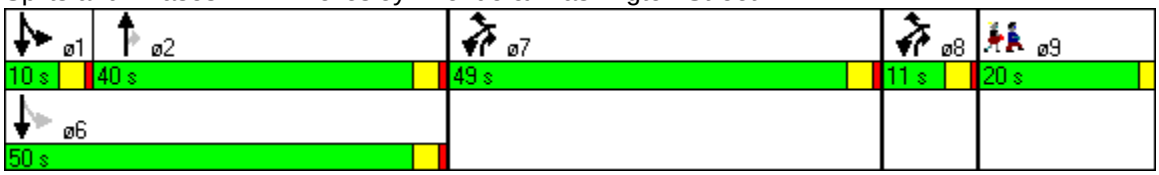
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	10	10	11	11	11	11				
Storage Length (ft)	0	0		150	0					
Storage Lanes	1	1		1	1					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Leading Detector (ft)	5	5	50	50	50	50				
Trailing Detector (ft)	0	0	0	0	0	0				
Turning Speed (mph)	15	9		9	15					
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95				
Frt		0.850		0.850						
Flt Protected	0.950					0.993				
Satd. Flow (prot)	1652	1507	1801	1546	0	3436				
Flt Permitted	0.950					0.503				
Satd. Flow (perm)	1652	1507	1801	1546	0	1740				
Right Turn on Red		No		No						
Satd. Flow (RTOR)										
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04				
Link Speed (mph)	30		30			30				
Link Distance (ft)	93		1027			417				
Travel Time (s)	2.1		23.3			9.5				
Volume (vph)	477	80	468	368	102	636				
Peak Hour Factor	0.95	0.95	0.96	0.96	0.96	0.96				
Heavy Vehicles (%)	2%	0%	2%	1%	0%	1%				
Adj. Flow (vph)	502	84	488	383	106	662				
Lane Group Flow (vph)	502	84	488	383	0	768				
Turn Type		Prot		pm+ov	custom					
Protected Phases	7 8	7 8	2	7 8	1	1 6	6	7	8	9
Permitted Phases				2	6					
Detector Phases	7 8	7 8	2	7 8	1	1 6				
Minimum Initial (s)			7.0		6.0		7.0	7.0	7.0	18.0
Minimum Split (s)			11.0		10.0		11.0	11.0	11.0	20.0
Total Split (s)	60.0	60.0	40.0	60.0	10.0	60.0	50.0	49.0	11.0	20.0
Total Split (%)	46.2%	46.2%	30.8%	46.2%	7.7%	46.2%	38%	38%	8%	15%
Maximum Green (s)			36.0		6.0		46.0	45.0	7.0	18.0
Yellow Time (s)			3.0		3.0		3.0	3.0	3.0	2.0
All-Red Time (s)			1.0		1.0		1.0	1.0	1.0	0.0
Lead/Lag			Lag		Lead					
Lead-Lag Optimize?			Yes		Yes					
Vehicle Extension (s)			2.6		2.0		2.6	3.0	3.0	3.0
Recall Mode			None		Min		Min	None	None	None
Walk Time (s)										5.0
Flash Dont Walk (s)										13.0
Pedestrian Calls (#/hr)										11
Act Effct Green (s)	42.0	42.0	36.8	82.9		47.1				
Actuated g/C Ratio	0.42	0.42	0.37	0.83		0.47				
v/c Ratio	0.73	0.13	0.74	0.30		0.83				
Control Delay	28.7	18.9	38.5	3.4		33.7				
Queue Delay	0.0	0.0	0.0	0.0		0.0				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Total Delay	28.7	18.9	38.5	3.4		33.7				
LOS	C	B	D	A		C				
Approach Delay	27.3		23.1			33.7				
Approach LOS	C		C			C				
Queue Length 50th (ft)	240	30	251	29		158				
Queue Length 95th (ft)	476	77	#633	143		#478				
Internal Link Dist (ft)	13		947			337				
Turn Bay Length (ft)				150						
Base Capacity (vph)	815	743	661	1308		921				
Starvation Cap Reductn	0	0	0	0		0				
Spillback Cap Reductn	0	0	0	0		0				
Storage Cap Reductn	0	0	0	0		0				
Reduced v/c Ratio	0.62	0.11	0.74	0.29		0.83				

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 100.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Wellesley Avenue & Washington Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	399	71	3	512	44	6
Peak Hour Factor	0.90	0.80	0.75	0.91	0.61	0.75
Hourly flow rate (vph)	443	89	4	563	72	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	93					
pX, platoon unblocked						
vC, conflicting volume			532		1058	488
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			532		1058	488
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		71	99
cM capacity (veh/h)			1046		248	584

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	532	567	80
Volume Left	0	4	72
Volume Right	89	0	8
cSH	1700	1046	263
Volume to Capacity	0.31	0.00	0.30
Queue Length 95th (ft)	0	0	31
Control Delay (s)	0.0	0.1	24.6
Lane LOS		A	C
Approach Delay (s)	0.0	0.1	24.6
Approach LOS			C

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	8	12	12	8	12
Storage Length (ft)		0		0		0		10		0	10	
Storage Lanes		0		0		0		0		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50		50	50	50		50	50
Trailing Detector (ft)	0			0	0		0	0	0		0	0
Turning Speed (mph)		9	9	15		9	15	15		9	15	
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.993				0.977			0.977
Flt Protected				0.950					0.965			0.981
Satd. Flow (prot)	3082	0	0	1517	1414	0	0	0	1578	0	0	1615
Flt Permitted				0.950					0.698			0.852
Satd. Flow (perm)	3082	0	0	1517	1414	0	0	0	1141	0	0	1402
Right Turn on Red			Yes			Yes				No		
Satd. Flow (RTOR)	5				3							
Headway Factor	1.04	1.00	1.00	1.04	1.20	1.00	1.00	1.20	1.15	1.00	1.20	1.15
Link Speed (mph)	30				30				30			30
Link Distance (ft)	375				1027				280			235
Travel Time (s)	8.5				23.3				6.4			5.3
Volume (vph)	412	67	34	408	553	25	20	124	20	34	32	37
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.88	0.88	0.88	0.88	0.85	0.85
Heavy Vehicles (%)	12%	1%	1%	15%	16%	3%	0%	2%	0%	2%	2%	0%
Parking (#/hr)					1	1	1	1	1	1	1	1
Adj. Flow (vph)	434	71	36	434	588	27	23	141	23	39	38	44
Lane Group Flow (vph)	541	0	0	434	615	0	0	0	226	0	0	99
Turn Type					custom		Perm	Perm			Perm	
Protected Phases	2			1	6				8			4
Permitted Phases							8	8			4	
Detector Phases	2			1	6		8	8	8		4	4
Minimum Initial (s)	7.0			7.0	7.0		7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.0			12.0	12.0		12.0	12.0	12.0		12.0	12.0
Total Split (s)	32.0	0.0	0.0	35.0	67.0	0.0	32.0	32.0	32.0	0.0	32.0	32.0
Total Split (%)	25.8%	0.0%	0.0%	28.2%	54.0%	0.0%	25.8%	25.8%	25.8%	0.0%	25.8%	25.8%
Maximum Green (s)	27.0			30.0	62.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	2.8			2.6	2.6		2.6	2.6	2.6		2.6	2.6
Recall Mode	Min			None	Min		None	None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	21.6			32.3	58.0				23.6			22.1
Actuated g/C Ratio	0.22			0.33	0.60				0.24			0.22
v/c Ratio	0.78			0.85	0.72				0.81			0.32
Control Delay	40.0			52.0	22.5				49.9			35.4

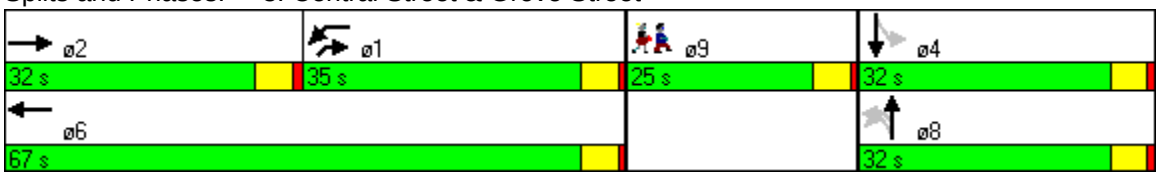
Lane Group	SBR	SBR2	NER	NER2	ø9
Lane Configurations					
Ideal Flow (vphpl)	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	
Storage Length (ft)	0		0		
Storage Lanes	0		0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	
Leading Detector (ft)			50		
Trailing Detector (ft)			0		
Turning Speed (mph)	9	9	25	9	
Lane Util. Factor	1.00	1.00	0.88	1.00	
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	0	0	2483	0	
Flt Permitted					
Satd. Flow (perm)	0	0	2483	0	
Right Turn on Red		No		Yes	
Satd. Flow (RTOR)			5		
Headway Factor	1.00	1.00	1.07	1.00	
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Volume (vph)	10	4	273	19	
Peak Hour Factor	0.85	0.85	0.90	0.90	
Heavy Vehicles (%)	1%	1%	9%	1%	
Parking (#/hr)	1	1	1	1	
Adj. Flow (vph)	12	5	303	21	
Lane Group Flow (vph)	0	0	324	0	
Turn Type					
Protected Phases			1		9
Permitted Phases					
Detector Phases			1		
Minimum Initial (s)			7.0		7.0
Minimum Split (s)			12.0		20.0
Total Split (s)	0.0	0.0	35.0	0.0	25.0
Total Split (%)	0.0%	0.0%	28.2%	0.0%	20%
Maximum Green (s)			30.0		20.0
Yellow Time (s)			4.0		4.0
All-Red Time (s)			1.0		1.0
Lead/Lag			Lag		
Lead-Lag Optimize?			Yes		
Vehicle Extension (s)			2.6		1.0
Recall Mode			None		None
Walk Time (s)					5.0
Flash Dont Walk (s)					10.0
Pedestrian Calls (#/hr)					20
Act Effct Green (s)			32.3		
Actuated g/C Ratio			0.33		
v/c Ratio			0.39		
Control Delay			30.4		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Queue Delay	0.0			0.0	0.0				0.0			0.0
Total Delay	40.0			52.0	22.5				49.9			35.4
LOS	D			D	C				D			D
Approach Delay	40.0				34.7				49.9			35.4
Approach LOS	D				C				D			D
Queue Length 50th (ft)	151			230	216				115			44
Queue Length 95th (ft)	266			#579	#570				#295			107
Internal Link Dist (ft)	295				947				200			155
Turn Bay Length (ft)												
Base Capacity (vph)	859			508	885				324			381
Starvation Cap Reductn	0			0	0				0			0
Spillback Cap Reductn	0			0	0				0			0
Storage Cap Reductn	0			0	0				0			0
Reduced v/c Ratio	0.63			0.85	0.69				0.70			0.26

Intersection Summary

Area Type: Other
Cycle Length: 124
Actuated Cycle Length: 96.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 36.9 Intersection LOS: D
Intersection Capacity Utilization 65.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Central Street & Grove Street



Lane Group	SBR	SBR2	NER	NER2	ø9
Queue Delay			0.0		
Total Delay			30.4		
LOS			C		
Approach Delay					
Approach LOS					
Queue Length 50th (ft)			78		
Queue Length 95th (ft)			169		
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)			834		
Starvation Cap Reductn			0		
Spillback Cap Reductn			0		
Storage Cap Reductn			0		
Reduced v/c Ratio			0.39		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	2	6	0	9	7	535	5	5	730	7
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.90	0.90	0.90	0.96	0.96	0.96
Hourly flow rate (vph)	3	0	5	8	0	12	8	594	6	5	760	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								1006			707	
pX, platoon unblocked	0.88	0.88	0.76	0.88	0.88	0.76	0.76			0.76		
vC, conflicting volume	1399	1390	764	1393	1391	597	768			600		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1044	1034	688	1037	1035	470	693			473		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	98	96	100	97	99			99		
cM capacity (veh/h)	176	202	340	180	201	454	690			835		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	20	608	773
Volume Left	3	8	8	5
Volume Right	5	12	6	7
cSH	259	282	690	835
Volume to Capacity	0.03	0.07	0.01	0.01
Queue Length 95th (ft)	2	6	1	0
Control Delay (s)	19.3	18.7	0.3	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	19.3	18.7	0.3	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	167	37	12	168	32	12
Peak Hour Factor	0.91	0.84	0.60	0.83	0.61	0.60
Hourly flow rate (vph)	184	44	20	202	52	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume			228		448	206
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			228		448	206
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		91	98
cM capacity (veh/h)			1353		564	840

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	228	222	72
Volume Left	0	20	52
Volume Right	44	0	20
cSH	1700	1353	620
Volume to Capacity	0.13	0.01	0.12
Queue Length 95th (ft)	0	1	10
Control Delay (s)	0.0	0.8	11.6
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	11.6
Approach LOS			B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	19	386	0	0	499	14	0	0	0	28	0	16
Peak Hour Factor	0.47	0.87	0.92	0.92	0.90	0.58	0.92	0.92	0.92	0.88	0.92	0.44
Hourly flow rate (vph)	40	444	0	0	554	24	0	0	0	32	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		563										
pX, platoon unblocked												
vC, conflicting volume	579			444			1127	1103	444	1091	1091	567
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	579			444			1127	1103	444	1091	1091	567
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	96			100			100	100	100	83	100	93
cM capacity (veh/h)	1005			1116			164	203	614	188	206	514

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	484	579	0	68
Volume Left	40	0	0	32
Volume Right	0	24	0	36
cSH	1005	1116	1700	284
Volume to Capacity	0.04	0.00	0.00	0.24
Queue Length 95th (ft)	3	0	0	23
Control Delay (s)	1.2	0.0	0.0	21.6
Lane LOS	A		A	C
Approach Delay (s)	1.2	0.0	0.0	21.6
Approach LOS			A	C

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	16	12	12	14	9
Grade (%)		0%			0%			0%			-5%	
Storage Length (ft)	100		0	0		200	0		80	0		40
Storage Lanes	0		1	1		0	0		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.969				0.850		0.973	
Flt Protected		0.995			0.998			0.992			0.994	
Satd. Flow (prot)	0	3397	0	0	3184	0	0	2094	1583	0	1951	0
Flt Permitted		0.814			0.808			0.837			0.271	
Satd. Flow (perm)	0	2779	0	0	2578	0	0	1767	1583	0	532	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.85	1.00	0.97	0.89	1.11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		719			592			369			403	
Travel Time (s)		16.3			13.5			8.4			9.2	
Volume (vph)	79	652	10	20	339	92	46	226	19	61	324	98
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.76	0.76	0.76	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	84	694	11	24	399	108	61	297	25	69	364	110
Lane Group Flow (vph)	0	789	0	0	531	0	0	358	25	0	543	0
Turn Type	Perm			pm+pt			Perm		Perm	pm+pt		
Protected Phases		6		5	2			8		7	4	
Permitted Phases	6			2			8	8	8	4		
Detector Phases	6	6		5	2		8	8	8	7	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	12.0		8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	33.0	33.0	0.0	12.0	45.0	0.0	23.0	23.0	23.0	20.0	43.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	10.9%	40.9%	0.0%	20.9%	20.9%	20.9%	18.2%	39.1%	0.0%
Maximum Green (s)	29.0	29.0		8.0	41.0		19.0	19.0	19.0	16.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None	None	C-Max	C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.0			41.0			19.0	19.0		53.4	
Actuated g/C Ratio		0.37			0.37			0.17	0.17		0.49	
v/c Ratio		0.76			0.55			1.17	0.09		0.84	
Control Delay		36.0			29.9			148.2	39.4		38.2	

Lane Group	ø9
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Headway Factor	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	20%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

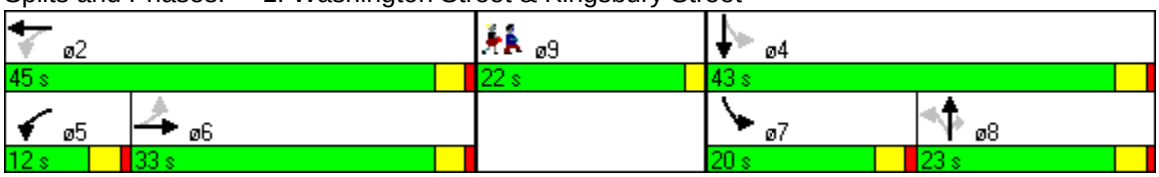
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		36.0			29.9			148.2	39.4		38.2	
LOS		D			C			F	D		D	
Approach Delay		36.0			29.9			141.1			38.2	
Approach LOS		D			C			F			D	
Queue Length 50th (ft)		253			154			~303	15		227	
Queue Length 95th (ft)		331			194			#375	34		#590	
Internal Link Dist (ft)		639			512			289			323	
Turn Bay Length (ft)									80			
Base Capacity (vph)		1036			961			305	273		650	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.76			0.55			1.17	0.09		0.84	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 49 (45%), Referenced to phase 4:SBTL and 7:SBL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 53.0 Intersection LOS: D
Intersection Capacity Utilization 87.7% ICU Level of Service E
Analysis Period (min) 15

~ 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.

Splits and Phases: 1: Washington Street & Kingsbury Street



Lane Group	ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	10	10	11	11	11	11				
Storage Length (ft)	0	0		150	0					
Storage Lanes	1	1		1	1					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Leading Detector (ft)	5	5	50	50	50	50				
Trailing Detector (ft)	0	0	0	0	0	0				
Turning Speed (mph)	15	9		9	15					
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95				
Frt		0.850		0.850						
Flt Protected	0.950					0.990				
Satd. Flow (prot)	1636	1463	1818	1459	0	3373				
Flt Permitted	0.950					0.535				
Satd. Flow (perm)	1636	1463	1818	1459	0	1823				
Right Turn on Red		No		No						
Satd. Flow (RTOR)										
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04				
Link Speed (mph)	30		30			30				
Link Distance (ft)	93		1027			417				
Travel Time (s)	2.1		23.3			9.5				
Volume (vph)	437	89	637	820	103	388				
Peak Hour Factor	0.95	0.95	0.89	0.89	0.85	0.85				
Heavy Vehicles (%)	3%	3%	1%	7%	4%	2%				
Adj. Flow (vph)	460	94	716	921	121	456				
Lane Group Flow (vph)	460	94	716	921	0	577				
Turn Type		Prot		pm+ov	custom					
Protected Phases	7 8	7 8	2	7 8	1	1 6	6	7	8	9
Permitted Phases				2	6					
Detector Phases	7 8	7 8	2	7 8	1	1 6				
Minimum Initial (s)			7.0		6.0		7.0	7.0	7.0	18.0
Minimum Split (s)			11.0		10.0		11.0	11.0	11.0	20.0
Total Split (s)	60.0	60.0	40.0	60.0	10.0	60.0	50.0	49.0	11.0	20.0
Total Split (%)	46.2%	46.2%	30.8%	46.2%	7.7%	46.2%	38%	38%	8%	15%
Maximum Green (s)			36.0		6.0		46.0	45.0	7.0	18.0
Yellow Time (s)			3.0		3.0		3.0	3.0	3.0	2.0
All-Red Time (s)			1.0		1.0		1.0	1.0	1.0	0.0
Lead/Lag			Lag		Lead					
Lead-Lag Optimize?			Yes		Yes					
Vehicle Extension (s)			2.6		2.0		2.6	3.0	3.0	3.0
Recall Mode			None		Min		Min	None	None	None
Walk Time (s)										5.0
Flash Dont Walk (s)										13.0
Pedestrian Calls (#/hr)										9
Act Effct Green (s)	43.0	43.0	36.8	83.9		47.0				
Actuated g/C Ratio	0.42	0.42	0.36	0.83		0.46				
v/c Ratio	0.66	0.15	1.08	0.76		0.61				
Control Delay	27.1	19.0	93.2	10.8		25.6				
Queue Delay	0.0	0.0	0.0	0.0		0.0				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Total Delay	27.1	19.0	93.2	10.8		25.6				
LOS	C	B	F	B		C				
Approach Delay	25.7		46.9			25.6				
Approach LOS	C		D			C				
Queue Length 50th (ft)	214	34	~495	140		116				
Queue Length 95th (ft)	425	85	#1037	740		237				
Internal Link Dist (ft)	13		947			337				
Turn Bay Length (ft)				150						
Base Capacity (vph)	807	722	661	1234		940				
Starvation Cap Reductn	0	0	0	4		0				
Spillback Cap Reductn	0	0	0	0		0				
Storage Cap Reductn	0	0	0	0		0				
Reduced v/c Ratio	0.57	0.13	1.08	0.75		0.61				

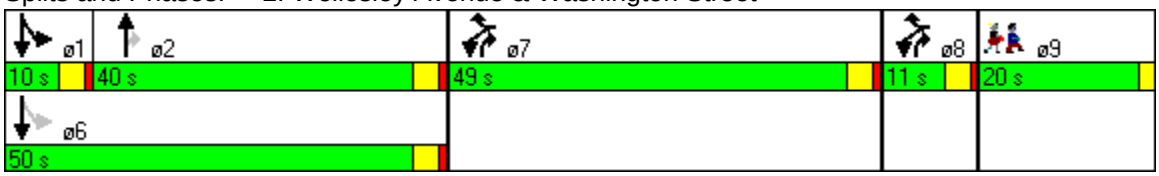
Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 101.3
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 38.2 Intersection LOS: D
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15

~ 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.

Splits and Phases: 2: Wellesley Avenue & Washington Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	852	71	2	461	61	9
Peak Hour Factor	0.85	0.76	0.25	0.90	0.63	0.67
Hourly flow rate (vph)	1002	93	8	512	97	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	93					
pX, platoon unblocked						
vC, conflicting volume			1096		1577	1049
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1096		1577	1049
tC, single (s)			4.1		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			99		20	95
cM capacity (veh/h)			644		120	263

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1096	520	110
Volume Left	0	8	97
Volume Right	93	0	13
cSH	1700	644	129
Volume to Capacity	0.64	0.01	0.86
Queue Length 95th (ft)	0	1	134
Control Delay (s)	0.0	0.4	109.2
Lane LOS		A	F
Approach Delay (s)	0.0	0.4	109.2
Approach LOS			F

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	8	12	12	8	12
Storage Length (ft)		0		0		0		10		0	10	
Storage Lanes		0		0		0		0		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50		50	50	50		50	50
Trailing Detector (ft)	0			0	0		0	0	0		0	0
Turning Speed (mph)		9	9	15		9	15	15		9	15	
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.991				0.971			0.978
Flt Protected				0.950					0.966			0.978
Satd. Flow (prot)	3106	0	0	1517	1414	0	0	0	1568	0	0	1609
Flt Permitted				0.950					0.736			0.825
Satd. Flow (perm)	3106	0	0	1517	1414	0	0	0	1195	0	0	1358
Right Turn on Red			Yes			Yes				No		
Satd. Flow (RTOR)					4							
Headway Factor	1.04	1.00	1.00	1.04	1.20	1.00	1.00	1.20	1.15	1.00	1.20	1.15
Link Speed (mph)	30				30				30			30
Link Distance (ft)	375				1027				280			235
Travel Time (s)	8.5				23.3				6.4			5.3
Volume (vph)	855	58	6	221	481	32	15	136	18	47	26	22
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.69	0.69
Heavy Vehicles (%)	12%	1%	1%	15%	16%	3%	0%	2%	0%	2%	2%	0%
Parking (#/hr)					1	1	1	1	1	1	1	1
Adj. Flow (vph)	994	67	7	243	529	35	17	153	20	53	38	32
Lane Group Flow (vph)	1068	0	0	243	564	0	0	0	243	0	0	84
Turn Type					custom		Perm	Perm			Perm	
Protected Phases	2			1	6				8			4
Permitted Phases							8	8			4	
Detector Phases	2			1	6		8	8	8		4	4
Minimum Initial (s)	7.0			7.0	7.0		7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.0			12.0	12.0		12.0	12.0	12.0		12.0	12.0
Total Split (s)	32.0	0.0	0.0	35.0	67.0	0.0	32.0	32.0	32.0	0.0	32.0	32.0
Total Split (%)	26.9%	0.0%	0.0%	29.4%	56.3%	0.0%	26.9%	26.9%	26.9%	0.0%	26.9%	26.9%
Maximum Green (s)	27.0			30.0	62.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	2.8			2.6	2.6		2.6	2.6	2.6		2.6	2.6
Recall Mode	Min			None	Min		None	None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	28.4			31.5	64.0				24.8			23.0
Actuated g/C Ratio	0.27			0.30	0.62				0.24			0.22
v/c Ratio	1.26			0.53	0.65				0.85			0.29
Control Delay	158.8			38.1	20.4				56.7			36.6

Lane Group	SBR	SBR2	NER	NER2	ø9
Lane Configurations					
Ideal Flow (vphpl)	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	
Storage Length (ft)	0		0		
Storage Lanes	0		0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	
Leading Detector (ft)			50		
Trailing Detector (ft)			0		
Turning Speed (mph)	9	9	25	9	
Lane Util. Factor	1.00	1.00	0.88	1.00	
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	0	0	2476	0	
Flt Permitted					
Satd. Flow (perm)	0	0	2476	0	
Right Turn on Red		No		Yes	
Satd. Flow (RTOR)			2		
Headway Factor	1.00	1.00	1.07	1.00	
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Volume (vph)	7	3	640	20	
Peak Hour Factor	0.69	0.69	0.87	0.87	
Heavy Vehicles (%)	1%	1%	9%	1%	
Parking (#/hr)	1	1	1	1	
Adj. Flow (vph)	10	4	736	23	
Lane Group Flow (vph)	0	0	759	0	
Turn Type					
Protected Phases			1		9
Permitted Phases					
Detector Phases			1		
Minimum Initial (s)			7.0		7.0
Minimum Split (s)			12.0		20.0
Total Split (s)	0.0	0.0	35.0	0.0	20.0
Total Split (%)	0.0%	0.0%	29.4%	0.0%	17%
Maximum Green (s)			30.0		15.0
Yellow Time (s)			4.0		4.0
All-Red Time (s)			1.0		1.0
Lead/Lag			Lag		
Lead-Lag Optimize?			Yes		
Vehicle Extension (s)			2.6		1.0
Recall Mode			None		None
Walk Time (s)					5.0
Flash Dont Walk (s)					10.0
Pedestrian Calls (#/hr)					20
Act Effct Green (s)			31.5		
Actuated g/C Ratio			0.30		
v/c Ratio			1.01		
Control Delay			73.3		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Queue Delay	1.3			0.0	0.0				2.3			0.1
Total Delay	160.1			38.1	20.4				59.0			36.7
LOS	F			D	C				E			D
Approach Delay	160.1				25.7				59.0			36.7
Approach LOS	F				C				E			D
Queue Length 50th (ft)	~436			125	194				138			40
Queue Length 95th (ft)	#679			256	480				#322			74
Internal Link Dist (ft)	295				947				200			155
Turn Bay Length (ft)												
Base Capacity (vph)	850			460	872				315			345
Starvation Cap Reductn	0			0	0				0			0
Spillback Cap Reductn	2			0	0				20			22
Storage Cap Reductn	0			0	0				0			0
Reduced v/c Ratio	1.26			0.53	0.65				0.82			0.26

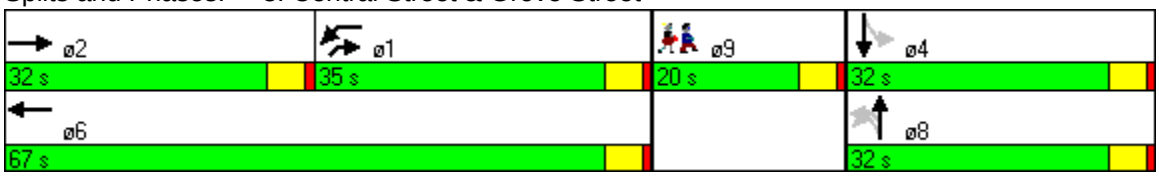
Intersection Summary

Area Type: Other
Cycle Length: 119
Actuated Cycle Length: 103.9
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 89.6 Intersection LOS: F
Intersection Capacity Utilization 77.6% ICU Level of Service D
Analysis Period (min) 15

~ 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.

Splits and Phases: 3: Central Street & Grove Street



Lane Group	SBR	SBR2	NER	NER2	ø9
Queue Delay			0.7		
Total Delay			74.0		
LOS			E		
Approach Delay					
Approach LOS					
Queue Length 50th (ft)			267		
Queue Length 95th (ft)			#505		
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)			752		
Starvation Cap Reductn			0		
Spillback Cap Reductn			2		
Storage Cap Reductn			0		
Reduced v/c Ratio			1.01		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	5	8	11	0	11	6	713	5	0	476	11
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.91	0.91	0.91	0.79	0.79	0.79
Hourly flow rate (vph)	17	7	12	20	0	20	7	784	5	0	603	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								995			719	
pX, platoon unblocked	0.74	0.74	0.85	0.74	0.74	0.66	0.85			0.66		
vC, conflicting volume	1429	1412	609	1424	1416	786	616			789		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1267	1244	538	1261	1249	675	546			680		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	94	97	80	100	93	99			100		
cM capacity (veh/h)	100	127	459	100	126	299	865			601		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	36	39	796	616
Volume Left	17	20	7	0
Volume Right	12	20	5	14
cSH	141	150	865	601
Volume to Capacity	0.26	0.26	0.01	0.00
Queue Length 95th (ft)	24	25	1	0
Control Delay (s)	39.1	37.2	0.2	0.0
Lane LOS	E	E	A	
Approach Delay (s)	39.1	37.2	0.2	0.0
Approach LOS	E	E		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	333	13	19	255	52	63
Peak Hour Factor	0.59	0.60	0.38	0.83	0.58	0.43
Hourly flow rate (vph)	564	22	50	307	90	147
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	369					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			586		982	575
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			502		979	489
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		59	70
cM capacity (veh/h)			891		217	485

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	586	357	236
Volume Left	0	50	90
Volume Right	22	0	147
cSH	1700	891	330
Volume to Capacity	0.34	0.06	0.71
Queue Length 95th (ft)	0	4	130
Control Delay (s)	0.0	1.8	39.0
Lane LOS		A	E
Approach Delay (s)	0.0	1.8	39.0
Approach LOS			E

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	101	757	3	3	436	27	4	0	8	12	0	24
Peak Hour Factor	0.60	0.93	0.50	0.50	0.86	0.69	0.38	0.92	0.58	0.69	0.92	0.71
Hourly flow rate (vph)	168	814	6	6	507	39	11	0	14	17	0	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		563										
pX, platoon unblocked												
vC, conflicting volume	546			820			1726	1712	817	1706	1695	527
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	546			820			1726	1712	817	1706	1695	527
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	84			99			82	100	96	72	100	94
cM capacity (veh/h)	1033			818			58	76	380	61	78	544

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	988	552	24	51
Volume Left	168	6	11	17
Volume Right	6	39	14	34
cSH	1033	818	111	148
Volume to Capacity	0.16	0.01	0.22	0.35
Queue Length 95th (ft)	15	1	20	36
Control Delay (s)	4.0	0.2	46.3	41.8
Lane LOS	A	A	E	E
Approach Delay (s)	4.0	0.2	46.3	41.8
Approach LOS			E	E

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	10	10	16	12	9	14	9
Grade (%)		0%			0%			0%			-5%	
Storage Length (ft)	100		0	0		200	0		80	0		40
Storage Lanes	0		1	1		0	0		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.976				0.850		0.955	
Flt Protected		0.990			0.999			0.996			0.989	
Satd. Flow (prot)	0	3415	0	0	3375	0	0	2125	1615	0	1947	0
Flt Permitted		0.678			0.955			0.943			0.598	
Satd. Flow (perm)	0	2339	0	0	3226	0	0	2012	1615	0	1177	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.09	1.09	0.85	1.00	1.11	0.89	1.11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		707			592			369			403	
Travel Time (s)		16.1			13.5			8.4			9.2	
Volume (vph)	109	398	13	13	585	114	16	165	25	93	176	134
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.98	0.98	0.98	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	1%
Adj. Flow (vph)	121	442	14	15	657	128	16	168	26	96	181	138
Lane Group Flow (vph)	0	577	0	0	800	0	0	184	26	0	415	0
Turn Type	Perm			pm+pt			Perm		Perm	pm+pt		
Protected Phases		6		5	2			8		7	4	
Permitted Phases	6			2			8	8	8	4		
Detector Phases	6	6		5	2		8	8	8	7	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	12.0		8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	19.0	19.0	0.0	26.0	45.0	0.0	22.0	22.0	22.0	21.0	43.0	0.0
Total Split (%)	17.3%	17.3%	0.0%	23.6%	40.9%	0.0%	20.0%	20.0%	20.0%	19.1%	39.1%	0.0%
Maximum Green (s)	15.0	15.0		22.0	41.0		18.0	18.0	18.0	17.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None	None	C-Max	C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.0			41.0			18.0	18.0		53.4	
Actuated g/C Ratio		0.37			0.37			0.16	0.16		0.49	
v/c Ratio		0.66			0.67			0.56	0.10		0.52	
Control Delay		33.2			32.1			49.7	40.3		23.8	

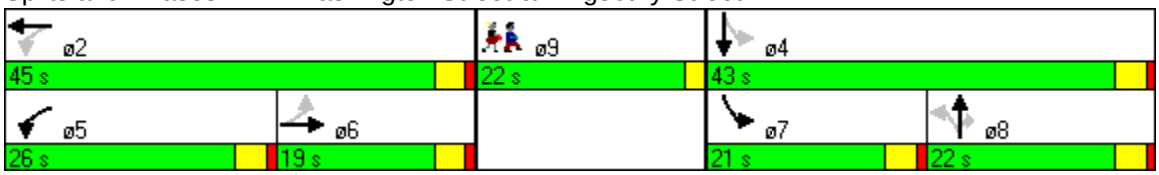
Lane Group	ø9
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Headway Factor	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	20%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		33.2			32.1			49.7	40.3		23.8	
LOS		C			C			D	D		C	
Approach Delay		33.2			32.1			48.5			23.8	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		176			245			121	16		158	
Queue Length 95th (ft)		241			309			195	42		327	
Internal Link Dist (ft)		627			512			289			323	
Turn Bay Length (ft)									80			
Base Capacity (vph)		872			1202			329	264		791	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.66			0.67			0.56	0.10		0.52	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 36 (33%), Referenced to phase 4:SBTL and 7:SBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 32.4 Intersection LOS: C
Intersection Capacity Utilization 80.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Washington Street & Kingsbury Street



Lane Group	ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

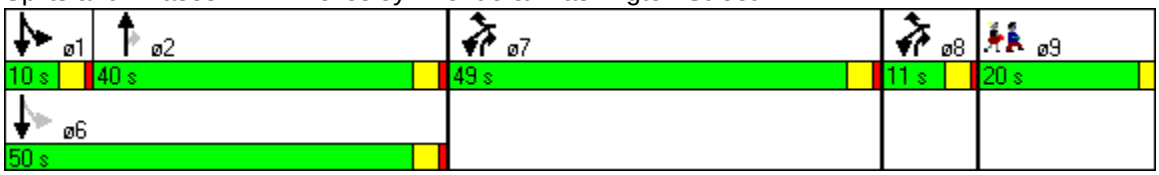
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	10	10	11	11	11	11				
Storage Length (ft)	0	0		150	0					
Storage Lanes	1	1		1	1					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Leading Detector (ft)	5	5	50	50	50	50				
Trailing Detector (ft)	0	0	0	0	0	0				
Turning Speed (mph)	15	9		9	15					
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95				
Frt		0.850		0.850						
Flt Protected	0.950					0.993				
Satd. Flow (prot)	1652	1507	1801	1546	0	3436				
Flt Permitted	0.950					0.512				
Satd. Flow (perm)	1652	1507	1801	1546	0	1771				
Right Turn on Red		No		No						
Satd. Flow (RTOR)										
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04				
Link Speed (mph)	30		30			30				
Link Distance (ft)	93		1027			417				
Travel Time (s)	2.1		23.3			9.5				
Volume (vph)	502	85	508	387	108	687				
Peak Hour Factor	0.95	0.95	0.96	0.96	0.96	0.96				
Heavy Vehicles (%)	2%	0%	2%	1%	0%	1%				
Adj. Flow (vph)	528	89	529	403	112	716				
Lane Group Flow (vph)	528	89	529	403	0	828				
Turn Type		Prot		pm+ov	custom					
Protected Phases	7 8	7 8	2	7 8	1	1 6	6	7	8	9
Permitted Phases				2	6					
Detector Phases	7 8	7 8	2	7 8	1	1 6				
Minimum Initial (s)			7.0		6.0		7.0	7.0	7.0	18.0
Minimum Split (s)			11.0		10.0		11.0	11.0	11.0	20.0
Total Split (s)	60.0	60.0	40.0	60.0	10.0	60.0	50.0	49.0	11.0	20.0
Total Split (%)	46.2%	46.2%	30.8%	46.2%	7.7%	46.2%	38%	38%	8%	15%
Maximum Green (s)			36.0		6.0		46.0	45.0	7.0	18.0
Yellow Time (s)			3.0		3.0		3.0	3.0	3.0	2.0
All-Red Time (s)			1.0		1.0		1.0	1.0	1.0	0.0
Lead/Lag			Lag		Lead					
Lead-Lag Optimize?			Yes		Yes					
Vehicle Extension (s)			2.6		2.0		2.6	3.0	3.0	3.0
Recall Mode			None		Min		Min	None	None	None
Walk Time (s)										5.0
Flash Dont Walk (s)										13.0
Pedestrian Calls (#/hr)										11
Act Effct Green (s)	43.7	43.7	36.8	84.6		47.0				
Actuated g/C Ratio	0.43	0.43	0.36	0.83		0.46				
v/c Ratio	0.75	0.14	0.82	0.31		0.90				
Control Delay	29.4	18.8	43.8	3.4		40.8				
Queue Delay	0.0	0.0	0.0	0.0		0.0				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Total Delay	29.4	18.8	43.8	3.4		40.8				
LOS	C	B	D	A		D				
Approach Delay	27.9		26.4			40.8				
Approach LOS	C		C			D				
Queue Length 50th (ft)	259	32	290	30		182				
Queue Length 95th (ft)	511	81	#710	152		#550				
Internal Link Dist (ft)	13		947			337				
Turn Bay Length (ft)				150						
Base Capacity (vph)	815	743	649	1308		916				
Starvation Cap Reductn	0	0	0	0		0				
Spillback Cap Reductn	0	0	0	0		0				
Storage Cap Reductn	0	0	0	0		0				
Reduced v/c Ratio	0.65	0.12	0.82	0.31		0.90				

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 102
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 31.8 Intersection LOS: C
Intersection Capacity Utilization 86.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Wellesley Avenue & Washington Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	420	75	4	539	47	7
Peak Hour Factor	0.90	0.80	0.75	0.91	0.61	0.75
Hourly flow rate (vph)	467	94	5	592	77	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	93					
pX, platoon unblocked						
vC, conflicting volume			560		1117	514
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			560		1117	514
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		66	98
cM capacity (veh/h)			1021		228	565

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	560	598	86
Volume Left	0	5	77
Volume Right	94	0	9
cSH	1700	1021	244
Volume to Capacity	0.33	0.01	0.35
Queue Length 95th (ft)	0	0	38
Control Delay (s)	0.0	0.1	27.6
Lane LOS		A	D
Approach Delay (s)	0.0	0.1	27.6
Approach LOS			D

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	8	12	12	8	12
Storage Length (ft)		0		0		0		10		0	10	
Storage Lanes		0		0		0		0		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50		50	50	50		50	50
Trailing Detector (ft)	0			0	0		0	0	0		0	0
Turning Speed (mph)		9	9	15		9	15	15		9	15	
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.993				0.977			0.976
Flt Protected				0.950					0.965			0.981
Satd. Flow (prot)	3082	0	0	1517	1414	0	0	0	1578	0	0	1613
Flt Permitted				0.950					0.689			0.851
Satd. Flow (perm)	3082	0	0	1517	1414	0	0	0	1127	0	0	1399
Right Turn on Red			Yes			Yes				No		
Satd. Flow (RTOR)	5				3							
Headway Factor	1.04	1.00	1.00	1.04	1.20	1.00	1.00	1.20	1.15	1.00	1.20	1.15
Link Speed (mph)	30				30				30			30
Link Distance (ft)	375				1027				280			235
Travel Time (s)	8.5				23.3				6.4			5.3
Volume (vph)	435	71	36	446	583	27	22	131	22	36	34	39
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.88	0.88	0.88	0.88	0.85	0.85
Heavy Vehicles (%)	12%	1%	1%	15%	16%	3%	0%	2%	0%	2%	2%	0%
Parking (#/hr)					1	1	1	1	1	1	1	1
Adj. Flow (vph)	458	75	38	474	620	29	25	149	25	41	40	46
Lane Group Flow (vph)	571	0	0	474	649	0	0	0	240	0	0	105
Turn Type					custom		Perm	Perm			Perm	
Protected Phases	2			1	6				8			4
Permitted Phases							8	8			4	
Detector Phases	2			1	6		8	8	8		4	4
Minimum Initial (s)	7.0			7.0	7.0		7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.0			12.0	12.0		12.0	12.0	12.0		12.0	12.0
Total Split (s)	32.0	0.0	0.0	35.0	67.0	0.0	32.0	32.0	32.0	0.0	32.0	32.0
Total Split (%)	25.8%	0.0%	0.0%	28.2%	54.0%	0.0%	25.8%	25.8%	25.8%	0.0%	25.8%	25.8%
Maximum Green (s)	27.0			30.0	62.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	2.8			2.6	2.6		2.6	2.6	2.6		2.6	2.6
Recall Mode	Min			None	Min		None	None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	22.9			31.9	58.9				26.2			23.6
Actuated g/C Ratio	0.23			0.32	0.59				0.26			0.23
v/c Ratio	0.81			0.98	0.78				0.81			0.33
Control Delay	42.1			74.0	25.6				54.5			36.0

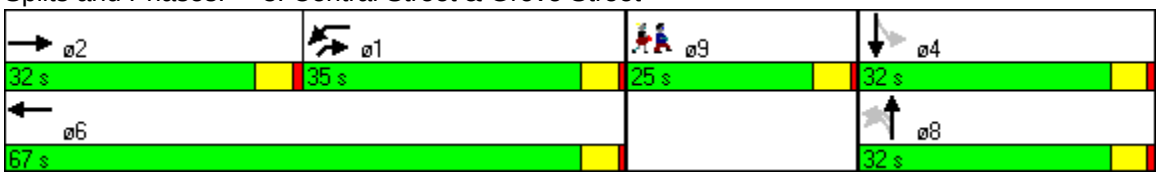
Lane Group	SBR	SBR2	NER	NER2	ø9
Lane Configurations					
Ideal Flow (vphpl)	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	
Storage Length (ft)	0		0		
Storage Lanes	0		0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	
Leading Detector (ft)			50		
Trailing Detector (ft)			0		
Turning Speed (mph)	9	9	25	9	
Lane Util. Factor	1.00	1.00	0.88	1.00	
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	0	0	2483	0	
Flt Permitted					
Satd. Flow (perm)	0	0	2483	0	
Right Turn on Red		No		Yes	
Satd. Flow (RTOR)			5		
Headway Factor	1.00	1.00	1.07	1.00	
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Volume (vph)	11	5	285	20	
Peak Hour Factor	0.85	0.85	0.90	0.90	
Heavy Vehicles (%)	1%	1%	9%	1%	
Parking (#/hr)	1	1	1	1	
Adj. Flow (vph)	13	6	317	22	
Lane Group Flow (vph)	0	0	339	0	
Turn Type					
Protected Phases			1		9
Permitted Phases					
Detector Phases			1		
Minimum Initial (s)			7.0		7.0
Minimum Split (s)			12.0		20.0
Total Split (s)	0.0	0.0	35.0	0.0	25.0
Total Split (%)	0.0%	0.0%	28.2%	0.0%	20%
Maximum Green (s)			30.0		20.0
Yellow Time (s)			4.0		4.0
All-Red Time (s)			1.0		1.0
Lead/Lag			Lag		
Lead-Lag Optimize?			Yes		
Vehicle Extension (s)			2.6		1.0
Recall Mode			None		None
Walk Time (s)					5.0
Flash Dont Walk (s)					10.0
Pedestrian Calls (#/hr)					20
Act Effct Green (s)			31.9		
Actuated g/C Ratio			0.32		
v/c Ratio			0.43		
Control Delay			32.0		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Queue Delay	0.0			0.0	0.0				0.0			0.0
Total Delay	42.1			74.0	25.6				54.5			36.0
LOS	D			E	C				D			D
Approach Delay	42.1				46.0				54.5			36.0
Approach LOS	D				D				D			D
Queue Length 50th (ft)	165			275	249				128			48
Queue Length 95th (ft)	283			#649	#665				#322			113
Internal Link Dist (ft)	295				947				200			155
Turn Bay Length (ft)												
Base Capacity (vph)	836			483	861				315			372
Starvation Cap Reductn	0			0	0				0			0
Spillback Cap Reductn	0			0	0				0			0
Storage Cap Reductn	0			0	0				0			0
Reduced v/c Ratio	0.68			0.98	0.75				0.76			0.28

Intersection Summary

Area Type: Other
Cycle Length: 124
Actuated Cycle Length: 100
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 43.5 Intersection LOS: D
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Central Street & Grove Street



Lane Group	SBR	SBR2	NER	NER2	ø9
Queue Delay			0.0		
Total Delay			32.0		
LOS			C		
Approach Delay					
Approach LOS					
Queue Length 50th (ft)			87		
Queue Length 95th (ft)			178		
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)			795		
Starvation Cap Reductn			0		
Spillback Cap Reductn			0		
Storage Cap Reductn			0		
Reduced v/c Ratio			0.43		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	3	7	0	10	8	578	6	6	787	8
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.90	0.90	0.90	0.96	0.96	0.96
Hourly flow rate (vph)	5	0	8	9	0	13	9	642	7	6	820	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								1006			707	
pX, platoon unblocked	0.86	0.86	0.73	0.86	0.86	0.72	0.73			0.72		
vC, conflicting volume	1513	1503	824	1508	1504	646	828			649		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1127	1115	759	1120	1116	509	765			514		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	97	94	100	97	99			99		
cM capacity (veh/h)	150	176	299	152	175	410	626			767		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	23	658	834
Volume Left	5	9	9	6
Volume Right	8	13	7	8
cSH	214	241	626	767
Volume to Capacity	0.06	0.09	0.01	0.01
Queue Length 95th (ft)	5	8	1	1
Control Delay (s)	23.0	21.5	0.4	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	23.0	21.5	0.4	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	176	39	13	177	34	13
Peak Hour Factor	0.91	0.84	0.60	0.83	0.61	0.60
Hourly flow rate (vph)	193	46	22	213	56	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume			240		473	217
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			240		473	217
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	97
cM capacity (veh/h)			1339		544	828

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	240	235	77
Volume Left	0	22	56
Volume Right	46	0	22
cSH	1700	1339	602
Volume to Capacity	0.14	0.02	0.13
Queue Length 95th (ft)	0	1	11
Control Delay (s)	0.0	0.8	11.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	11.9
Approach LOS			B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	20	406	0	0	525	15	0	0	0	30	0	17
Peak Hour Factor	0.47	0.87	0.92	0.92	0.90	0.58	0.92	0.92	0.92	0.88	0.92	0.44
Hourly flow rate (vph)	43	467	0	0	583	26	0	0	0	34	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		563										
pX, platoon unblocked												
vC, conflicting volume	609			467			1187	1161	467	1148	1148	596
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			467			1187	1161	467	1148	1148	596
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	96			100			100	100	100	80	100	92
cM capacity (veh/h)	979			1095			147	187	596	172	190	494

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	509	609	0	73
Volume Left	43	0	0	34
Volume Right	0	26	0	39
cSH	979	1095	1700	263
Volume to Capacity	0.04	0.00	0.00	0.28
Queue Length 95th (ft)	3	0	0	27
Control Delay (s)	1.2	0.0	0.0	23.9
Lane LOS	A		A	C
Approach Delay (s)	1.2	0.0	0.0	23.9
Approach LOS			A	C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	16	12	12	14	9
Grade (%)		0%			0%			0%			-5%	
Storage Length (ft)	100		0	0		200	0		80	0		40
Storage Lanes	0		1	1		0	0		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.970				0.850		0.971	
Flt Protected		0.994			0.998			0.992			0.994	
Satd. Flow (prot)	0	3394	0	0	3187	0	0	2094	1583	0	1947	0
Flt Permitted		0.805			0.802			0.837			0.271	
Satd. Flow (perm)	0	2749	0	0	2561	0	0	1767	1583	0	531	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.85	1.00	0.97	0.89	1.11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		719			592			369			403	
Travel Time (s)		16.3			13.5			8.4			9.2	
Volume (vph)	84	659	10	20	346	92	46	226	19	61	324	103
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.76	0.76	0.76	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	89	701	11	24	407	108	61	297	25	69	364	116
Lane Group Flow (vph)	0	801	0	0	539	0	0	358	25	0	549	0
Turn Type	Perm			pm+pt			Perm		Perm	pm+pt		
Protected Phases		6		5	2			8		7	4	
Permitted Phases	6			2			8	8	8	4		
Detector Phases	6	6		5	2		8	8	8	7	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	12.0		8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	33.0	33.0	0.0	12.0	45.0	0.0	23.0	23.0	23.0	20.0	43.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	10.9%	40.9%	0.0%	20.9%	20.9%	20.9%	18.2%	39.1%	0.0%
Maximum Green (s)	29.0	29.0		8.0	41.0		19.0	19.0	19.0	16.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None	None	C-Max	C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.0			41.0			19.0	19.0		53.4	
Actuated g/C Ratio		0.37			0.37			0.17	0.17		0.49	
v/c Ratio		0.78			0.56			1.17	0.09		0.85	
Control Delay		37.0			30.2			148.2	39.4		39.1	

Lane Group	ø9
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Headway Factor	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	20%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

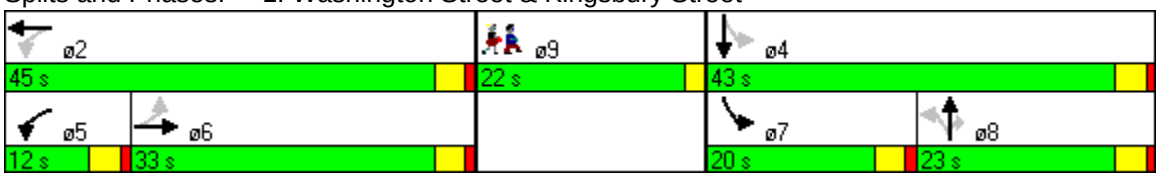
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		37.0			30.2			148.2	39.4		39.1	
LOS		D			C			F	D		D	
Approach Delay		37.0			30.2			141.1			39.1	
Approach LOS		D			C			F			D	
Queue Length 50th (ft)		260			157			~303	15		233	
Queue Length 95th (ft)		340			197			#375	34		#600	
Internal Link Dist (ft)		639			512			289			323	
Turn Bay Length (ft)									80			
Base Capacity (vph)		1025			955			305	273		649	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.78			0.56			1.17	0.09		0.85	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 49 (45%), Referenced to phase 4:SBTL and 7:SBL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 53.5 Intersection LOS: D
Intersection Capacity Utilization 88.5% ICU Level of Service E
Analysis Period (min) 15

~ 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.

Splits and Phases: 1: Washington Street & Kingsbury Street



Lane Group	ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	10	10	11	11	11	11				
Storage Length (ft)	0	0		150	0					
Storage Lanes	1	1		1	1					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Leading Detector (ft)	5	5	50	50	50	50				
Trailing Detector (ft)	0	0	0	0	0	0				
Turning Speed (mph)	15	9		9	15					
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95				
Frt		0.850		0.850						
Flt Protected	0.950					0.989				
Satd. Flow (prot)	1636	1463	1818	1459	0	3369				
Flt Permitted	0.950					0.536				
Satd. Flow (perm)	1636	1463	1818	1459	0	1826				
Right Turn on Red		No		No						
Satd. Flow (RTOR)										
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04				
Link Speed (mph)	30		30			30				
Link Distance (ft)	93		1027			417				
Travel Time (s)	2.1		23.3			9.5				
Volume (vph)	437	96	654	820	110	404				
Peak Hour Factor	0.95	0.95	0.89	0.89	0.85	0.85				
Heavy Vehicles (%)	3%	3%	1%	7%	4%	2%				
Adj. Flow (vph)	460	101	735	921	129	475				
Lane Group Flow (vph)	460	101	735	921	0	604				
Turn Type		Perm		pm+ov	custom					
Protected Phases	7 8		2	7 8	1	1 6	6	7	8	9
Permitted Phases		7 8		2	6					
Detector Phases	7 8	7 8	2	7 8	1	1 6				
Minimum Initial (s)			7.0		7.0		7.0	7.0	4.0	18.0
Minimum Split (s)			11.0		11.0		11.0	11.0	11.0	20.0
Total Split (s)	60.0	60.0	39.0	60.0	11.0	61.0	50.0	49.0	11.0	20.0
Total Split (%)	46.2%	46.2%	30.0%	46.2%	8.5%	46.9%	38%	38%	8%	15%
Maximum Green (s)			35.0		7.0		46.0	45.0	7.0	18.0
Yellow Time (s)			3.0		3.0		3.0	3.0	3.5	2.0
All-Red Time (s)			1.0		1.0		1.0	1.0	0.5	0.0
Lead/Lag			Lag		Lead					
Lead-Lag Optimize?			Yes		Yes					
Vehicle Extension (s)			2.6		2.0		2.6	3.0	3.0	3.0
Recall Mode			None		Min		Min	None	None	None
Walk Time (s)										5.0
Flash Dont Walk (s)										13.0
Pedestrian Calls (#/hr)										9
Act Effct Green (s)	43.0	43.0	35.8	82.8		47.0				
Actuated g/C Ratio	0.42	0.42	0.35	0.82		0.46				
v/c Ratio	0.66	0.16	1.14	0.77		0.63				
Control Delay	27.1	19.1	115.1	11.5		25.8				
Queue Delay	0.0	0.0	0.0	0.0		0.0				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Total Delay	27.1	19.1	115.1	11.6		25.8				
LOS	C	B	F	B		C				
Approach Delay	25.7		57.5			25.8				
Approach LOS	C		E			C				
Queue Length 50th (ft)	214	36	~532	157		122				
Queue Length 95th (ft)	425	90	#1082	767		249				
Internal Link Dist (ft)	13		947			337				
Turn Bay Length (ft)				150						
Base Capacity (vph)	807	722	642	1221		957				
Starvation Cap Reductn	0	0	0	3		0				
Spillback Cap Reductn	0	0	0	0		0				
Storage Cap Reductn	0	0	0	0		0				
Reduced v/c Ratio	0.57	0.14	1.14	0.76		0.63				

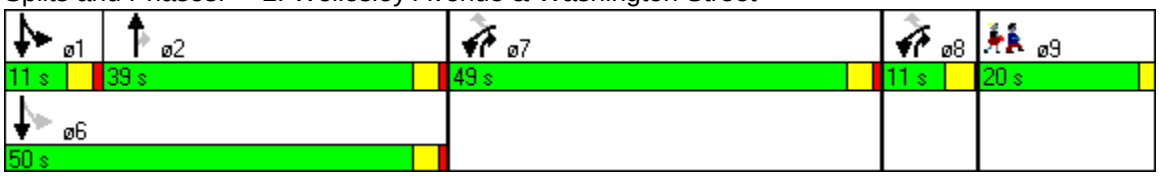
Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 101.3
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 44.4 Intersection LOS: D
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15

~ 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.

Splits and Phases: 2: Wellesley Avenue & Washington Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	859	72	2	468	61	9
Peak Hour Factor	0.85	0.76	0.25	0.90	0.63	0.67
Hourly flow rate (vph)	1011	95	8	520	97	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	93					
pX, platoon unblocked						
vC, conflicting volume			1105		1594	1058
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1105		1594	1058
tC, single (s)			4.1		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			99		18	95
cM capacity (veh/h)			639		117	260

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1105	528	110
Volume Left	0	8	97
Volume Right	95	0	13
cSH	1700	639	126
Volume to Capacity	0.65	0.01	0.88
Queue Length 95th (ft)	0	1	138
Control Delay (s)	0.0	0.4	115.4
Lane LOS		A	F
Approach Delay (s)	0.0	0.4	115.4
Approach LOS			F

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	8	12	12	8	12
Storage Length (ft)		0		0		0		10		0	10	
Storage Lanes		0		0		0		0		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50		50	50	50		50	50
Trailing Detector (ft)	0			0	0		0	0	0		0	0
Turning Speed (mph)		9	9	15		9	15	15		9	15	
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.991				0.970			0.978
Flt Protected				0.950					0.966			0.978
Satd. Flow (prot)	3105	0	0	1517	1414	0	0	0	1567	0	0	1609
Flt Permitted				0.950					0.737			0.824
Satd. Flow (perm)	3105	0	0	1517	1414	0	0	0	1195	0	0	1356
Right Turn on Red			Yes			Yes				No		
Satd. Flow (RTOR)					4							
Headway Factor	1.04	1.00	1.00	1.04	1.20	1.00	1.00	1.20	1.15	1.00	1.20	1.15
Link Speed (mph)	30				30				30			30
Link Distance (ft)	375				1027				280			235
Travel Time (s)	8.5				23.3				6.4			5.3
Volume (vph)	868	58	6	224	494	32	15	136	18	49	26	22
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.69	0.69
Heavy Vehicles (%)	12%	1%	1%	15%	16%	3%	0%	2%	0%	2%	2%	0%
Parking (#/hr)					1	1	1	1	1	1	1	1
Adj. Flow (vph)	1009	67	7	246	543	35	17	153	20	55	38	32
Lane Group Flow (vph)	1083	0	0	246	578	0	0	0	245	0	0	84
Turn Type					custom		Perm	Perm			Perm	
Protected Phases	2			1	6				8			4
Permitted Phases							8	8			4	
Detector Phases	2			1	6		8	8	8		4	4
Minimum Initial (s)	7.0			7.0	7.0		7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.0			12.0	12.0		12.0	12.0	12.0		12.0	12.0
Total Split (s)	32.0	0.0	0.0	35.0	67.0	0.0	32.0	32.0	32.0	0.0	32.0	32.0
Total Split (%)	26.9%	0.0%	0.0%	29.4%	56.3%	0.0%	26.9%	26.9%	26.9%	0.0%	26.9%	26.9%
Maximum Green (s)	27.0			30.0	62.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	2.8			2.6	2.6		2.6	2.6	2.6		2.6	2.6
Recall Mode	Min			None	Min		None	None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	28.4			31.5	63.9				24.9			23.1
Actuated g/C Ratio	0.27			0.30	0.61				0.24			0.22
v/c Ratio	1.28			0.54	0.66				0.85			0.29
Control Delay	166.8			38.3	21.0				57.2			36.6

Lane Group	SBR	SBR2	NER	NER2	ø9
Lane Configurations					
Ideal Flow (vphpl)	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	
Storage Length (ft)	0		0		
Storage Lanes	0		0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	
Leading Detector (ft)			50		
Trailing Detector (ft)			0		
Turning Speed (mph)	9	9	25	9	
Lane Util. Factor	1.00	1.00	0.88	1.00	
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	0	0	2476	0	
Flt Permitted					
Satd. Flow (perm)	0	0	2476	0	
Right Turn on Red		No		Yes	
Satd. Flow (RTOR)			2		
Headway Factor	1.00	1.00	1.07	1.00	
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Volume (vph)	7	3	659	20	
Peak Hour Factor	0.69	0.69	0.87	0.87	
Heavy Vehicles (%)	1%	1%	9%	1%	
Parking (#/hr)	1	1	1	1	
Adj. Flow (vph)	10	4	757	23	
Lane Group Flow (vph)	0	0	780	0	
Turn Type					
Protected Phases			1		9
Permitted Phases					
Detector Phases			1		
Minimum Initial (s)			7.0		7.0
Minimum Split (s)			12.0		20.0
Total Split (s)	0.0	0.0	35.0	0.0	20.0
Total Split (%)	0.0%	0.0%	29.4%	0.0%	17%
Maximum Green (s)			30.0		15.0
Yellow Time (s)			4.0		4.0
All-Red Time (s)			1.0		1.0
Lead/Lag			Lag		
Lead-Lag Optimize?			Yes		
Vehicle Extension (s)			2.6		1.0
Recall Mode			None		None
Walk Time (s)					5.0
Flash Dont Walk (s)					10.0
Pedestrian Calls (#/hr)					20
Act Effct Green (s)			31.5		
Actuated g/C Ratio			0.30		
v/c Ratio			1.04		
Control Delay			80.8		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Queue Delay	1.3			0.0	0.0				2.3			0.1
Total Delay	168.2			38.3	21.0				59.5			36.7
LOS	F			D	C				E			D
Approach Delay	168.2				26.2				59.5			36.7
Approach LOS	F				C				E			D
Queue Length 50th (ft)	~447			127	202				139			40
Queue Length 95th (ft)	#692			258	501				#325			74
Internal Link Dist (ft)	295				947				200			155
Turn Bay Length (ft)												
Base Capacity (vph)	849			459	871				315			344
Starvation Cap Reductn	0			0	0				0			0
Spillback Cap Reductn	2			0	0				19			22
Storage Cap Reductn	0			0	0				0			0
Reduced v/c Ratio	1.28			0.54	0.66				0.83			0.26

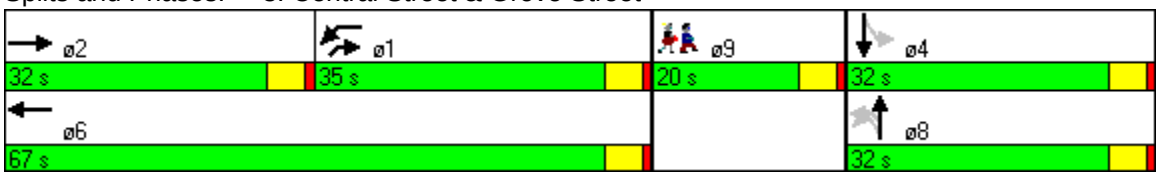
Intersection Summary

Area Type: Other
Cycle Length: 119
Actuated Cycle Length: 104
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 94.4 Intersection LOS: F
Intersection Capacity Utilization 78.8% ICU Level of Service D
Analysis Period (min) 15

~ 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.

Splits and Phases: 3: Central Street & Grove Street



Lane Group	SBR	SBR2	NER	NER2	ø9
Queue Delay			0.5		
Total Delay			81.3		
LOS			F		
Approach Delay					
Approach LOS					
Queue Length 50th (ft)			~280		
Queue Length 95th (ft)			#526		
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)			750		
Starvation Cap Reductn			0		
Spillback Cap Reductn			1		
Storage Cap Reductn			0		
Reduced v/c Ratio			1.04		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	5	8	11	0	11	6	725	5	0	488	11
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.91	0.91	0.91	0.79	0.79	0.79
Hourly flow rate (vph)	17	7	12	20	0	20	7	797	5	0	618	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								995			719	
pX, platoon unblocked	0.75	0.75	0.84	0.75	0.75	0.67	0.84			0.67		
vC, conflicting volume	1457	1440	625	1453	1444	799	632			802		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1293	1270	554	1287	1276	700	562			705		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	82	94	97	80	100	93	99			100		
cM capacity (veh/h)	97	125	448	98	124	294	849			598		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	36	39	809	632
Volume Left	17	20	7	0
Volume Right	12	20	5	14
cSH	138	147	849	598
Volume to Capacity	0.26	0.27	0.01	0.00
Queue Length 95th (ft)	25	25	1	0
Control Delay (s)	40.2	38.3	0.2	0.0
Lane LOS	E	E	A	
Approach Delay (s)	40.2	38.3	0.2	0.0
Approach LOS	E	E		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	333	13	19	255	52	63
Peak Hour Factor	0.59	0.60	0.38	0.83	0.58	0.43
Hourly flow rate (vph)	564	22	50	307	90	147
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	369					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			586		982	575
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			501		979	487
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		59	70
cM capacity (veh/h)			890		217	484

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	586	357	236
Volume Left	0	50	90
Volume Right	22	0	147
cSH	1700	890	330
Volume to Capacity	0.34	0.06	0.72
Queue Length 95th (ft)	0	4	131
Control Delay (s)	0.0	1.8	39.2
Lane LOS		A	E
Approach Delay (s)	0.0	1.8	39.2
Approach LOS			E

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	101	764	3	3	443	27	4	0	8	12	0	24
Peak Hour Factor	0.60	0.93	0.50	0.50	0.86	0.69	0.38	0.92	0.58	0.69	0.92	0.71
Hourly flow rate (vph)	168	822	6	6	515	39	11	0	14	17	0	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		563										
pX, platoon unblocked												
vC, conflicting volume	554			828			1742	1727	825	1722	1711	535
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	554			828			1742	1727	825	1722	1711	535
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	84			99			81	100	96	71	100	94
cM capacity (veh/h)	1026			812			56	74	376	59	76	538

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	996	560	24	51
Volume Left	168	6	11	17
Volume Right	6	39	14	34
cSH	1026	812	108	144
Volume to Capacity	0.16	0.01	0.22	0.36
Queue Length 95th (ft)	15	1	20	37
Control Delay (s)	4.0	0.2	47.6	43.1
Lane LOS	A	A	E	E
Approach Delay (s)	4.0	0.2	47.6	43.1
Approach LOS			E	E

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	23	12	725	0	0	505
Peak Hour Factor	0.92	0.92	0.91	0.91	0.79	0.79
Hourly flow rate (vph)	25	13	797	0	0	639
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			631			1083
pX, platoon unblocked	0.74	0.66			0.66	
vC, conflicting volume	1436	797			797	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1284	693			693	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	96			100	
cM capacity (veh/h)	134	294			604	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	38	797	639
Volume Left	25	0	0
Volume Right	13	0	0
cSH	165	1700	1700
Volume to Capacity	0.23	0.47	0.38
Queue Length 95th (ft)	21	0	0
Control Delay (s)	33.2	0.0	0.0
Lane LOS	D		
Approach Delay (s)	33.2	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	725	24	12	516
Peak Hour Factor	0.92	0.92	0.91	0.91	0.79	0.79
Hourly flow rate (vph)	0	0	797	26	15	653
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			505			1209
pX, platoon unblocked	0.73	0.66			0.66	
vC, conflicting volume	1493	810			823	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1369	712			732	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			97	
cM capacity (veh/h)	117	288			576	

Direction, Lane #	NB 1	SB 1
Volume Total	823	668
Volume Left	0	15
Volume Right	26	0
cSH	1700	576
Volume to Capacity	0.48	0.03
Queue Length 95th (ft)	0	2
Control Delay (s)	0.0	0.7
Lane LOS		A
Approach Delay (s)	0.0	0.7
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	10	10	16	12	9	14	9
Grade (%)		0%			0%			0%			-5%	
Storage Length (ft)	100		0	0		200	0		80	0		40
Storage Lanes	0		1	1		0	0		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.976				0.850		0.954	
Flt Protected		0.989			0.999			0.996			0.989	
Satd. Flow (prot)	0	3411	0	0	3375	0	0	2125	1615	0	1945	0
Flt Permitted		0.673			0.955			0.943			0.599	
Satd. Flow (perm)	0	2321	0	0	3226	0	0	2012	1615	0	1178	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.09	1.09	0.85	1.00	1.11	0.89	1.11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		707			592			369			403	
Travel Time (s)		16.1			13.5			8.4			9.2	
Volume (vph)	114	405	13	13	592	114	16	165	25	93	176	139
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.98	0.98	0.98	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	1%
Adj. Flow (vph)	127	450	14	15	665	128	16	168	26	96	181	143
Lane Group Flow (vph)	0	591	0	0	808	0	0	184	26	0	420	0
Turn Type	Perm			pm+pt			Perm		Perm	pm+pt		
Protected Phases		6		5	2			8		7	4	
Permitted Phases	6			2			8	8	8	4		
Detector Phases	6	6		5	2		8	8	8	7	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	12.0		8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	19.0	19.0	0.0	26.0	45.0	0.0	22.0	22.0	22.0	21.0	43.0	0.0
Total Split (%)	17.3%	17.3%	0.0%	23.6%	40.9%	0.0%	20.0%	20.0%	20.0%	19.1%	39.1%	0.0%
Maximum Green (s)	15.0	15.0		22.0	41.0		18.0	18.0	18.0	17.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None	None	C-Max	C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.0			41.0			18.0	18.0		53.4	
Actuated g/C Ratio		0.37			0.37			0.16	0.16		0.49	
v/c Ratio		0.68			0.67			0.56	0.10		0.53	
Control Delay		33.9			32.3			49.7	40.3		24.0	

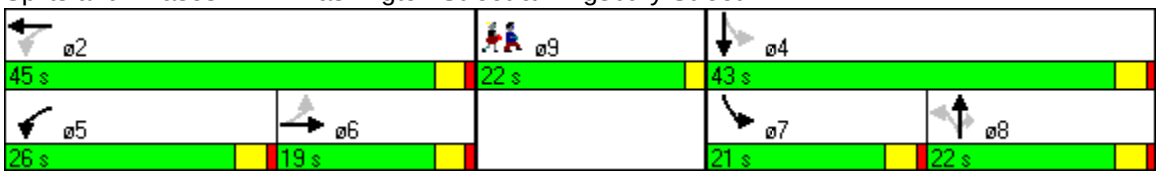
Lane Group	ø9
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Headway Factor	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	20%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		33.9			32.3			49.7	40.3		24.0	
LOS		C			C			D	D		C	
Approach Delay		33.9			32.3			48.5			24.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		182			248			121	16		160	
Queue Length 95th (ft)		248			313			195	42		332	
Internal Link Dist (ft)		627			512			289			323	
Turn Bay Length (ft)									80			
Base Capacity (vph)		865			1202			329	264		791	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.68			0.67			0.56	0.10		0.53	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 36 (33%), Referenced to phase 4:SBTL and 7:SBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 81.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Washington Street & Kingsbury Street



Lane Group	ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

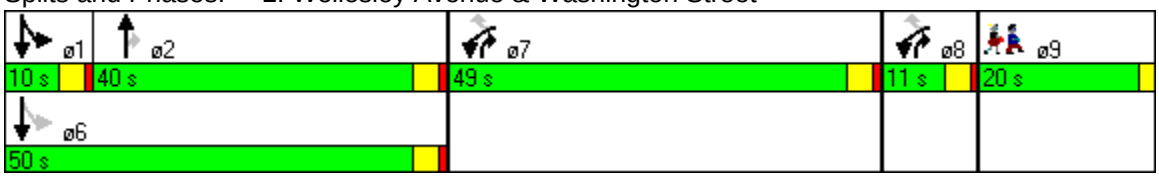
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	10	10	11	11	11	11				
Storage Length (ft)	0	0		150	0					
Storage Lanes	1	1		1	1					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Leading Detector (ft)	5	5	50	50	50	50				
Trailing Detector (ft)	0	0	0	0	0	0				
Turning Speed (mph)	15	9		9	15					
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95				
Frt		0.850		0.850						
Flt Protected	0.950					0.993				
Satd. Flow (prot)	1652	1507	1801	1546	0	3436				
Flt Permitted	0.950					0.517				
Satd. Flow (perm)	1652	1507	1801	1546	0	1789				
Right Turn on Red		No		No						
Satd. Flow (RTOR)										
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04				
Link Speed (mph)	30		30			30				
Link Distance (ft)	93		1027			417				
Travel Time (s)	2.1		23.3			9.5				
Volume (vph)	502	92	525	387	115	703				
Peak Hour Factor	0.95	0.95	0.96	0.96	0.96	0.96				
Heavy Vehicles (%)	2%	0%	2%	1%	0%	1%				
Adj. Flow (vph)	528	97	547	403	120	732				
Lane Group Flow (vph)	528	97	547	403	0	852				
Turn Type		Perm		pm+ov	custom					
Protected Phases	7 8		2	7 8	1	1 6	6	7	8	9
Permitted Phases		7 8		2	6					
Detector Phases	7 8	7 8	2	7 8	1	1 6				
Minimum Initial (s)			7.0		6.0		7.0	7.0	4.0	18.0
Minimum Split (s)			11.0		10.0		11.0	11.0	11.0	20.0
Total Split (s)	60.0	60.0	40.0	60.0	10.0	60.0	50.0	49.0	11.0	20.0
Total Split (%)	46.2%	46.2%	30.8%	46.2%	7.7%	46.2%	38%	38%	8%	15%
Maximum Green (s)			36.0		6.0		46.0	45.0	7.0	18.0
Yellow Time (s)			3.0		3.0		3.0	3.0	3.0	2.0
All-Red Time (s)			1.0		1.0		1.0	1.0	1.0	0.0
Lead/Lag			Lag		Lead					
Lead-Lag Optimize?			Yes		Yes					
Vehicle Extension (s)			2.6		2.0		2.6	3.0	3.0	3.0
Recall Mode			None		Min		Min	None	None	None
Walk Time (s)										5.0
Flash Dont Walk (s)										13.0
Pedestrian Calls (#/hr)										11
Act Effct Green (s)	43.8	43.8	36.8	84.7		47.0				
Actuated g/C Ratio	0.43	0.43	0.36	0.83		0.46				
v/c Ratio	0.74	0.15	0.84	0.31		0.92				
Control Delay	29.4	18.8	46.1	3.4		43.4				
Queue Delay	0.0	0.0	0.0	0.0		0.0				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø6	ø7	ø8	ø9
Total Delay	29.4	18.8	46.1	3.4		43.4				
LOS	C	B	D	A		D				
Approach Delay	27.8		28.0			43.4				
Approach LOS	C		C			D				
Queue Length 50th (ft)	259	35	310	30		194				
Queue Length 95th (ft)	511	87	#743	152		#590				
Internal Link Dist (ft)	13		947			337				
Turn Bay Length (ft)				150						
Base Capacity (vph)	815	743	649	1308		922				
Starvation Cap Reductn	0	0	0	0		0				
Spillback Cap Reductn	0	0	0	0		0				
Storage Cap Reductn	0	0	0	0		0				
Reduced v/c Ratio	0.65	0.13	0.84	0.31		0.92				

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 102.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 33.3 Intersection LOS: C
Intersection Capacity Utilization 88.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Wellesley Avenue & Washington Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	427	75	4	546	47	7
Peak Hour Factor	0.90	0.80	0.75	0.91	0.61	0.75
Hourly flow rate (vph)	474	94	5	600	77	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	93					
pX, platoon unblocked						
vC, conflicting volume			568		1132	521
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			568		1132	521
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		66	98
cM capacity (veh/h)			1014		224	559

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	568	605	86
Volume Left	0	5	77
Volume Right	94	0	9
cSH	1700	1014	239
Volume to Capacity	0.33	0.01	0.36
Queue Length 95th (ft)	0	0	39
Control Delay (s)	0.0	0.1	28.3
Lane LOS		A	D
Approach Delay (s)	0.0	0.1	28.3
Approach LOS			D

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	8	12	12	8	12
Storage Length (ft)		0		0		0		10		0	10	
Storage Lanes		0		0		0		0		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50		50	50	50		50	50
Trailing Detector (ft)	0			0	0		0	0	0		0	0
Turning Speed (mph)		9	9	15		9	15	15		9	15	
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971				0.993				0.976			0.976
Flt Protected				0.950					0.965			0.981
Satd. Flow (prot)	3084	0	0	1517	1414	0	0	0	1577	0	0	1613
Flt Permitted				0.950					0.691			0.850
Satd. Flow (perm)	3084	0	0	1517	1414	0	0	0	1129	0	0	1398
Right Turn on Red			Yes			Yes				No		
Satd. Flow (RTOR)	5				3							
Headway Factor	1.04	1.00	1.00	1.04	1.20	1.00	1.00	1.20	1.15	1.00	1.20	1.15
Link Speed (mph)	30				30				30			30
Link Distance (ft)	375				1027				280			235
Travel Time (s)	8.5				23.3				6.4			5.3
Volume (vph)	448	71	36	449	596	27	22	131	22	38	34	39
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.88	0.88	0.88	0.88	0.85	0.85
Heavy Vehicles (%)	12%	1%	1%	15%	16%	3%	0%	2%	0%	2%	2%	0%
Parking (#/hr)					1	1	1	1	1	1	1	1
Adj. Flow (vph)	472	75	38	478	634	29	25	149	25	43	40	46
Lane Group Flow (vph)	585	0	0	478	663	0	0	0	242	0	0	105
Turn Type					custom		Perm	Perm			Perm	
Protected Phases	2			1	6				8			4
Permitted Phases							8	8			4	
Detector Phases	2			1	6		8	8	8		4	4
Minimum Initial (s)	7.0			7.0	7.0		7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.0			12.0	12.0		12.0	12.0	12.0		12.0	12.0
Total Split (s)	32.0	0.0	0.0	35.0	67.0	0.0	32.0	32.0	32.0	0.0	32.0	32.0
Total Split (%)	25.8%	0.0%	0.0%	28.2%	54.0%	0.0%	25.8%	25.8%	25.8%	0.0%	25.8%	25.8%
Maximum Green (s)	27.0			30.0	62.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	2.8			2.6	2.6		2.6	2.6	2.6		2.6	2.6
Recall Mode	Min			None	Min		None	None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	23.4			31.8	59.3				26.4			23.7
Actuated g/C Ratio	0.23			0.32	0.59				0.26			0.23
v/c Ratio	0.81			1.00	0.79				0.82			0.33
Control Delay	42.6			78.2	26.5				55.4			36.2

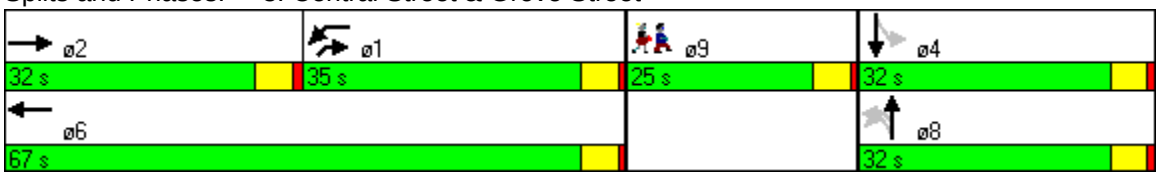
Lane Group	SBR	SBR2	NER	NER2	ø9
Lane Configurations					
Ideal Flow (vphpl)	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	
Storage Length (ft)	0		0		
Storage Lanes	0		0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	
Leading Detector (ft)			50		
Trailing Detector (ft)			0		
Turning Speed (mph)	9	9	25	9	
Lane Util. Factor	1.00	1.00	0.88	1.00	
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	0	0	2482	0	
Flt Permitted					
Satd. Flow (perm)	0	0	2482	0	
Right Turn on Red		No		Yes	
Satd. Flow (RTOR)			5		
Headway Factor	1.00	1.00	1.07	1.00	
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Volume (vph)	11	5	304	20	
Peak Hour Factor	0.85	0.85	0.90	0.90	
Heavy Vehicles (%)	1%	1%	9%	1%	
Parking (#/hr)	1	1	1	1	
Adj. Flow (vph)	13	6	338	22	
Lane Group Flow (vph)	0	0	360	0	
Turn Type					
Protected Phases			1		9
Permitted Phases					
Detector Phases			1		
Minimum Initial (s)			7.0		7.0
Minimum Split (s)			12.0		20.0
Total Split (s)	0.0	0.0	35.0	0.0	25.0
Total Split (%)	0.0%	0.0%	28.2%	0.0%	20%
Maximum Green (s)			30.0		20.0
Yellow Time (s)			4.0		4.0
All-Red Time (s)			1.0		1.0
Lead/Lag			Lag		
Lead-Lag Optimize?			Yes		
Vehicle Extension (s)			2.6		1.0
Recall Mode			None		None
Walk Time (s)					5.0
Flash Dont Walk (s)					10.0
Pedestrian Calls (#/hr)					20
Act Effct Green (s)			31.8		
Actuated g/C Ratio			0.32		
v/c Ratio			0.46		
Control Delay			32.8		

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Queue Delay	0.0			0.0	0.0				0.0			0.0
Total Delay	42.6			78.2	26.5				55.4			36.2
LOS	D			E	C				E			D
Approach Delay	42.6				48.2				55.4			36.2
Approach LOS	D				D				E			D
Queue Length 50th (ft)	170			282	259				131			48
Queue Length 95th (ft)	292			#656	#689				#326			113
Internal Link Dist (ft)	295				947				200			155
Turn Bay Length (ft)												
Base Capacity (vph)	835			480	859				314			370
Starvation Cap Reductn	0			0	0				0			0
Spillback Cap Reductn	0			0	0				0			0
Storage Cap Reductn	0			0	0				0			0
Reduced v/c Ratio	0.70			1.00	0.77				0.77			0.28

Intersection Summary

Area Type: Other
Cycle Length: 124
Actuated Cycle Length: 100.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 44.8 Intersection LOS: D
Intersection Capacity Utilization 69.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Central Street & Grove Street



Lane Group	SBR	SBR2	NER	NER2	ø9
Queue Delay			0.0		
Total Delay			32.8		
LOS			C		
Approach Delay					
Approach LOS					
Queue Length 50th (ft)			95		
Queue Length 95th (ft)			189		
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)			788		
Starvation Cap Reductn			0		
Spillback Cap Reductn			0		
Storage Cap Reductn			0		
Reduced v/c Ratio			0.46		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	3	7	0	10	10	590	6	6	799	8
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.90	0.90	0.90	0.96	0.96	0.96
Hourly flow rate (vph)	5	0	8	9	0	13	11	656	7	6	832	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								1006			707	
pX, platoon unblocked	0.85	0.85	0.73	0.85	0.85	0.72	0.73			0.72		
vC, conflicting volume	1543	1533	836	1538	1534	659	841			662		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1155	1144	775	1149	1145	525	781			529		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	97	94	100	97	98			99		
cM capacity (veh/h)	142	168	291	144	168	400	614			752		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	23	673	847
Volume Left	5	9	11	6
Volume Right	8	13	7	8
cSH	205	231	614	752
Volume to Capacity	0.06	0.10	0.02	0.01
Queue Length 95th (ft)	5	8	1	1
Control Delay (s)	23.8	22.3	0.5	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	23.8	22.3	0.5	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	176	39	13	177	34	13
Peak Hour Factor	0.91	0.84	0.60	0.83	0.61	0.60
Hourly flow rate (vph)	193	46	22	213	56	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume			240		473	217
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			240		473	217
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	97
cM capacity (veh/h)			1339		544	828

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	240	235	77
Volume Left	0	22	56
Volume Right	46	0	22
cSH	1700	1339	602
Volume to Capacity	0.14	0.02	0.13
Queue Length 95th (ft)	0	1	11
Control Delay (s)	0.0	0.8	11.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	11.9
Approach LOS			B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	20	413	0	0	532	15	0	0	0	30	0	17
Peak Hour Factor	0.47	0.87	0.92	0.92	0.90	0.58	0.92	0.92	0.92	0.88	0.92	0.44
Hourly flow rate (vph)	43	475	0	0	591	26	0	0	0	34	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		563										
pX, platoon unblocked												
vC, conflicting volume	617			475			1202	1177	475	1164	1164	604
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	617			475			1202	1177	475	1164	1164	604
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	96			100			100	100	100	80	100	92
cM capacity (veh/h)	973			1087			144	183	590	167	186	489

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	517	617	0	73
Volume Left	43	0	0	34
Volume Right	0	26	0	39
cSH	973	1087	1700	257
Volume to Capacity	0.04	0.00	0.00	0.28
Queue Length 95th (ft)	3	0	0	28
Control Delay (s)	1.2	0.0	0.0	24.4
Lane LOS	A		A	C
Approach Delay (s)	1.2	0.0	0.0	24.4
Approach LOS			A	C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	23	12	593	0	0	808
Peak Hour Factor	0.92	0.92	0.90	0.90	0.96	0.96
Hourly flow rate (vph)	25	13	659	0	0	842
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			631			1082
pX, platoon unblocked	0.85	0.72			0.72	
vC, conflicting volume	1501	659			659	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1088	524			524	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	97			100	
cM capacity (veh/h)	202	396			747	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	38	659	842
Volume Left	25	0	0
Volume Right	13	0	0
cSH	243	1700	1700
Volume to Capacity	0.16	0.39	0.50
Queue Length 95th (ft)	14	0	0
Control Delay (s)	22.6	0.0	0.0
Lane LOS	C		
Approach Delay (s)	22.6	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	593	24	12	819
Peak Hour Factor	0.92	0.92	0.90	0.90	0.96	0.96
Hourly flow rate (vph)	0	0	659	27	12	853
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			505			1208
pX, platoon unblocked	0.84	0.71			0.71	
vC, conflicting volume	1550	672			686	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1137	539			557	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			98	
cM capacity (veh/h)	185	386			720	

Direction, Lane #	NB 1	SB 1
Volume Total	686	866
Volume Left	0	12
Volume Right	27	0
cSH	1700	720
Volume to Capacity	0.40	0.02
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	0.5
Lane LOS		A
Approach Delay (s)	0.0	0.5
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

Crash Data

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2014

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : X

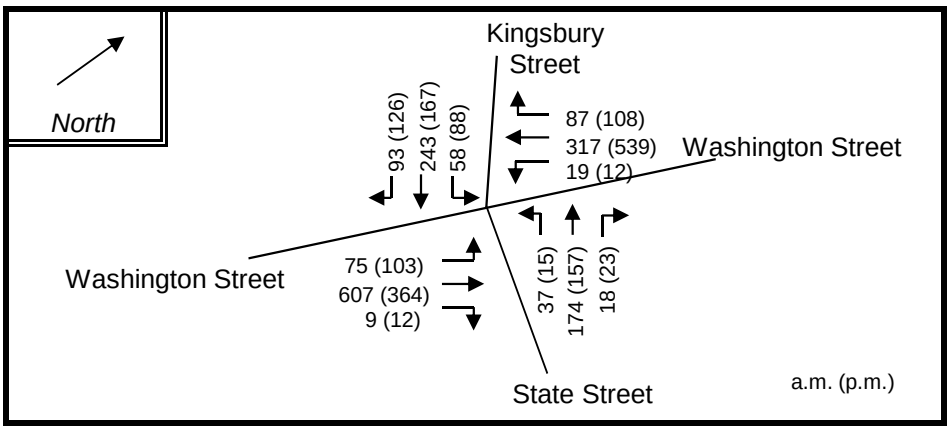
~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Kingsbury Street

State Street

INTERSECTION DIAGRAM (Label Approaches)



Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB		
VOLUMES (AM+PM) :	424	775	1,170	1,082		3,451

" K " FACTOR : **0.135** APPROACH ADT : **25,563** **ADT** = TOTAL VOL/"K" FACT.

(from 2014 ATR count)

TOTAL # OF CRASHES : 22 # OF YEARS : 3 AVERAGE # OF CRASHES (**A**) : **7.33**

CRASH RATE CALCULATION : 0.79

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

Comments : Crash Rate = 0.79 > 0.76 (district average)

Project Title & Date: Tolles-Parsons Wellesley Senior Center 9/16/2013

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2014

DISTRICT : 6 UNSIGNALIZED : [ ] SIGNALIZED : [X]

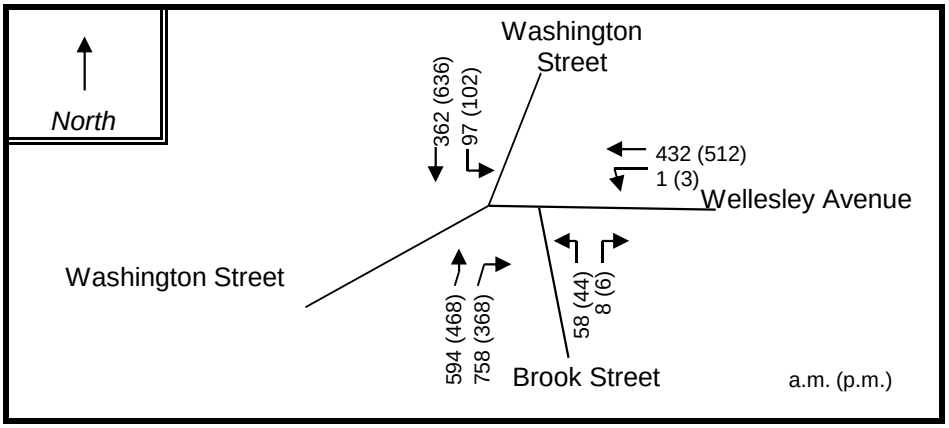
~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Wellesley Avenue

Brook Street

INTERSECTION DIAGRAM
(Label Approaches)



Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	WB	NWB		
VOLUMES (AM+PM) :	2,188	1,197	948	116		4,449

" K " FACTOR : **0.135** APPROACH ADT : **32,956** **ADT** = TOTAL VOL/"K" FACT.
(from 2014 ATR count)

TOTAL # OF CRASHES : 3 # OF YEARS : 3 AVERAGE # OF CRASHES (**A**) : **1.00**

CRASH RATE CALCULATION : **0.08** RATE = $\frac{(A * 1{,}000{,}000)}{(ADT * 365)}$

Comments : Crash Rate = 0.08 < 0.76 (district average)

Project Title & Date: Tolles-Parsons Wellesley Senior Center 9/16/2013

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2014

DISTRICT : 6 UNSIGNALIZED : [ ] SIGNALIZED : [X]

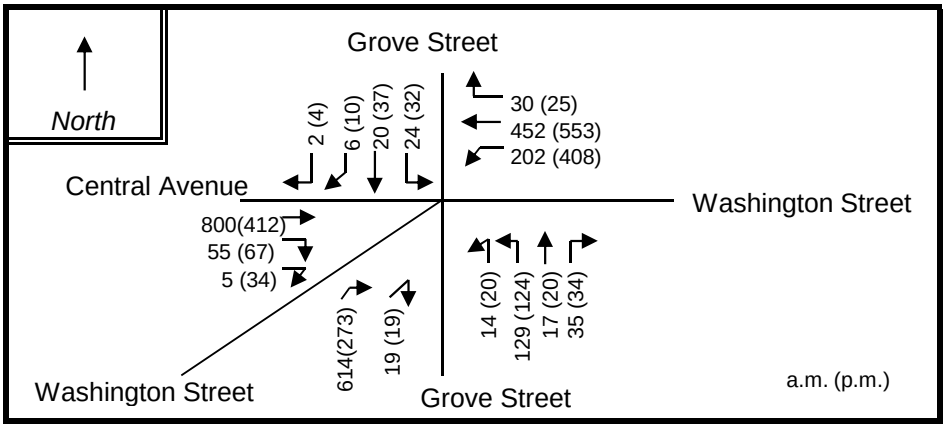
~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Grove Street

Central Avenue

INTERSECTION DIAGRAM
(Label Approaches)



Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB	NEB	
VOLUMES (AM+PM) :	393	135	1,373	1,670	925	**4,496**

" K " FACTOR : **0.135** APPROACH ADT : **33,304** **ADT** = TOTAL VOL/"K" FACT.
(from 2014 ATR count)

TOTAL # OF CRASHES : 3 # OF YEARS : 3 AVERAGE # OF CRASHES (**A**) : **1.00**

CRASH RATE CALCULATION : 0.08

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

Comments : Crash Rate = 0.08 < 0.76 (district average)

Project Title & Date: Tolles-Parsons Wellesley Senior Center 9/16/2013

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2014

DISTRICT : 6 UNSIGNALIZED : X SIGNALIZED :

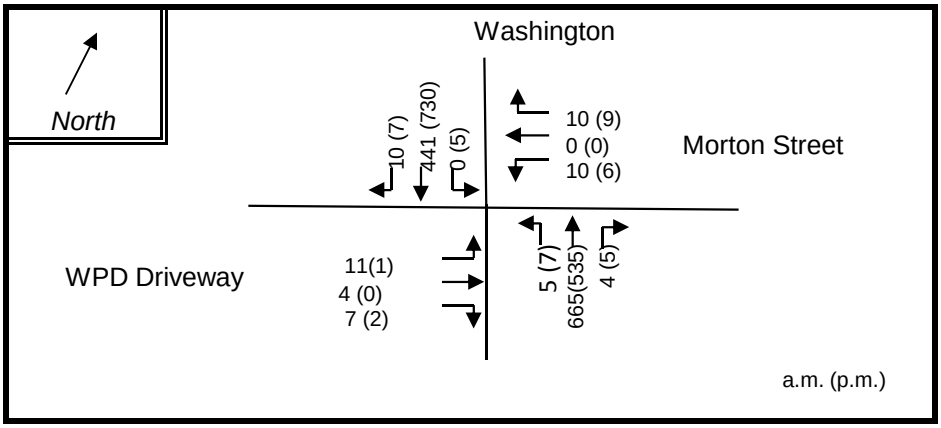
~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Morton Street

Police Driveway

INTERSECTION DIAGRAM (Label Approaches)



Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB		
VOLUMES (AM+PM) :	1,221	1,193	25	35		2,474

" K " FACTOR : **0.135** APPROACH ADT : **18,326** **ADT** = TOTAL VOL/"K" FACT.

(from 2014 ATR count)

TOTAL # OF CRASHES : 10 # OF YEARS : 3 AVERAGE # OF CRASHES (**A**) : **3.33**

CRASH RATE CALCULATION : 0.50 RATE = $\frac{(A * 1{,}000{,}000)}{(ADT * 365)}$

Comments : Crash Rate = 0.50 < 0.56 (district average)

Project Title & Date: Tolles-Parsons Wellesley Senior Center 9/16/2013

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : September 2014

DISTRICT : 6 UNSIGNALIZED : X SIGNALIZED :

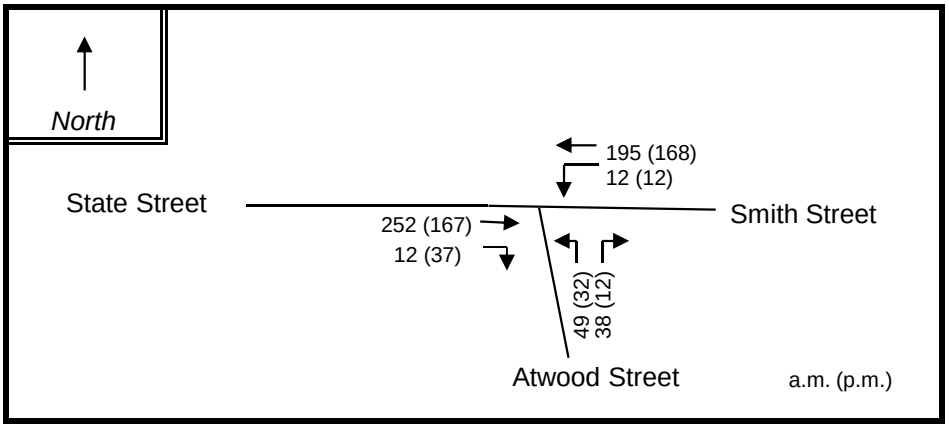
~ INTERSECTION DATA ~

MAJOR STREET : State Street

MINOR STREET(S) : Smith Street

Atwood Street

INTERSECTION DIAGRAM (Label Approaches)



Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	EB	WB			
VOLUMES (AM+PM) :	131	468	387			986

" K " FACTOR : **0.135** APPROACH ADT : **7,304** **ADT** = TOTAL VOL/"K" FACT.

(from 2014 ATR count)

TOTAL # OF CRASHES : 2 # OF YEARS : 3 AVERAGE # OF CRASHES (**A**) : **0.67**

CRASH RATE CALCULATION : 0.25

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

Comments : Crash Rate = 0.25 < 0.58 (district average)

Project Title & Date: Tolles-Parsons Wellesley Senior Center 9/16/2013

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : September 2014

DISTRICT : 6 UNSIGNALIZED : X SIGNALIZED :

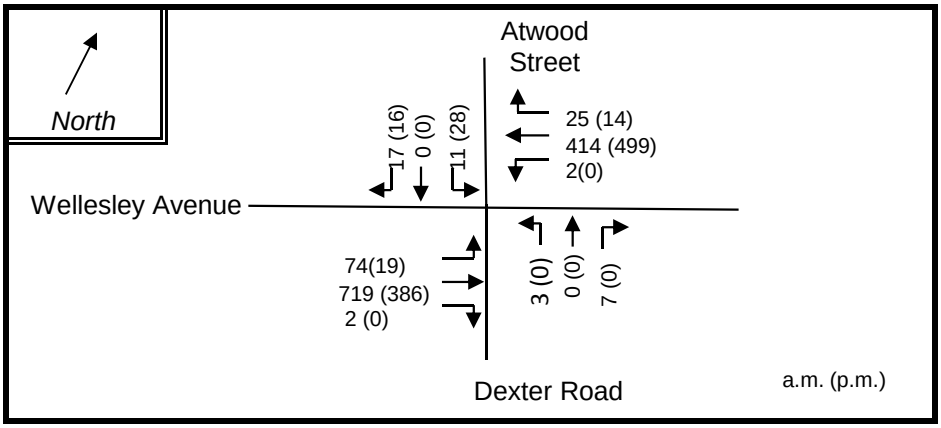
~ INTERSECTION DATA ~

MAJOR STREET : Wellesley Avenue

MINOR STREET(S) : Atwood Street

Dexter Road

INTERSECTION DIAGRAM (Label Approaches)



Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB		
VOLUMES (AM+PM) :	10	72	1,200	954		2,236

" K " FACTOR : **0.135** APPROACH ADT : **16,563** **ADT** = TOTAL VOL/"K" FACT.

(from 2014 ATR count)

TOTAL # OF CRASHES : 2 # OF YEARS : 3 AVERAGE # OF CRASHES (**A**) : **0.67**

CRASH RATE CALCULATION : 0.11

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

Comments : Crash Rate = 0.11 < 0.58 (district average)

Project Title & Date: Tolles-Parsons Wellesley Senior Center 9/16/2013

Wellesley Police Department
From: 01/01/2011 Thru: 12/31/2011

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > STATE ST
WEL > KINGSBURY ST
Zones: ALL

Accidents By Street Name And Intersecting Street

Street / Location Names	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
KINGSBURY ST intersecting with:													
WASHINGTON ST	0	0	1	0	0	0	1	1	0	0	1	0	4
TOTALS: KINGSBURY ST	0	0	1	0	0	0	1	1	0	0	1	0	4
STATE ST intersecting with:													
WASHINGTON ST	0	0	0	0	1	0	0	0	1	0	2	1	5
TOTALS: STATE ST	0	0	0	0	1	0	0	0	1	0	2	1	5
WASHINGTON ST intersecting with:													
KINGSBURY ST	0	0	1	0	0	0	1	1	0	0	1	0	4
STATE ST	0	0	0	0	1	0	0	0	1	0	2	1	5
TOTALS: WASHINGTON ST	0	0	1	0	1	0	1	1	1	0	3	1	9
GRAND TOTALS:	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**1**	**0**	**3**	**1**	**9**

Wellesley Police Department
From: 01/01/2011 Thru: 12/31/2011

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > STATE ST
WEL > KINGSBURY ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	1	0	0	1
8 AM	0	0	0	1	0	0	0	1
9 AM	0	0	0	0	1	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	1	0	0	0	0	1
1 PM	0	0	0	1	0	1	0	2
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	1	1
5 PM	0	0	1	0	1	0	0	2
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	2	2	3	1	1	9

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	9	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	22.2
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	7	77.8
Involved OUI violation(s)	0	0.0

Photos were taken	0	0.0
Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	1	11.1
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	≤ 19	19-21	22-25	26-35	36-45	46-60	≥ 60	TOTALS
Male	1	1	0	0	1	3	1	7
Female	1	0	0	2	0	6	0	9
Unknown	0	0	0	0	0	0	0	0
TOTALS	2	1	0	2	1	9	1	16

	Occurrence(s)	Percentage
Number of out of state operators	2	12.5
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No Work Zone	9	100.0
Total Occurrences	9	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Single vehicle crash	2	22.2
Angle	6	66.7
Rear-to-rear	1	11.1
Total Occurrences	9	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	7	77.8
Roadside	1	11.1
Outside roadway	1	11.1
Total Occurrences	9	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in traffic	6	66.7
Collision with utility pole	1	11.1
Coll. w/Light pole or support	2	22.2
Total Occurrences	9	100.0 %

License Class

	Occurrence(s)	Percentage
Class A vehicles	1	6.3
Class D vehicles	15	93.8
Total Occurrences	16	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	8	61.5
Unknown	5	38.5
Total Occurrences	13	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	7	77.8
Dark-lighted roadway	2	22.2
Total Occurrences	9	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	14	87.5
Tractor / semi - Trailer	1	6.3
Truck/trailer	1	6.3
Total Occurrences	16	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	6	37.5
Slowing or stopped in traffic	2	12.5
Turning Right	4	25.0
Turning Left	3	18.8
Changing lanes	1	6.3
Total Occurrences	16	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in traffic	13	76.5
Coll w/Light pole or support	3	17.6
Ran off road - right	1	5.9
Total Occurrences	17	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	7	41.2
Inattention	2	11.8
Failed to yield right of way	3	17.6
Followed too closely	1	5.9
Made an improper turn	2	11.8
Unknown	2	11.8
Total Occurrences	17	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
No underride Or Override	9	56.3
Unknown if under or override	7	43.8
Total Occurrences	16	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (Mcycle driver)	17	94.4
Front seat - right side	1	5.6
Total Occurrences	18	100.0 %

Safety System Used

	Occurrence(s)	Percentage
None used - vehicle occupant	1	5.6
Shoulder and lap belt used	9	50.0
Unknown	8	44.4
Total Occurrences	18	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Deployed -front	3	16.7
Not-deployed	15	83.3
Total Occurrences	18	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Switch in ON position	1	5.6
Unknown ON-OFF switch present	9	50.0
Unknown Position	8	44.4
Total Occurrences	18	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	18	100.0
Total Occurrences	18	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	7	70.0
Cloudy	2	20.0
Unknown	1	10.0
Total Occurrences	10	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	18	100.0
Total Occurrences	18	100.0 %

Injury Status

	Occurrence(s)	Percentage
Non-fatal injury - Possible	2	11.1
No injury	16	88.9
Total Occurrences	18	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	18	100.0
Total Occurrences	18	100.0 %

Property Type Code

	Occurrence(s)	Percentage
Municipal	2	100.0
Total Occurrences	2	100.0 %

Carrier Issuing Authority Code

	Occurrence(s)	Percentage
ICC	1	100.0
Total Occurrences	1	100.0 %

Interstate

	Occurrence(s)	Percentage
Yes - used interstate	1	100.0
Total Occurrences	1	100.0 %

Cargo Body Type

	Occurrence(s)	Percentage
Flatbed	1	100.0
Total Occurrences	1	100.0 %

Gross Weight Code

	Occurrence(s)	Percentage
More than 26,000 pounds	1	100.0
Total Occurrences	1	100.0 %

Trailer Length

	Occurrence(s)	Percentage
53 feet	1	100.0
Total Occurrences	1	100.0 %

Trailer Length

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
No Controls	2	22.2
Traffic control signal	7	77.8
Total Occurrences	9	100.0 %

Hazmat Material 1 Digit Code

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	16	100.0
Total Occurrences	16	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	9	100.0
Total Occurrences	9	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	9	100.0
Total Occurrences	9	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Four-way intersection	8	88.9
T -Intersection	1	11.1
Total Occurrences	9	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	9	100.0
Total Occurrences	9	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	9	100.0
Total Occurrences	9	100.0 %

From: 01/01/2012 Thru: 12/31/2012

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > STATE ST
WEL > KINGSBURY ST
Zones: ALL

Accidents By Street Name And Intersecting Street

Street / Location Names	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
KINGSBURY ST intersecting with:													
WASHINGTON ST	0	0	0	1	0	1	2	0	1	0	0	0	5
TOTALS: KINGSBURY ST	0	0	0	1	0	1	2	0	1	0	0	0	5
STATE ST intersecting with:													
WASHINGTON ST	0	0	0	0	0	0	0	0	0	0	2	3	5
TOTALS: STATE ST	0	0	0	0	0	0	0	0	0	0	2	3	5
WASHINGTON ST intersecting with:													
KINGSBURY ST	0	0	0	1	0	1	2	0	1	0	0	0	5
STATE ST	0	0	0	0	0	0	0	0	0	0	2	3	5
TOTALS: WASHINGTON ST	0	0	0	1	0	1	2	0	1	0	2	3	10
GRAND TOTALS:	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**1**	**0**	**2**	**3**	**10**

From: 01/01/2012 Thru: 12/31/2012

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > STATE ST
WEL > KINGSBURY ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	1	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	1	0	0	1	2
12 PM	0	2	0	0	0	0	0	2
1 PM	0	0	0	1	0	0	0	1
2 PM	0	0	0	1	0	0	0	1
3 PM	0	0	0	0	1	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	1	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	1	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	0	3	1	1	3	10

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	10	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	20.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	8	80.0
Involved OUI violation(s)	0	0.0

Photos were taken	0	0.0
Measurements were taken	0	0.0
Investigation took place	1	10.0
Involved Injuries	1	10.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	2	1	0	1	1	1	5	11
Female	1	0	1	1	0	4	4	11
Unknown	0	0	0	0	0	0	0	0
TOTALS	3	1	1	2	1	5	9	22

	Occurrence(s)	Percentage
Number of out of state operators	1	4.5
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No Work Zone	10	100.0
Total Occurrences	10	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Rear-end	2	20.0
Angle	5	50.0
Sideswipe, same direction	1	10.0
Head-on	2	20.0
Total Occurrences	10	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	9	90.0
Unknown	1	10.0
Total Occurrences	10	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in traffic	10	100.0
Total Occurrences	10	100.0 %

License Class

	Occurrence(s)	Percentage
Unknown	3	13.6
Class D vehicles	19	86.4
Total Occurrences	22	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	7	58.3
Other	1	8.3
Corrective lenses	2	16.7
Unknown	2	16.7
Total Occurrences	12	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	8	80.0
Dark-lighted roadway	2	20.0
Total Occurrences	10	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	19	86.4
Light truck with only 4 tires	1	4.5
Truck/trailer	1	4.5
Other	1	4.5
Total Occurrences	22	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	12	54.5
Slowing or stopped in traffic	4	18.2
Turning Right	1	4.5
Turning Left	5	22.7
Total Occurrences	22	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in traffic	22	88.0
Collision with curb	1	4.0
Collision with tree	1	4.0
Coll w/Other fixed object	1	4.0
Total Occurrences	25	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	10	41.7
Oper veh negligently etc.	1	4.2
Overcorrecting/Oversteering	1	4.2
Disregarded signs,signals,mark	1	4.2
Failed to yield right of way	1	4.2
Followed too closely	1	4.2
Made an improper turn	3	12.5
Unknown	6	25.0
Total Occurrences	24	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
No underride Or Override	18	81.8
Unknown if under or override	4	18.2
Total Occurrences	22	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (Mcycle driver)	22	81.5
Front seat - right side	5	18.5
Total Occurrences	27	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Shoulder and lap belt used	19	70.4
Unknown	8	29.6
Total Occurrences	27	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Deployed -front	1	3.7
Deployed-both front/side	1	3.7
Not-deployed	23	85.2
Not applicable	2	7.4
Total Occurrences	27	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Switch in ON position	7	25.9
Unknown ON-OFF switch present	11	40.7
Unknown Position	9	33.3
Total Occurrences	27	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	27	100.0
Total Occurrences	27	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	6	50.0
Cloudy	2	16.7
Rain	4	33.3
Total Occurrences	12	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	25	92.6
Freed by nonmechanical means	2	7.4
Total Occurrences	27	100.0 %

Injury Status

	Occurrence(s)	Percentage
Non-fatal injury-Incapacitati	1	3.7
Non-fatal injury - Possible	1	3.7
No injury	25	92.6
Total Occurrences	27	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	26	96.3
EMS(Emergency Medical Service)	1	3.7
Total Occurrences	27	100.0 %

Property Type Code

	Occurrence(s)	Percentage
Other	2	100.0
Total Occurrences	2	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
No Controls	4	40.0
Traffic control signal	6	60.0
Total Occurrences	10	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	7	70.0
No	3	30.0
Total Occurrences	10	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	6	60.0
Wet	4	40.0
Total Occurrences	10	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Not at junction	2	20.0
Four-way intersection	6	60.0
T -Intersection	2	20.0
Total Occurrences	10	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	10	100.0
Total Occurrences	10	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > STATE ST
WEL > KINGSBURY ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	1	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	1	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	1	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	0	0	0	1	1	0	3

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	3	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	2	66.7
Occurred on other number of lanes	1	33.3
Involved OUI violation(s)	0	0.0

Photos were taken	0	0.0
Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	1	33.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	3	1	0	0	4
Female	0	0	1	0	0	2	0	3
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	1	3	1	2	0	7

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Rear-end	1	33.3
Angle	1	33.3
Sideswipe, same direction	1	33.3
Total Occurrences	3	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	3	100.0
Total Occurrences	3	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in transp.	3	100.0
Total Occurrences	3	100.0 %

License Class

	Occurrence(s)	Percentage
Class D vehicles	7	100.0
Total Occurrences	7	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	2	66.7
Unknown	1	33.3
Total Occurrences	3	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	3	100.0
Total Occurrences	3	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	7	100.0
Total Occurrences	7	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	3	42.9
Slowing or stopped in traffic	1	14.3
Turning Right	1	14.3
Turning Left	2	28.6
Total Occurrences	7	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in transport	7	100.0
Total Occurrences	7	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	4	57.1
Inattention	1	14.3
Failed to yield right of way	1	14.3
Failure to keep in proper lane	1	14.3
Total Occurrences	7	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
No underride Or Override	4	100.0
Total Occurrences	4	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (or Mcycle driver)	7	100.0
Total Occurrences	7	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Shoulder and lap belt used	4	57.1
Unknown	3	42.9
Total Occurrences	7	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Deployed-both front/side	1	14.3
Not-deployed	5	71.4
Unknown	1	14.3
Total Occurrences	7	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Unknown Position	4	100.0
Total Occurrences	4	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	7	100.0
Total Occurrences	7	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	3	100.0
Total Occurrences	3	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	7	100.0
Total Occurrences	7	100.0 %

Injury Status

	Occurrence(s)	Percentage
Non-fatal injury - Possible	1	14.3
No injury	6	85.7
Total Occurrences	7	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	6	85.7
EMS(Emergency Medical Service)	1	14.3
Total Occurrences	7	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
Traffic control signal	3	100.0
Total Occurrences	3	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	3	100.0
Total Occurrences	3	100.0 %

Road Contributing Circumstances (01/13)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Driver Distracted By (01/13)

	Occurrence(s)	Percentage
Not Distracted	2	66.7
Unknown	1	33.3
Total Occurrences	3	100.0 %

Damaged Area Code (01/13)

	Occurrence(s)	Percentage
Center front	2	50.0
Right rear	1	25.0
Left side	1	25.0
Total Occurrences	4	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	3	100.0
Total Occurrences	3	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Four-way intersection	3	100.0
Total Occurrences	3	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	3	100.0
Total Occurrences	3	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > WELLESLEY AVE
WEL > BROOK ST
WEL > WAKELIN WAY
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

From: 01/01/2012 Thru: 12/31/2012

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > WELLESLEY AVE
WEL > BROOK ST
WEL > WAKELIN WAY
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	≤ 19	19-21	22-25	26-35	36-45	46-60	≥ 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > WELLESLEY AVE
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	1	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	1	0	0	0	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	1	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	1	1	1	0	0	3

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		0 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	3	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	33.3
Occurred on other number of lanes	2	66.7
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	1	33.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	1	0	1	0	0	0	2
Female	0	0	1	0	0	1	1	3
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	1	1	1	0	1	1	5

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Single vehicle crash	1	33.3
Sideswipe, same direction	2	66.7
Total Occurrences	3	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	3	100.0
Total Occurrences	3	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in transp.	2	66.7
Coll. with cyclist	1	33.3
Total Occurrences	3	100.0 %

Non Motorist Type

	Occurrence(s)	Percentage
Cyclist	1	100.0
Total Occurrences	1	100.0 %

Non Motorist Action

	Occurrence(s)	Percentage
Enter or cross specified loc	1	100.0
Total Occurrences	1	100.0 %

Non Motorist Location

	Occurrence(s)	Percentage
Marked crosswalk intersection	1	100.0
Total Occurrences	1	100.0 %

Non Motorist Condition

	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

License Class

	Occurrence(s)	Percentage
Unknown	1	20.0
Class D vehicles	4	80.0
Total Occurrences	5	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	2	66.7
Dark-lighted roadway	1	33.3
Total Occurrences	3	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	5	100.0
Total Occurrences	5	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Turning Right	5	100.0
Total Occurrences	5	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in transport	4	80.0
Coll w/Cyclist	1	20.0
Total Occurrences	5	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	3	50.0
Disregarded signs,signals,mark	1	16.7
Made an improper turn	2	33.3
Total Occurrences	6	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (or Mcycle driver)	6	100.0
Total Occurrences	6	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Shoulder and lap belt used	5	100.0
Total Occurrences	5	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Not-deployed	5	100.0
Total Occurrences	5	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	5	100.0
Total Occurrences	5	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	2	66.7
Cloudy	1	33.3
Total Occurrences	3	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	5	100.0
Total Occurrences	5	100.0 %

Injury Status

	Occurrence(s)	Percentage
Non-fatal injury-Non-incapaci	1	16.7
No injury	5	83.3
Total Occurrences	6	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	6	100.0
Total Occurrences	6	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
Traffic control signal	3	100.0
Total Occurrences	3	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	3	100.0
Total Occurrences	3	100.0 %

Road Contributing Circumstances (01/13)

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Driver Distracted By (01/13)

	Occurrence(s)	Percentage
Not Distracted	5	100.0
Total Occurrences	5	100.0 %

Damaged Area Code (01/13)

	Occurrence(s)	Percentage
Right side	3	60.0
Left side	1	20.0
Left front	1	20.0
Total Occurrences	5	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	3	100.0
Total Occurrences	3	100.0 %

Test Status (01/13)

	Occurrence(s)	Percentage
Test not given	4	100.0
Total Occurrences	4	100.0 %

Law Enforcement Suspects Alcohol Use (01/13)

	Occurrence(s)	Percentage
No, alcohol not used	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Suspects Drug Use (01/13)

	Occurrence(s)	Percentage
No, drug not used	1	100.0
Total Occurrences	1	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
T -Intersection	3	100.0
Total Occurrences	3	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	3	100.0
Total Occurrences	3	100.0 %

Wellesley Police Department
From: 01/01/2013 Thru: 12/31/2013

Jurisdictions: ALL
Location: ALL
Street: WEL > BROOK ST
Intersecting Street: WEL > WELLESLEY AVE
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	≤ 19	19-21	22-25	26-35	36-45	46-60	≥ 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > GROVE ST
WEL > CENTRAL ST
Zones: ALL

Accidents By Street Name And Intersecting Street

Street / Location Names	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
GROVE ST intersecting with:													
WASHINGTON ST	0	0	0	2	1	0	0	0	0	0	0	0	3
TOTALS: GROVE ST	0	0	0	2	1	0	0	0	0	0	0	0	3
WASHINGTON ST intersecting with:													
GROVE ST	0	0	0	2	1	0	0	0	0	0	0	0	3
TOTALS: WASHINGTON ST	0	0	0	2	1	0	0	0	0	0	0	0	3
GRAND TOTALS:	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > GROVE ST
WEL > CENTRAL ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	1	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	1	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	1	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	2	0	1	3

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	3	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	66.7
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	1	33.3
Involved OUI violation(s)	0	0.0

Photos were taken	0	0.0
Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	1	33.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	3	0	3
Female	0	0	0	1	0	0	1	2
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	1	0	3	1	5

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No Work Zone	3	100.0
Total Occurrences	3	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Rear-end	2	66.7
Angle	1	33.3
Total Occurrences	3	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	3	100.0
Total Occurrences	3	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in traffic	3	100.0
Total Occurrences	3	100.0 %

License Class

	Occurrence(s)	Percentage
Class D vehicles	5	100.0
Total Occurrences	5	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	3	100.0
Total Occurrences	3	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	5	100.0
Total Occurrences	5	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	1	20.0
Slowing or stopped in traffic	3	60.0
Turning Left	1	20.0
Total Occurrences	5	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in traffic	5	100.0
Total Occurrences	5	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	3	60.0
Inattention	1	20.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
No underride Or Override	5	100.0
Total Occurrences	5	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (Mcycle driver)	5	83.3
Front seat - right side	1	16.7
Total Occurrences	6	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Shoulder and lap belt used	6	100.0
Total Occurrences	6	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Not-deployed	6	100.0
Total Occurrences	6	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Unknown ON-OFF switch present	3	50.0
Unknown Position	3	50.0
Total Occurrences	6	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	6	100.0
Total Occurrences	6	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	3	100.0
Total Occurrences	3	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	6	100.0
Total Occurrences	6	100.0 %

Injury Status

	Occurrence(s)	Percentage
Non-fatal injury - Possible	1	16.7
No injury	5	83.3
Total Occurrences	6	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	6	100.0
Total Occurrences	6	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
Traffic control signal	3	100.0
Total Occurrences	3	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	3	100.0
Total Occurrences	3	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	3	100.0
Total Occurrences	3	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Four-way intersection	1	33.3
Five-point, or more	2	66.7
Total Occurrences	3	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	3	100.0
Total Occurrences	3	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > GROVE ST
WEL > CENTRAL ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > CENTRAL ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > MORTON ST
WEL > WASHINGTON ST (Odd # 485-485 Even # - Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	1	0	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	0	1
1 PM	0	0	0	1	0	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	1	0	1
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	0	1	0	2	0	4

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	2	50.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	4	100.0
Involved OUI violation(s)	0	0.0

Photos were taken	0	0.0
Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	1	25.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	1	0	0	0	0	1
Female	1	1	0	0	3	0	0	5
Unknown	0	0	0	0	0	0	0	0
TOTALS	1	1	1	0	3	0	0	6

	Occurrence(s)	Percentage
Number of out of state operators	3	37.5
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No Work Zone	4	100.0
Total Occurrences	4	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Rear-end	2	50.0
Sideswipe, same direction	2	50.0
Total Occurrences	4	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	3	75.0
Roadside	1	25.0
Total Occurrences	4	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in traffic	2	50.0
Coll. w/parked motor veh	2	50.0
Total Occurrences	4	100.0 %

License Class

	Occurrence(s)	Percentage
Unknown	2	28.6
Class D vehicles	5	71.4
Total Occurrences	7	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	1	14.3
Unknown	6	85.7
Total Occurrences	7	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	3	75.0
Dark-lighted roadway	1	25.0
Total Occurrences	4	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	7	100.0
Total Occurrences	7	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	3	37.5
Parked	2	25.0
Slowing or stopped in traffic	2	25.0
Unknown	1	12.5
Total Occurrences	8	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in traffic	6	75.0
Coll w/Parked motor veh	2	25.0
Total Occurrences	8	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	4	50.0
Inattention	1	12.5
Followed too closely	1	12.5
Failure to keep in proper lane	1	12.5
Unknown	1	12.5
Total Occurrences	8	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
No underride Or Override	4	50.0
Unknown if under or override	4	50.0
Total Occurrences	8	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (Mcycle driver)	8	88.9
Front seat - right side	1	11.1
Total Occurrences	9	100.0 %

Safety System Used

	Occurrence(s)	Percentage
None used - vehicle occupant	2	22.2
Shoulder and lap belt used	4	44.4
Unknown	3	33.3
Total Occurrences	9	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Deployed -front	1	11.1
Not-deployed	5	55.6
Unknown	3	33.3
Total Occurrences	9	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
ON-OFF switch not present	2	22.2
Unknown ON-OFF switch present	3	33.3
Unknown Position	4	44.4
Total Occurrences	9	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	7	77.8
Not applicable	1	11.1
Unknown	1	11.1
Total Occurrences	9	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	1	20.0
Cloudy	1	20.0
Rain	1	20.0
Snow	1	20.0
Blowing , Sand, Snow	1	20.0
Total Occurrences	5	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	8	88.9
Unknown	1	11.1
Total Occurrences	9	100.0 %

Injury Status

	Occurrence(s)	Percentage
Non-fatal injury - Possible	1	11.1
No injury	7	77.8
Unknown	1	11.1
Total Occurrences	9	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	8	88.9
Unknown	1	11.1
Total Occurrences	9	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
No Controls	3	75.0
Traffic control signal	1	25.0
Total Occurrences	4	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	7	87.5
Unknown	1	12.5
Total Occurrences	8	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	2	66.7
No	1	33.3
Total Occurrences	3	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	2	50.0
Wet	1	25.0
Snow	1	25.0
Total Occurrences	4	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Not at junction	2	50.0
T -Intersection	2	50.0
Total Occurrences	4	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	4	100.0
Total Occurrences	4	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST
Intersecting Street: WEL > MORTON ST
WEL > WASHINGTON ST (Odd # 485-485 Even # - Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	1	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	1	0	0	0	1
2 PM	0	0	0	1	0	0	0	1
3 PM	0	0	0	0	0	1	0	1
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	1	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	4	0	2	0	6

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		25 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	0	0.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	6	100.0
Involved OUI violation(s)	0	0.0

Photos were taken	0	0.0
Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	0	2	2
Female	0	1	0	0	0	3	3	7
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	1	0	0	0	3	5	9

	Occurrence(s)	Percentage
Number of out of state operators	3	27.3
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
Yes	1	16.7
No Work Zone	5	83.3
Total Occurrences	6	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Single vehicle crash	1	16.7
Rear-end	3	50.0
Angle	1	16.7
Unknown	1	16.7
Total Occurrences	6	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	3	50.0
Shoulder -unpaved	1	16.7
Outside roadway	2	33.3
Total Occurrences	6	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in traffic	3	50.0
Coll. w/parked motor veh	1	16.7
Coll. w/Light pole or support	1	16.7
Other non - collision	1	16.7
Total Occurrences	6	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	6	75.0
Unknown	2	25.0
Total Occurrences	8	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	5	83.3
Dark-lighted roadway	1	16.7
Total Occurrences	6	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	11	100.0
Total Occurrences	11	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	4	36.4
Backing	2	18.2
Parked	2	18.2
Slowing or stopped in traffic	2	18.2
Turning Left	1	9.1
Total Occurrences	11	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in traffic	7	63.6
Coll w/Parked motor veh	2	18.2
Coll w/Other fixed object	1	9.1
Other non - Collision	1	9.1
Total Occurrences	11	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	7	63.6
Inattention	3	27.3
Failed to yield right of way	1	9.1
Total Occurrences	11	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
No underride Or Override	11	100.0
Total Occurrences	11	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (Mcycle driver)	11	100.0
Total Occurrences	11	100.0 %

Safety System Used

	Occurrence(s)	Percentage
None used - vehicle occupant	1	9.1
Shoulder and lap belt used	8	72.7
Unknown	2	18.2
Total Occurrences	11	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Not-deployed	9	81.8
Not applicable	2	18.2
Total Occurrences	11	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Unknown ON-OFF switch present	2	18.2
Unknown Position	9	81.8
Total Occurrences	11	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	9	81.8
Not applicable	2	18.2
Total Occurrences	11	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	5	71.4
Cloudy	1	14.3
Rain	1	14.3
Total Occurrences	7	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	11	100.0
Total Occurrences	11	100.0 %

From: 01/01/2012 Thru: 12/31/2012

Injury Status

	Occurrence(s)	Percentage
No injury	11	100.0
Total Occurrences	11	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	11	100.0
Total Occurrences	11	100.0 %

From: 01/01/2012 Thru: 12/31/2012

Property Type Code

	Occurrence(s)	Percentage
Municipal	1	100.0
Total Occurrences	1	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	4	80.0
No	1	20.0
Total Occurrences	5	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	5	83.3
Wet	1	16.7
Total Occurrences	6	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Not at junction	6	100.0
Total Occurrences	6	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	5	83.3
2way div unprotected median	1	16.7
Total Occurrences	6	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > WASHINGTON ST (Odd # 485-485 Even # - Blanks Excluded)
Intersecting Street: WEL > MORTON ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	≤ 19	19-21	22-25	26-35	36-45	46-60	≥ 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Jurisdictions: ALL
Location: ALL
Street: WEL > STATE ST
Intersecting Street: WEL > ATWOOD ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	1	0	0	0	0	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	1	0	0	0	0	1

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		0 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	1	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	1	1	2
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1	1	2

	Occurrence(s)	Percentage
Number of out of state operators	1	50.0
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Angle	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in transp.	1	100.0
Total Occurrences	1	100.0 %

License Class

	Occurrence(s)	Percentage
Class D vehicles	2	100.0
Total Occurrences	2	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	2	100.0
Total Occurrences	2	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	1	50.0
Turning Left	1	50.0
Total Occurrences	2	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in transport	2	100.0
Total Occurrences	2	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	1	33.3
Inattention	1	33.3
Failed to yield right of way	1	33.3
Total Occurrences	3	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
No underride Or Override	2	100.0
Total Occurrences	2	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (or Mcycle driver)	2	100.0
Total Occurrences	2	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Shoulder and lap belt used	2	100.0
Total Occurrences	2	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Not-deployed	2	100.0
Total Occurrences	2	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Unknown Position	2	100.0
Total Occurrences	2	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	2	100.0
Total Occurrences	2	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	1	100.0
Total Occurrences	1	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	2	100.0
Total Occurrences	2	100.0 %

Injury Status

	Occurrence(s)	Percentage
No injury	2	100.0
Total Occurrences	2	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	2	100.0
Total Occurrences	2	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
Stop signs	1	100.0
Total Occurrences	1	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	1	100.0
Total Occurrences	1	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
T -Intersection	1	100.0
Total Occurrences	1	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	1	100.0
Total Occurrences	1	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > STATE ST
Intersecting Street: WEL > ATWOOD ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Jurisdictions: ALL
Location: ALL
Street: WEL > STATE ST
Intersecting Street: WEL > ATWOOD ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	1	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	1	0	0	1

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		0 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	1	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	1	100.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	1	0	0	0	0	0	1
Female	0	0	0	0	0	1	0	1
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	1	0	0	0	1	0	2

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Head-on	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in transp.	1	100.0
Total Occurrences	1	100.0 %

License Class

	Occurrence(s)	Percentage
Class D vehicles	2	100.0
Total Occurrences	2	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	2	100.0
Total Occurrences	2	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Travelling Straight ahead	2	100.0
Total Occurrences	2	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in transport	2	100.0
Total Occurrences	2	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	1	50.0
Inattention	1	50.0
Total Occurrences	2	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
Unknown if under or override	2	100.0
Total Occurrences	2	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (or Mcycle driver)	2	100.0
Total Occurrences	2	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Shoulder and lap belt used	2	100.0
Total Occurrences	2	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Deployed -front	1	50.0
Not-deployed	1	50.0
Total Occurrences	2	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Unknown ON-OFF switch present	2	100.0
Total Occurrences	2	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	2	100.0
Total Occurrences	2	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	1	100.0
Total Occurrences	1	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	2	100.0
Total Occurrences	2	100.0 %

Injury Status

	Occurrence(s)	Percentage
Non-fatal injury - Possible	1	50.0
No injury	1	50.0
Total Occurrences	2	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	1	50.0
EMS(Emergency Medical Service)	1	50.0
Total Occurrences	2	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
No Controls	1	100.0
Total Occurrences	1	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	1	100.0
Total Occurrences	1	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
T -Intersection	1	100.0
Total Occurrences	1	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	1	100.0
Total Occurrences	1	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > WELLESLEY AVE
Intersecting Street: WEL > ATWOOD ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	0	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1	0	1

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	1	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	≤ 19	19-21	22-25	26-35	36-45	46-60	≥ 60	TOTALS
Male	0	0	0	0	0	0	1	1
Female	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	2	2

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Rear-end	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Roadway	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/motor veh. in transp.	1	100.0
Total Occurrences	1	100.0 %

License Class

	Occurrence(s)	Percentage
Class D vehicles	2	100.0
Total Occurrences	2	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
Unknown	2	100.0
Total Occurrences	2	100.0 %

Light Condition

	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Passenger car	2	100.0
Total Occurrences	2	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Slowing or stopped in traffic	2	100.0
Total Occurrences	2	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Motor veh. in transport	2	100.0
Total Occurrences	2	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	1	50.0
Unknown	1	50.0
Total Occurrences	2	100.0 %

Underride/Override Code

	Occurrence(s)	Percentage
Unknown if under or override	2	100.0
Total Occurrences	2	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (or Mcycle driver)	2	100.0
Total Occurrences	2	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Unknown	2	100.0
Total Occurrences	2	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Not-deployed	2	100.0
Total Occurrences	2	100.0 %

Air Bag Switch Code

	Occurrence(s)	Percentage
Unknown Position	2	100.0
Total Occurrences	2	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	2	100.0
Total Occurrences	2	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	1	100.0
Total Occurrences	1	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	2	100.0
Total Occurrences	2	100.0 %

Injury Status

	Occurrence(s)	Percentage
No injury	2	100.0
Total Occurrences	2	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	2	100.0
Total Occurrences	2	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
Traffic control signal	1	100.0
Total Occurrences	1	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	1	100.0
Total Occurrences	1	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Four-way intersection	1	100.0
Total Occurrences	1	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	1	100.0
Total Occurrences	1	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Jurisdictions: ALL
Location: ALL
Street: WEL > WELLESLEY AVE
Intersecting Street: WEL > ATWOOD ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Jurisdictions: ALL
Location: ALL
Street: WEL > WELLESLEY AVE
Intersecting Street: WEL > ATWOOD ST
Zones: ALL

Accident Statistics By Time of Day

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	1	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	1	0	0	1

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		0 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	1	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	< 19	19-21	22-25	26-35	36-45	46-60	> 60	TOTALS
Male	0	0	0	1	0	0	0	1
Female	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	0	0	0	1	0	0	0	1

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Work Zone Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Manner Of Collision

	Occurrence(s)	Percentage
Single vehicle crash	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event Location

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event

	Occurrence(s)	Percentage
Coll. w/ unknown/fixed object	1	100.0
Total Occurrences	1	100.0 %

License Class

	Occurrence(s)	Percentage
Class A vehicles	1	100.0
Total Occurrences	1	100.0 %

License Restriction Code

	Occurrence(s)	Percentage
L - Not On File	1	100.0
Total Occurrences	1	100.0 %

Light Condition

	Occurrence(s)	Percentage
Dark-lighted roadway	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Code

	Occurrence(s)	Percentage
Unknown heavy truck	1	100.0
Total Occurrences	1	100.0 %

Vehicle Action Prior to Crash

	Occurrence(s)	Percentage
Backing	1	100.0
Total Occurrences	1	100.0 %

Sequence of Events

	Occurrence(s)	Percentage
Coll w/Other fixed object	1	100.0
Total Occurrences	1	100.0 %

Driver Contributing Code

	Occurrence(s)	Percentage
No improper driving	1	100.0
Total Occurrences	1	100.0 %

Seating Position

	Occurrence(s)	Percentage
Front Left (or Mcycle driver)	1	100.0
Total Occurrences	1	100.0 %

Safety System Used

	Occurrence(s)	Percentage
Shoulder and lap belt used	1	100.0
Total Occurrences	1	100.0 %

Air Bag Status Code

	Occurrence(s)	Percentage
Not-deployed	1	100.0
Total Occurrences	1	100.0 %

Ejection Code

	Occurrence(s)	Percentage
Not ejected	1	100.0
Total Occurrences	1	100.0 %

Weather Condition

	Occurrence(s)	Percentage
Clear	1	100.0
Total Occurrences	1	100.0 %

Trapped Code

	Occurrence(s)	Percentage
Not trapped	1	100.0
Total Occurrences	1	100.0 %

Injury Status

	Occurrence(s)	Percentage
No injury	1	100.0
Total Occurrences	1	100.0 %

Transported by Code

	Occurrence(s)	Percentage
Not transported	1	100.0
Total Occurrences	1	100.0 %

Property Type Code

	Occurrence(s)	Percentage
Municipal	1	100.0
Total Occurrences	1	100.0 %

Traffic Control Device Type

	Occurrence(s)	Percentage
Stop signs	1	100.0
Total Occurrences	1	100.0 %

Responding to Emergency

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Traffic Control Functioning Code

	Occurrence(s)	Percentage
Yes	1	100.0
Total Occurrences	1	100.0 %

Road Contributing Circumstances (01/13)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Driver Distracted By (01/13)

	Occurrence(s)	Percentage
Not Distracted	1	100.0
Total Occurrences	1	100.0 %

Damaged Area Code (01/13)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Road Surface

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Test Status (01/13)

	Occurrence(s)	Percentage
Test not given	1	100.0
Total Occurrences	1	100.0 %

BAC Test Result (01/13)

	Occurrence(s)	Percentage
Test not given	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Suspects Alcohol Use (01/13)

	Occurrence(s)	Percentage
No, alcohol not used	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Suspects Drug Use (01/13)

	Occurrence(s)	Percentage
No, drug not used	1	100.0
Total Occurrences	1	100.0 %

Roadway Intersection Type

	Occurrence(s)	Percentage
Four-way intersection	1	100.0
Total Occurrences	1	100.0 %

Trafficway Description

	Occurrence(s)	Percentage
Two-way, Not divided	1	100.0
Total Occurrences	1	100.0 %

School Bus Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Sidewalk Conditions

Sidewalk Conditions

Many of the sidewalks in the survey area, especially along Washington Street, are constructed in an aesthetically enhanced configuration. To simplify the detailed sidewalk descriptions below, these standard arrangements are named

A ***Standard Sidewalk*** is a cross-section consisting of a 6-inch wide granite curb, an 18-inch wide section of two parallel rows of brick, and one or more concrete slabs of variable width. Essentially, this is a concrete sidewalk adjacent to the roadway with a brick and granite-curb trim. Street light posts along these sidewalks are usually located near the roadway edge, centered approximate on the edge between the concrete slab and the brick trim. At each light post, the brick trim is extended to encircle the base of the post.

A ***Standard Crosswalk*** consists of an 8-foot wide brick surface bordered on both sides by a 6-inch wide granite curb and a subsequent 6-inch wide concrete strip. The entire crosswalk is then outlined by a white painted stripe on both sides.

A ***Standard Curb Ramp*** is a sloped transition between the sidewalk and the roadway, usually at a crosswalk. The brick trim along the Standard Sidewalk is diverted to create an outline along the inside (away from the roadway) boundaries of a Standard Curb Ramp. The ramp itself is constructed of variable-size concrete slabs, and the ramp is met at the roadway by a 6-inch wide granite curb that is set level to the roadway.

A detailed discussion of the sidewalk conditions is presented below.

Wellesley Avenue (south side) from Washington Street to Dexter Road

This sidewalk segment begins at the Washington Street/Wellesley Avenue signalized intersection, where a Standard Curb Ramp and Standard Crosswalks across each intersection approach are provided. Pedestrian push-buttons activate an exclusive pedestrian phase at the intersection. As a continuation of the sidewalk from Washington Street, this sidewalk runs 73 feet in Standard Sidewalk configuration from Washington Street east to Brook Street. The concrete portion of this segment is 7 feet, 3 inches wide and in excellent condition. A Standard Crosswalk is provided across Brook Street with Standard Curb Ramps provided at both ends. A Standard Sidewalk continues only 19 feet along the southwest side of Brook Street before ending.

A sidewalk along the east side of Brook Street intersects this sidewalk segment. The Standard Sidewalk configuration with a 6 foot, 1 inch concrete slab continues for 56 feet east Brook Street. The sidewalk then continues as an asphalt surface separated from the roadway by a granite curb and narrow grass strip. The surface at the transition is extensively cracked and uneven. The asphalt sidewalk runs 325 feet east to Dexter Street and ranges in width from 4 feet, 6 inches to 5 feet, 1 inch. This section is generally fair condition, but improves to good condition near Dexter Street. Sidewalk cracking and uneven surfaces are present throughout this asphalt sidewalk

section. At Dexter Street, painted crosswalks are provided along all approaches, and the sidewalk is sloped to create a curb ramp level with the roadway.

Wellesley Avenue (north side) from Atwood Street to Washington Street

At Atwood Street, this sidewalk segment begins with asphalt curb ramps provided for each crossing at the Wellesley Avenue/Atwood Street intersection. An intersecting sidewalk is provided along the west side of Atwood Street. The is an asphalt surface for 327 feet west from Atwood Street, separated from the roadway by a granite curb and narrow grass strip. This asphalt section varies in width from 4 feet, 7 inches to 4 feet, 10 inches and is in excellent condition, except for a sudden dip in the surface just before the end of the asphalt section. The sidewalk then transitions to a Standard Sidewalk configuration at the final driveway before the Washington Street/Wellesley Avenue intersection. The final 134 feet of sidewalk is in excellent condition, with no damage and a minimal amount of ingrown vegetation. The concrete slabs are 5 feet, 10 inches in width near the asphalt section, narrowing to as little as 3 feet, 2 inches near the intersection. With the additional width from the brick trim, this is still adequate for the passage of wheelchairs. At the intersection, a Standard Curb Ramp and Standard Crosswalks provide for crossings across all intersection approaches. Pedestrian push-buttons activate an exclusive pedestrian phase at the Washington Street/Wellesley Avenue intersection.

Washington Street (south side) from Wellesley Avenue to Cameron Street

This sidewalk segment consists entirely of a Standard Sidewalk configuration, providing a concrete sidewalk with a brick trim and granite curb adjacent to the roadway. The concrete sidewalk is in excellent condition, with virtually no problems other than minor weed growth. The brick trim, however, is sunken below the level of the sidewalk and the curb at multiple locations along this sidewalk segment. One possible cause for this deterioration might be vehicles parking on top of the brick. At Wellesley Avenue, a Standard Curb Ramp is provided, with Standard Crosswalks, pedestrian signals, and pedestrian push-buttons provided for crossing the intersection. From Wellesley Avenue to the Library driveway, the sidewalk spans 460 feet in length, and the concrete ranges in width from 6 feet, 10 inches to 9 feet, 5 inches. This includes a crossing over Cold Spring Brook just west of Wellesley Avenue, where a stone wall barrier is provided at the back of the sidewalk. The Library driveway is raised to sidewalk level and a crosswalk is provided. The crosswalk consists of an imprinted and painted pattern in the asphalt to imitate a brick surface; however, the brick-colored paint is well worn. Additionally, a ladder pattern is painted on the crossing. .

West of the Library driveway, the Standard Sidewalk continues for 138 feet to Cameron Street, and the concrete portion of the sidewalk is 4 feet, 4 inches in width. Just east of Cameron Street, a walkway intersects the sidewalk, providing access to the adjoining parking lot. A parking pay station is located there. A Standard Crosswalk with Standard Curb Ramps on both sides is provided for crossing Cameron Street, though the ramp on the far side, at the southwest corner of the Washington Street/Cameron Street intersection, is partially filled with asphalt instead of concrete. Adjacent sidewalks provide access along both sides of Cameron Street. A Standard

Crosswalk is provided for crossing Washington Street across the west side of the intersection only. Pedestrian signals and push-buttons are provided for both crossings. .

Washington Street (north side) from Cameron Street to Wellesley Avenue

At the beginning of this sidewalk segment, a curb extension is provided at the Washington Street/Cameron Street intersection. This extension, which is in Standard Sidewalk configuration with a brick trim and granite curb, is 15 feet, 4 inches at its widest point, occupying the parking-lane portion of the roadway cross-section. A Standard Curb Ramp and Standard Crosswalk are provided for crossing Washington Street across the west leg of the intersection. The curb extension is protected by lighted bollards, though the lighting element appears damaged in most of the bollards at this location.

The entire sidewalk segment is constructed as a Standard Sidewalk and spans 746 feet from Cameron Street through the Washington Street/Wellesley Avenue intersection. The concrete portion of the sidewalk outside of the curb extension at Cameron Street ranges in width from 8 feet, 6 inches to 11 feet, 10 inches and is in excellent condition. The brick trim is generally in good condition, but some locations are sunken below the level of the sidewalk, and some weed growth is present. A walkway up to Town Hall intersects the sidewalk opposite the Library driveway, and the War Memorial is located adjacent to the sidewalk opposite the Library building. A low masonry wall abuts the back of the sidewalk along most stretches east of the Town Hall walkway. The sidewalk crosses Wakelin Way just south of the Washington Street/Wellesley Avenue intersection. A Standard Crosswalk and Standard Curb Ramps are provided at this crossing.

At the Washington Street/Wellesley Avenue intersection, Standard Curb Ramps and Standard Crosswalks are provided for crossing Washington Street on both the north and south sides of the intersection. Pedestrian indications and push-buttons are provided for all crossings. Signal equipment and light poles narrow the sidewalk in this area, providing a minimum clearance of 3 feet, 6 inches at one location. A gravel path intersects the sidewalk opposite of the curb ramp at the south side of the intersection, sloping sharply downward from the roadway.

Washington Street (west side) from Wellesley Avenue to opposite of Sessions Street

This sidewalk segment continues from the sidewalks and crosswalks at the Washington Street/Wellesley Avenue intersection. A Standard Sidewalk configuration is applied to this entire sidewalk segment. The sidewalk runs 363 feet north from Wellesley Avenue to a mid-block crosswalk located at St. Paul Parish. A Standard Crosswalk and Standard Curb Ramp are provided at this crossing, as well as push-button activated flashing beacons. The concrete along this stretch varies in width from 5 feet, 6 inches to 9 feet, 8 inches and is in excellent condition, with minimal wear. One single sidewalk panel, just north of Wellesley Avenue, has a moderate amount of damage and is eroded at its corners. The brick trim shows some sinking and minor weed growth.

North of the mid-block crosswalk, the sidewalk continues in excellent condition for 84 feet and intersects with the Crosstown Trail opposite the existing site driveway at 496 Washington Street..

A length of sidewalk approximately 34 feet long (7 concrete slabs) at this walkway intersection shows some moderate cracking damage.

The Standard Sidewalk continues 470 feet north to the Public Safety Building Driveway and another 340 feet to a commercial driveway opposite Sessions Street. The concrete portion of this stretch continues to be in excellent condition, but several spots of the brick trim are sunken below the level of the concrete. The concrete slabs range in width from as small 3 feet, 10 inches to 8 feet 6 inches within this segment. Standard Crosswalks are provided across Washington Street just south of the Public Safety Building Driveway and across the driveway itself. Standard Curb Ramps are provided, but the ones adjacent to the driveway lack a brick trim along the back edge of the sidewalk. The sidewalk from the driveway to opposite Sessions Street is in excellent condition.

Washington Street (east side) from Sessions Street to Wellesley Avenue

This sidewalk segment begins with a Standard Curb Ramp and Standard Crosswalk across Sessions Street. From Sessions Street to Morton Street, the sidewalk spans 260 feet, and the concrete slabs are in excellent condition, providing an even surface with few irregularities. The concrete varies in width from 3 feet, 10 inches to 5 feet, 8 inches. The brick trim is sunken below the level of the concrete throughout this block, and one minor crack in the concrete adjacent to a large tree is present at the middle of the block. Standard Curb Ramps and a Standard Crosswalk are provided for crossing Morton Street.

From Morton Street to Wellesley Avenue, the sidewalk continues an additional 960 feet in Standard Sidewalk configuration. The sidewalk concrete remains in excellent condition, with minor irregularities in the brick trim. A Standard Crosswalk and Standard Curb Ramp are provided south of the Public Safety Building Driveway. A mid-block Standard Crosswalk with Standard Curb Ramps is provided at St. Paul Parish, with pedestrian-activated flashing warning beacons. The brick trim at curb ramp is sunken enough that it may pose a safety concern. Just south of this crossing, a single concrete slab surrounding a manhole has a moderate amount of cracking. Between Morton Street and Wellesley Avenue, the concrete portion ranges in width from 5 feet to 6 feet, 2 inches. At Wellesley Avenue, a Standard Curb Ramp is provided, and Standard Crosswalks are provided for crossing the intersection in both directions. The signal equipment at the Washington Street/Wellesley Avenue intersection provides push-buttons and pedestrian indications.

Morton Street (north side) from Washington Street to Atwood Street

This sidewalk segment begins with a standard Curb Ramp and Standard Crosswalk at the Washington Street/Morton Street intersection. The sidewalk proceeds east as a concrete walk for 30 feet and continues the remaining 272 feet to Atwood Street as an asphalt walk. The sidewalk is considered to be in excellent condition from Washington Street east to the first driveway. East of this location, the sidewalk is in good condition, with minor cracking and spot locations of uneven surfaces, especially at locations where the sidewalk crosses driveways. At Atwood Street, the asphalt slopes downward sharply to meet the level of the roadway to provide for accessible crossings at the intersection. The entire sidewalk segment is separated from the roadway by a narrow grass strip. The concrete portion near Washington Street ranges in width from 5 feet, 8

inches to 5 feet, 10 inches, and the asphalt ranges in width from 4 feet, 10 inches to 5 feet, 10 inches.

Morton Street (south side) from Atwood Street to Washington Street

At Atwood Street, this sidewalk begins as an asphalt walk and a ramp up from the roadway. The asphalt is 5 feet, 2 inches in width and is in excellent condition. The sidewalk continues approximately 70 feet west, coincident with the boundary of the first property parcel along this block. The sidewalk then becomes a concrete surface for the remaining 228 feet westward to the Standard Curb Ramp and Standard Crosswalk at Washington Street. This concrete section from the asphalt walk to the single commercial driveway is in good condition. One particular segment of concrete slabs, located between the commercial driveway and the adjacent residential driveway, shows visible wear. West of the commercial driveway, the sidewalk is in excellent condition. The concrete varies in width from 4 feet, 6 inches to 5 feet.

Sight Distance Data

Sight Distance

HSH conducted a sight distance analysis at the existing south driveway at 494-496 Washington Street, the proposed location for the Tolles-Parsons Center egress-only driveway. The analysis was performed to ensure that vehicles located the driveway would be able to see vehicles or bicycles approaching on the major roadway (Washington Street) from either direction met the minimum sight distance required by the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* manual and the MassHighway *Project Development and Design Guide* manual. The goal of the analysis was to see what objects, if any, obstruct the view of motorists.

Based on a design speed of 30 MPH and an assumed driver eye sight height of 3.5 feet HSH conducted the analysis. On the Washington Street approaches, a distance of 200 feet from the center of the northbound and southbound travel lanes was measured to the edge of the driveways' travelways to meet the required Stopping Sight Distance for a major street approach;

- Starting at the driveway location 14.5 feet from the edge of the Washington Street travelway, a distance of 390 feet and 335 feet was measured to meet the required Intersection Sight Distance for a minor street approach for left turning and right turning maneuvers, respectively;

The Stopping Sight Distance measurements from the Washington Street approaches to the proposed site driveway indicated that there is sufficient distance for an approaching driver to see a vehicle pulling out of the driveway and react to avoid an accident. From the northbound approach, an approaching driver has visibility of the driveway from approximately 820 feet away; and from the southbound approach, an approaching driver has visibility of the driveway from approximately 635 feet away.

Similarly, the Stopping Sight Distance measurements from the Washington Street approaches to the Wellesley Police Department driveway are sufficient for a driver to react to avoid an accident. From the southbound approach, an approaching driver has visibility of the driveway from approximately 770 feet away; and from the northbound approach, an approaching driver has visibility of the driveway from approximately 400 feet away.

The Sight Distance data is summarized in Table 1.

Table 1
Sight Distance

	Stopping Sight Distance on Washington Street					
	(Major) Northbound			(Major) Southbound		
	Distance (feet)	Obstruction	Adequate? (200 feet)	Distance (feet)	Obstruction	Adequate? (200 feet)
Washington Street/Center egress driveway						
with no parking activity on Washington Street [1)]	> 400	none	Yes	> 400	none	Yes

	Intersection Sight Distance from driveway					
	(Minor) Northbound			(Minor) Southbound		
	Distance (feet)	Obstruction	Adequate? (335 feet)	Distance (feet)	Obstruction	Adequate? (335 feet)
Washington Street/Center egress driveway						
with no parking activity on Washington Street [1)]	> 400	none	Yes	> 400	None	Yes

Parking activity along Washington Street, though, may cause obstructed views. However, only minor parking activity has been observed along Washington Street during typical hours of operation of the Center, generally 9:00 a.m. – 4:00 p.m. on weekdays. The only events that create significant parking activity along Washington Street on weekdays are 1) funerals at St. Paul and 2) afternoon pick-up period for St. Paul school (lasting about 20 -25 minutes).

At the egress lane from the Police Driveway at Washington Street, parking on Washington Street is restricted for a distance of approximately 80 feet to the north (left) and 50 feet to the south (right) to accommodate sight distance. On the westbound Morton Street approach to Washington Street, parking on Washington Street is restricted for a distance of approximately 125 feet to the south (left) and 50 feet to the north (right) to accommodate sight distance.

For the Center egress driveway, parking will be restricted for a distance of approximately 130 feet to the south (left) for and 50 feet to the north (right). With the final design of the Center and associates curb cuts, it is estimated that the net loss of parking spaces along the east curb of Washington Street will be four spaces

TRANSPORTATION PLANNING | TRAFFIC ENGINEERING | PUBLIC INVOLVEMENT | CIVIL ENGINEERING | STRATEGIC PLANNING

Howard/Stein-Hudson Associates, Inc.

CREATIVE SOLUTIONS • EFFECTIVE PARTNERING ®

11 Beacon Street, Suite 1010
Boston, Massachusetts 02108
617.482.7080

www.hshassoc.com