Transportation Impact Assessment

Proposed Multifamily Residential Development
592 Washington Street
Wellesley, Massachusetts

Prepared for:

592 Washington Street LLC
Wellesley Hills, Massachusetts

November 2025

Prepared by:

Vanasse & Associates inc
Transportation Engineers & Planners

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Dear Reviewer:

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

Sincerely,

VANASSE & ASSOCIATES, INC.

Jeffrey S. Dirk

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

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EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be located at 592 Washington Street (Route 16) in Wellesley, Massachusetts (hereafter referred to as the "Project"). This assessment was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the Town of Wellesley; was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the Traffic Review standards for a Project of Significant Impact (PSI) as defined in Section 5.6 C 3 of the Town of Wellesley Zoning Bylaw; and was conducted pursuant to the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

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

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)[1] and without adjustment to account for the use of alternative modes of transportation to Single-Occupant Vehicles (SOVs), the Project is expected to generate approximately 228 vehicle trips on an average weekday, with 20 vehicle trips expected during the weekday morning peak-hour and 16 vehicle trips expected during the weekday evening peak hour;

2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with no (0) changes in level of service (LOS) shown to occur as a result of the addition of Project-related traffic and Project-related impacts generally defined as an increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle;

3. Motorists exiting the Project site driveway to Washington Street were shown to operate at LOS B during both peak hours with negligible vehicle queuing. All movements along Washington Street approaching the driveway are predicted to operate at LOS A, also with negligible vehicle queuing.

[1] *Trip Generation*, 12th Edition; Institute of Transportation Engineers; Washington, DC; August 2025.

4. Independent of the Project, the Washington Street/Central Street/Grove Street intersection was identified to have a motor vehicle crash rate that was above the MassDOT District 6 average crash rate but that was below the statewide average crash rate for similar intersections. As such, specific recommendations have been provided to enhance safety at the intersection for consideration independent of the Project (see *Recommendations*); and

5. Lines of sight to and from the Project site driveway intersection with Washington Street were found to exceed the recommended minimum distance for safe operation based on the appropriate approach speed and with consideration of the downtown setting within which the Project is located.

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

RECOMMENDATIONS

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

Project Access

Access to the Project will continue to be provided by way of the existing full access driveway that intersects the east side of Washington Street approximately 120 feet south of Church Street. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plans.

- The Project site driveway will be a minimum of 24-feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.

- Where perpendicular parking is proposed, the drive aisle behind the parking will be a minimum of 23 feet in order to facilitate parking maneuvers.

- Vehicles exiting the Project site to Washington Street will be placed under STOP-sign control with a marked STOP-line provided.

- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).[2]

- A sidewalk has been provided within the Project site that extends to the existing sidewalk along Washington Street. Crosswalks are provided to the north of the Project site at the Washington Street/Church Street intersection for crossing Washington Street and Church Street.

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

- The Project site driveway is and will continue to be a pan-type drive with the sidewalk flush across the driveway. Americans with Disabilities Act (ADA) compliant wheelchair ramps will be provided for any new crosswalks that are constructed as a part of the Project.

- Electric vehicle (EV) charging stations will be installed within the Project site, with a minimum of 20% of the parking spaces to be EV ready.

- Signs, landscaping and other features that are to be installed as a part of the Project within the intersection sight triangle areas will be designed and maintained so as not to restrict lines of sight.

- Snow accumulations (windrows) within the sight triangle areas will be promptly removed where such accumulations would impede sight lines.

Off-Site

Washington Street at Central Street and Grove Street

Independent of the Project, the Washington Street/Central Street/Grove Street intersection was found to have a motor vehicle crash rate that was above the MassDOT District average crash rate but was found to be below the statewide average crash rate. Additionally, overall intersection operations, as well as specific movements from the Washington Street westbound and Grove Street northwestbound approaches are currently operating at or over capacity (i.e., LOS "E" or "F", respectively) during the peak periods. Independent of the Project, it is recommended that an optimal traffic signal timing and phasing plan be implemented for the intersection to include: i) a review of the "yellow' and "all red" clearance intervals; and ii) consideration of restricting left-turn movements from the Washington Street westbound approach to the Grove Street southeast leg. These left-turn movements are currently permitted across two (2) northbound lanes of traffic from Washington Street which have a protected phase ("green" right-turn arrow display) when motorists are allowed to turn left onto Grove Street.

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided to the Project site. To the north of the Project site, the Massachusetts Bay Transportation Authority (MBTA) provides Commuter Rail service on the Worcester/Framingham Line between Union Station in Worcester and South Station in Boston, with a stop at Wellesley Square Sation, which is an approximate 5-minute walking distance of the Project site. In addition, the MWRTA operates the Catch Connect service within the Town of Wellesley, which is an on-demand, curb-to-curb, microtransit service. The service is booked through the MWRTA CATCH app or by phone. The MBTA also operates The Ride paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in accordance with ADA requirements.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A transportation coordinator will be assigned for the Project to coordinate the TDM program;

- Information regarding public transportation services, maps, schedules, and fare information will be posted in a central location and/or otherwise made available to residents;

- A "welcome packet" will be provided to new residents detailing available public transportation services, bicycle and walking alternatives, and other commuting options;

- Amenities will be provided to support telecommuting by residents of the Project that may include collaboration space or a business office;

- Pedestrian accommodations have been incorporated within the Project and consist of a walkway that connects to the existing sidewalk along Washington Street;

- A central maildrop and package delivery station will be provided within the building; and

- Secure bicycle parking will be provided for residents that will include weather protected bicycle parking within the parking garage and exterior bicycle parking proximate to the primary building entrance.

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

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be located at 592 Washington Street (Route 16) in Wellesley, Massachusetts (hereafter referred to as the "Project"). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Washington Street, and at specific intersections located along this roadway through which Project-related traffic will travel.

PROJECT DESCRIPTION

The Project will entail the renovation and expansion of the existing commercial building located at 592 Washington Street (Route 16) in Wellesley, Massachusetts, to accommodate 19 multifamily residential units. The Project site encompasses approximately 0.82± acres of land that is bounded by residential and commercial properties to the north; residential properties to the south and east; and Washington Street to the west. The Project site is currently improved by two (2) commercial buildings with associated parking areas and appurtenances. The building that fronts along Washington Street will be renovated and expanded to the east and the existing building in the eastern portion of the Project site will be removed to accommodate the Project. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project will continue to be provided by way of the existing full access driveway that intersects the east side of Washington Street approximately 120 feet south of Church Street.

On-site parking will be provided for 36 vehicles in a parking garage located beneath the residential units, or a parking ratio of 1.89 parking spaces per unit. In addition, weather protected bicycle parking will be provided for 14 bicycles within the parking garage.

The Project site is located within the *Wellesley Square Commercial District*, within which multifamily residential uses are allowed and the parking requirements are defined in Section 5.17, Off-Street Parking, of the Wellesley Zoning Bylaw. For an "apartment building or group of buildings containing three or more dwelling units", the Zoning Bylaw requires that one (1) parking space per unit be provided, which would require 19 parking spaces for the Project.

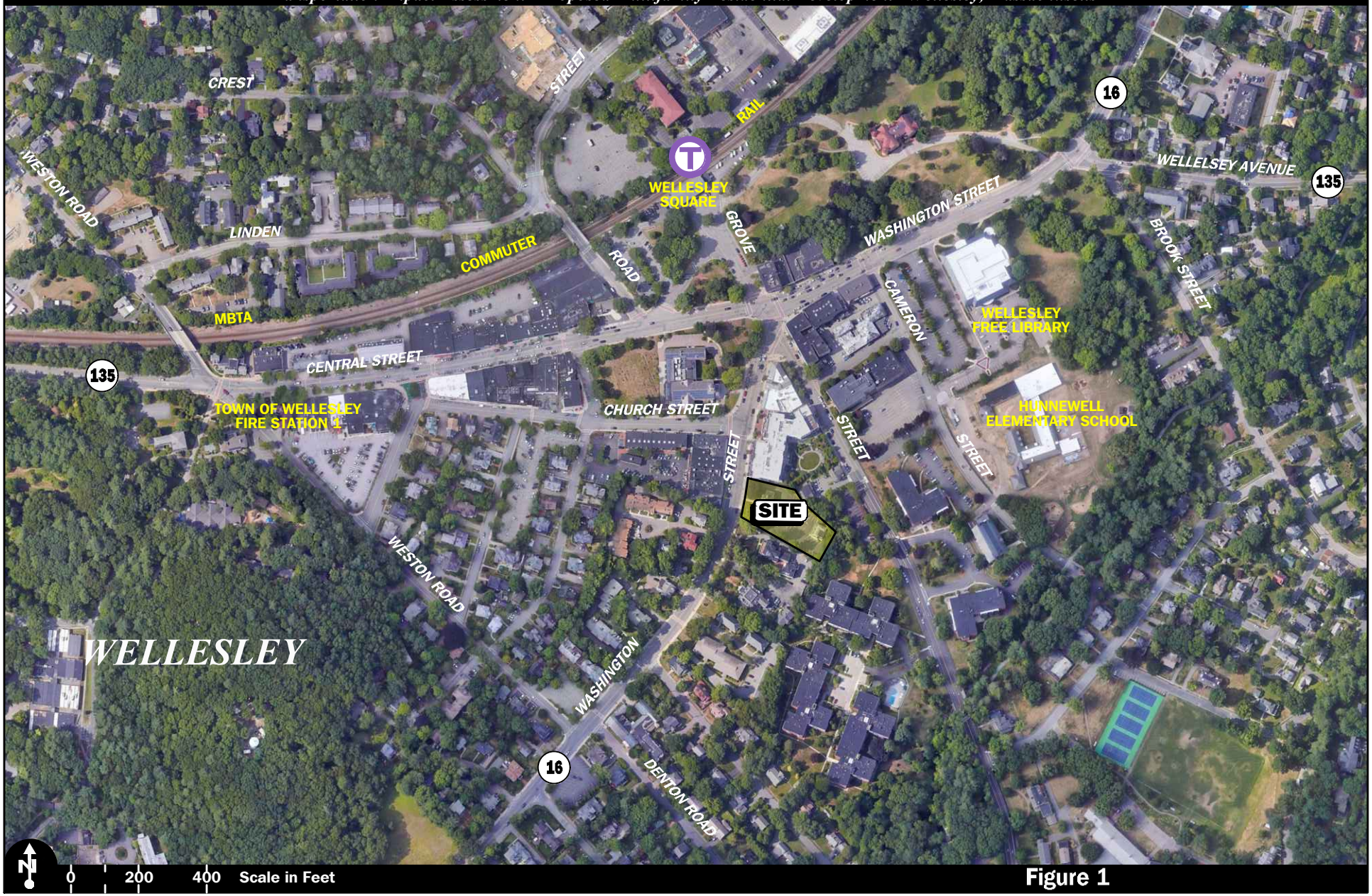

Figure 1

Site Location Map

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Given that 36 parking spaces will be provided to support the Project, the parking supply exceeds the requirements of the Zoning Bylaw for the proposed use. In addition, the parking ratio that is proposed (1.89 parking spaces per unit) also exceeds the number of parking spaces that are necessary to accommodate the peak parking demands for a multifamily residential developed in a similar setting as documented by the Institute of Transportation Engineers (ITE).[3]

STUDY METHODOLOGY

This study was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the Town of Wellesley; was performed in accordance with: i) MassDOT's *Transportation Impact Assessment (TIA) Guidelines*; ii) the Traffic Review standards for a Project of Significant Impact (PSI) as defined in Section 5.6 C 3 of the Town of Wellesley Zoning Bylaw; and iii) the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

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

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

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

[3] *Parking Generation*, 6th Edition; Institute of Transportation Engineers; Washington, D.C.; October 2023. The observed peak parking demand for a multifamily (low-rise) residential building not proximate to rail transit was identified to be 1.27 parking spaces per unit on average with an 85th percentile peak parking demand of 1.59 parking spaces per unit.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in October and November 2025. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Washington Street, and the following specific intersections through which Project-related traffic will travel:

- Washington Street at Grove Street and Central Street
- Washington Street at Church Street
- Washington Street at Weston Road and Denton Road

The following describes the study area roadway and intersections.

ROADWAY

Washington Street (Route 16)

- Two lane urban principal arterial roadway under Town jurisdiction that traverses a general northeast-southwest alignment;
- Provides two 13± foot wide travel lanes separated by a double-yellow centerline with marked on-street parking provided along both sides of the roadway in the vicinity of the Project site;
- A posted speed limit is not provided and, as such, the statutory or "prima facie' speed limit pursuant to M.G.L. c. 90 § 17 is 30 miles per hour (mph);[4]
- Cement concrete sidewalks are provided along both sides of Washington Street in the vicinity of the Project site that include brick accent strips to the north and were observed to be in generally good condition;
- Illumination is provided by way of street lights mounted on ornamental steel poles;

[4]The statutory of "prima facie" speed is defined in M.G.L Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle.

– Land use within the study area consists of the Project site and residential and commercial properties.

INTERSECTIONS

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in November 2025.

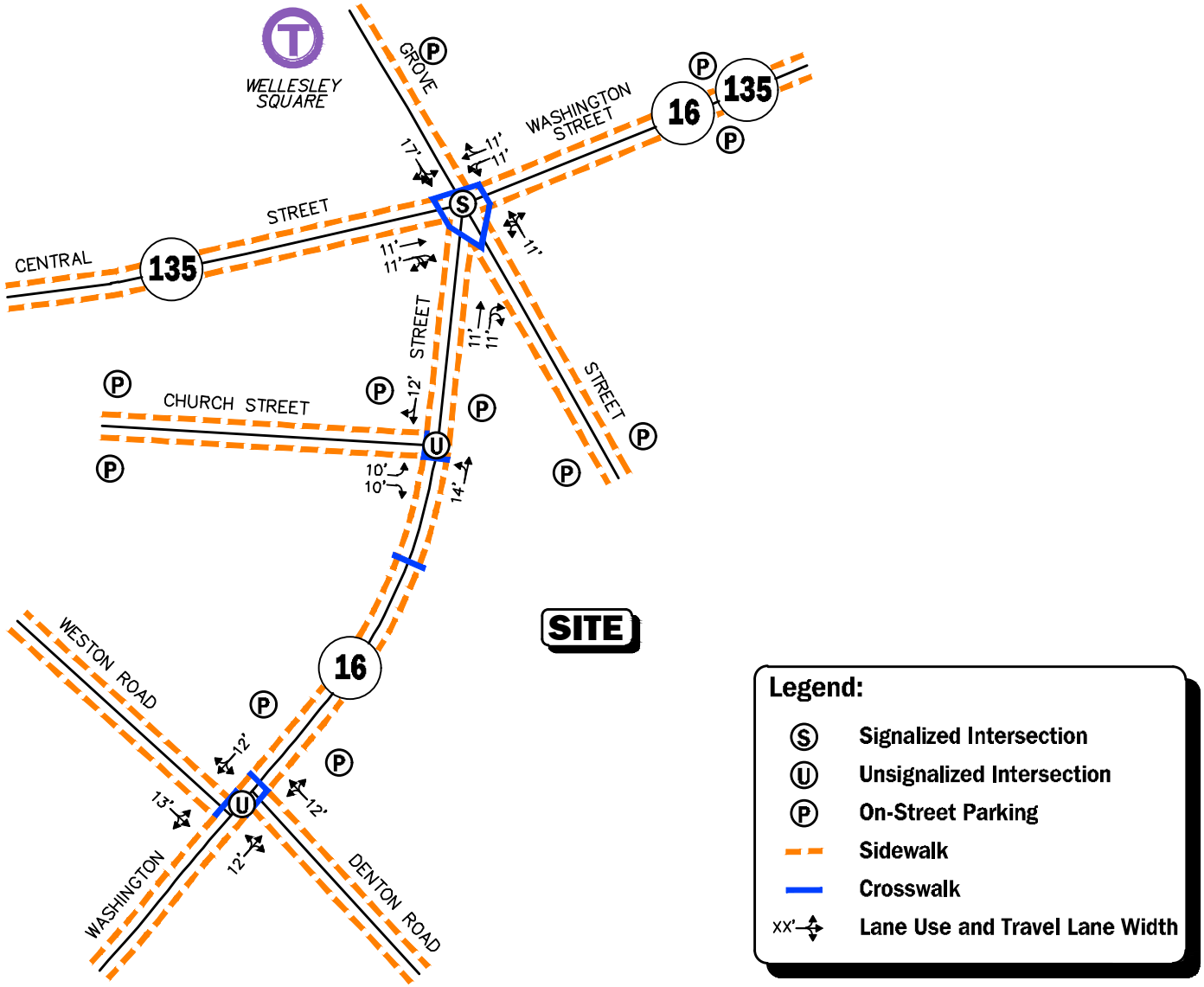
Table 1
INTERSECTION DESCRIPTION

Intersection	Traffic Control Type[a]	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Washington St./ Grove St./ Central St.	TS	1 left-turn lane and 1 through/right-turn lane on the Washington St. westbound approach; 2 general purpose travel lanes on the Central St. eastbound approach; 2 right-turn lanes on the Washington St. northbound approach; 1 general purpose travel lane on the Grove St. approaches	Yes; 8 feet on Washington St. and Grove St. that serve as parking lanes except where/when prohibited	Yes; sidewalks provided along both sides of the intersecting roadways; crosswalks provided across all legs of the intersection; pedestrian traffic signal equipment and phasing (exclusive) provided	Yes; shared traveled-way[b]
Washington St./ Church St.	S	1 general purpose travel lane on Washington St. approaches; separate left and right turn lanes on Church St. approach	Yes; 8 feet on Washington St. and Church St. that serve as parking lanes except where/when prohibited	Yes; sidewalks provided along both sides Washington St. and Church St.; crosswalks provided for crossing Church St. and the Washington St. south leg	Yes; shared traveled-way
Washington St./ Weston Rd./ Denton Rd.	S	1 general purpose travel lane on all approaches	Yes; 8 feet on Washington St. that serves as a parking lane except where/when prohibited	Yes; sidewalks provided along both sides Washington St. and Denton St. and along the north side of Weston Rd.; crosswalk provided across Weston Rd.	Yes; shared traveled-way

[a]TS = traffic signal control; S = stop-sign control.
[b]Combined shoulder and travel lane width equal to or exceed 14 feet.

TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs) and vehicle classification counts were completed in October 2025. The ATR counts were conducted on Washington Street in the vicinity of the Project site on October 22nd through 23rd, 2025 (Wednesday through Thursday, inclusive) in order to record weekday traffic conditions over an extended period, with weekday morning (7:00 to 9:00 AM) and evening (3:00 to 6:00 PM) peak-period TMCs



Not To Scale

Figure 2

Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

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performed at the study intersections on Wednesday, October 22, 2025 while public schools and local colleges were in session. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, MassDOT weekday seasonal factors for Urban Group 3 and Groups 4-7 roadways (other principal arterials (Group 3) and minor arterials, major and minor collectors and local roads and streets (Groups 4-7), which include the functional classifications of the study area roadways) were reviewed.[5] Based on a review of this data, it was determined that traffic volumes for the month of October are between 6.4 and 7.5 percent above average-month conditions. As such, no adjustment was made to the October traffic volumes as they are representative of above average-month conditions.

Based on updated guidance from MassDOT,[6] adjustments to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic for traffic counts taken on or after March 1, 2022 are *not recommended* in areas where the adjacent land uses are not predominantly office properties. As the study area roadways and intersections serve a diverse range of land uses (residential and commercial), further adjustment of the traffic-volume data was not required.

The 2025 Existing traffic volumes are summarized in Table 2, with the weekday morning and evening peak-hour traffic volumes graphically depicted on Figure 3. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from Figure 3.

Table 2
2025 EXISTING TRAFFIC VOLUMES

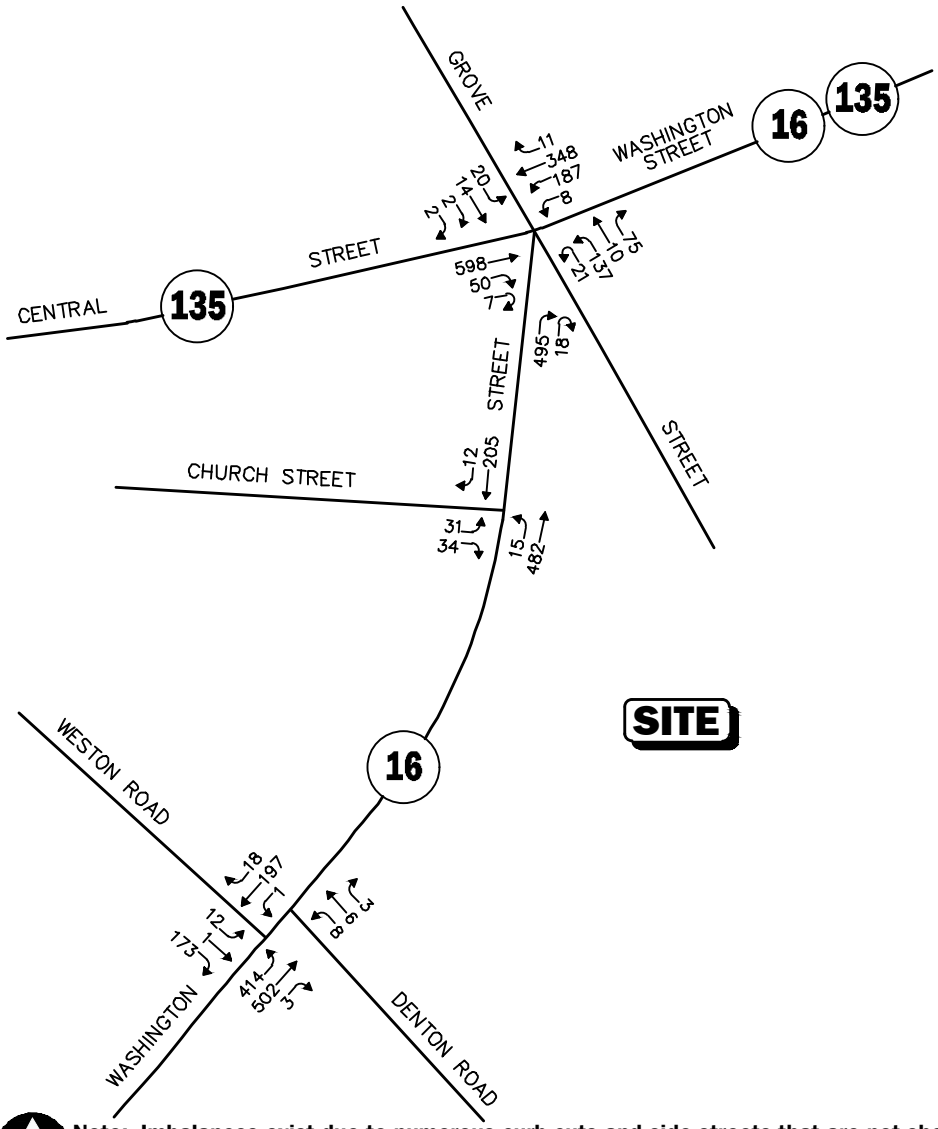
Location/Peak-Hour	AWT[a]	VPH[b]	K Factor[c]	Directional Distribution[d]
Washington Street, south of #592	9,510	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	736	7.7	67.5% NB
Weekday Evening (4:15 – 5:15 PM)	--	728	7.7	64.4% SB

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

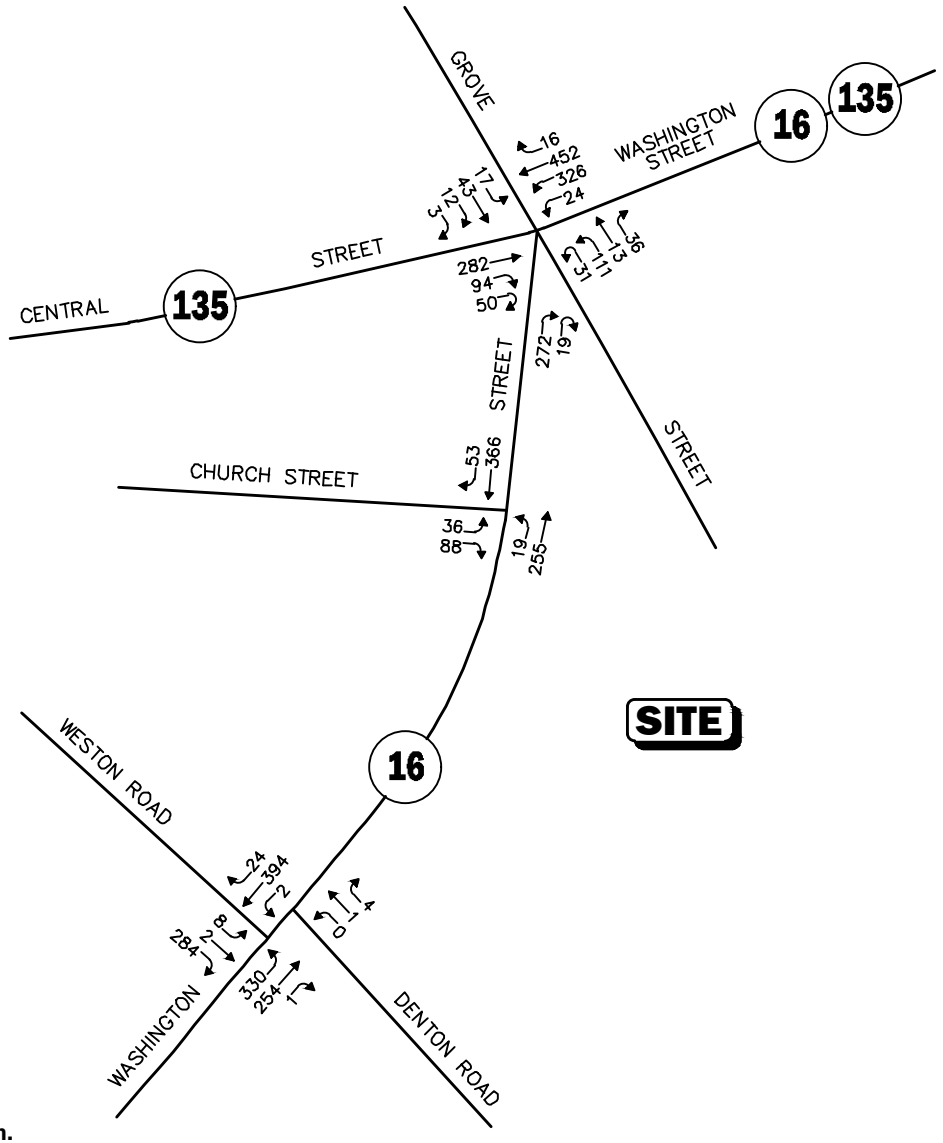
As can be seen in Table 2, Washington Street in the vicinity of the Project site was found to accommodate approximately 9,510 vehicles on an average weekday (two-way, 24-hour volume),

[5]MassDOT Statewide Traffic Data Collection; 2024 Weekday Seasonal Factors, Groups U3 and U4-7.
[6]*Traffic and Safety Engineering 25% Design Submission Guidelines*; MassDOT; Revised March 31, 2022.

WEEKDAY MORNING PEAK HOUR (7:30 - 8:30 AM)



WEEKDAY EVENING PEAK HOUR (4:15 - 5:15 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 3

2025 Existing
Peak-Hour Traffic Volumes

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with approximately 736 vehicles per hour (vph) during the weekday morning peak-hour and 728 vph during the weekday evening peak-hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in November 2025 The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study intersections, as well as the location of existing and planned future bicycle facilities.

Pedestrian Facilities

As detailed on Figure 2, sidewalks are generally provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections and the crossings at the Washington Street/Central Street/Grove Street intersection included as a part of the traffic signal system at the intersection (pedestrian pushbuttons, signal indications and phasing are provided for the crossings). A pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) is provided for crossing the Washington Street south leg of Washington Street/Church Street intersection.

An inventory of sidewalk conditions along Washington Street within 1,000 feet of the Project site indicates that the sidewalks are in generally good condition. Wheelchair ramps are provided for the crossings at the study area intersections; however, many do not include tactile matts as required under the Americans with Disabilities Act (ADA) and several crossings include apex-type ramps that serve more than one crossing, which are also not ADA compliant. The sidewalk along the Project frontage is in good condition and is flush across the driveway.

Bicycle Facilities

Formal bicycle lanes are not provided within the study area; however, the study area roadways generally provides sufficient width to accommodate bicycle travel in a shared traveled-way configuration (i.e., bicyclists and motor vehicles sharing the traveled-way).[7]

PUBLIC TRANSPORTATION

Regularly scheduled public transportation services are not currently provided to the Project site. To the north of the Project site, the Massachusetts Bay Transportation Authority (MBTA) provides Commuter Rail service on the Worcester/Framingham Line between Union Station in Worcester and South Station in Boston, with a stop at Wellesley Square Sation, which is an approximate 5-minute walking distance of the Project site. In addition, the MWRTA operates the Catch Connect service within the Town of Wellesley, which is an on-demand, curb-to-curb, microtransit service. The service is booked through the MWRTA CATCH app or by phone. The MBTA also operates The Ride paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in accordance with ADA requirements.

The public transportation schedules are included in the Appendix.

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

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Washington Street in the vicinity of the Project site in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Washington Street	
	Northbound	Southbound
Mean Travel Speed (mph)	20	23
85th Percentile Speed (mph)	24	26
Statutory Speed Limit (mph)	30	30

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Washington Street in the vicinity of the Project site was found to be 20 mph in the northbound direction and 23 mph southbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 24 mph in the northbound direction and 26 mph southbound, which is slightly below the statutory speed limit in the vicinity of the Project site (30 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances and is often used in establishing posted speed limits.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2018 through 2022, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY[a]

	Washington St./ Central St./ Grove St.	Washington St./ Church St.	Washington St./ 592 Washington St.	Washington St./ Weston Rd./ Denton Rd.
Traffic Control Type:[b]	S	U	U	U
Year:				
2018	7	1	0	1
2019	5	0	0	5
2020	7	2	0	1
2021	5	2	0	1
2022	3	0	0	0
Total	27	5	0	8
Average	5.40	1.00	0.00	1.60
Rate[c]	0.74	0.30	0.00	0.30
MassDOT Crash Rate:[d]	0.78/0.71	0.57/0.52	0.57/0.52	0.57/0.52
Significant?[e]	Yes	No	No	No
Type:				
Angle	6	2	0	2
Rear-End	9	2	0	4
Head-On	1	0	0	0
Sideswipe	8	0	0	0
Fixed Object	2	1	0	2
Pedestrian/Bicycle	1	0	0	0
Unknown/Other	0	0	0	0
Total	27	5	0	8
Conditions:				
Clear	24	4	0	4
Cloudy	0	0	0	1
Rain	3	1	0	1
Snow/Ice	0	0	0	2
Total	27	5	0	8
Lighting:				
Daylight	22	4	0	6
Dawn/Dusk	0	1	0	0
Dark (Road Lit)	5	0	0	2
Dark (Road Unlit)	0	0	0	0
Total	27	5	0	8
Day of Week:				
Monday through Friday	22	5	0	4
Saturday	2	0	0	1
Sunday	3	0	0	3
Total	27	5	0	8
Severity:				
Property Damage Only	23	5	0	7
Personal Injury	4	0	0	1
Fatality	0	0	0	0
Unknown	0	0	0	0
Total	27	5	0	8

[a]Source: MassDOT Safety Management/Traffic Operations Unit records, 2018 through 2022.
[b]Traffic Control Type: S = signalized; U = unsignalized.
[c]Crash rate per million vehicles entering the intersection.
[d]Statewide/District crash rate.
[e]The intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 6).

As can be seen in Table 4, with the exception of the Washington Street/Grove Street/Central Street intersection, the study area intersections were found to have experienced an average of 1.6 or fewer reported motor vehicle crashes per year over the five-year review period and were found to have motor vehicle crash rates below both the MassDOT statewide and District average crash rates for the MassDOT Highway Division District in which the intersections are located (District 6). The majority of crashes were reported to have occurred on a weekday; during daylight; under clear weather conditions; and involved rear-end-type collisions that resulted in property damage only.

The Washington Street/Grove Street/Central Street intersection was reported to have experienced a total of 27 motor vehicle crashes over the five-year review period and was found to have a motor vehicle crash rate that was *above* the MassDOT District average crash rate for similar intersections but *below* the statewide average crash rate. The majority of crashes occurring at the intersection were reported to have occurred on a weekday; during daylight; under clear weather conditions; and involved rear-end-type or sideswipe collisions that resulted in property damage only. These crashes are most likely attributable to the awkward geometry of the intersection and the associated traffic signal phasing to account for the geometry. Specific recommendations have been provided to enhance safety at the intersection for consideration independent of the Project (see *Recommendations*).

A review of the MassDOT statewide High Crash Location List indicates that there are no locations within the study area that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash cluster location. To the northwest of the study area, the Central Street/Weston Road intersection has been defined as a high crash location for the 2019-2021 reporting period and is HSIP eligible. A Road Safety Audit (RSA) has been completed for the intersection that included suggestions to enhance safety at the intersection.[8]

No fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

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

[8]*Road Safety Audit*, Weston Road from Linden Street to Central Street (Route 135) and Central Street (Route 135) from Weston Road to Cross Street, Town of Wellesley; Toole Design; August 8, 2023

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2032, which reflects a seven-year planning horizon consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2032 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2032 No-Build traffic volumes reflect 2032 Build traffic-volume conditions with the Project.

FUTURE TRAFFIC GROWTH

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

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

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

Specific Development by Others

The Town of Wellesley Planning Department was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on these discussions, the following projects were identified for review in conjunction with the development of the future traffic volume projections:

- ***Multifamily Affordable Units, 140 Weston Road, Wellesley, Massachusetts.*** This development entails the construction of two (2) affordable units at 140 Weston Road to the northwest of the Project site. Traffic volumes associated with this development within the

study area of this assessment are expected to be relatively minor and would be accounted for in the general background traffic growth rate.

In addition to the above mentioned development, the Planning Department indicated that potential developments could occur at the following parcels proximate to the Project site: 540-568 Washington Street; 570-574 Washington Street; and 40 Grove Street; however, there are no proposals before the Town at the time of the preparation of this assessment. No other specific development projects by others were identified at this time that are expected to result in an increase in traffic volumes that would exceed the general background traffic growth rate (discussion follows).

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located in Wellesley and Newton were reviewed in order to determine general traffic growth trends in the area. This data indicates that annual traffic volumes have fluctuated over the past several years, with the average growth rate found to be approximately 0.87 percent per year. As such, a slightly higher 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The Town of Wellesley and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be completed by 2032 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

The 2032 No-Build condition peak-hour traffic-volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2025 Existing peak-hour traffic volumes. The resulting 2031 No-Build weekday morning and evening peak-hour traffic volumes are shown on Figure 4.

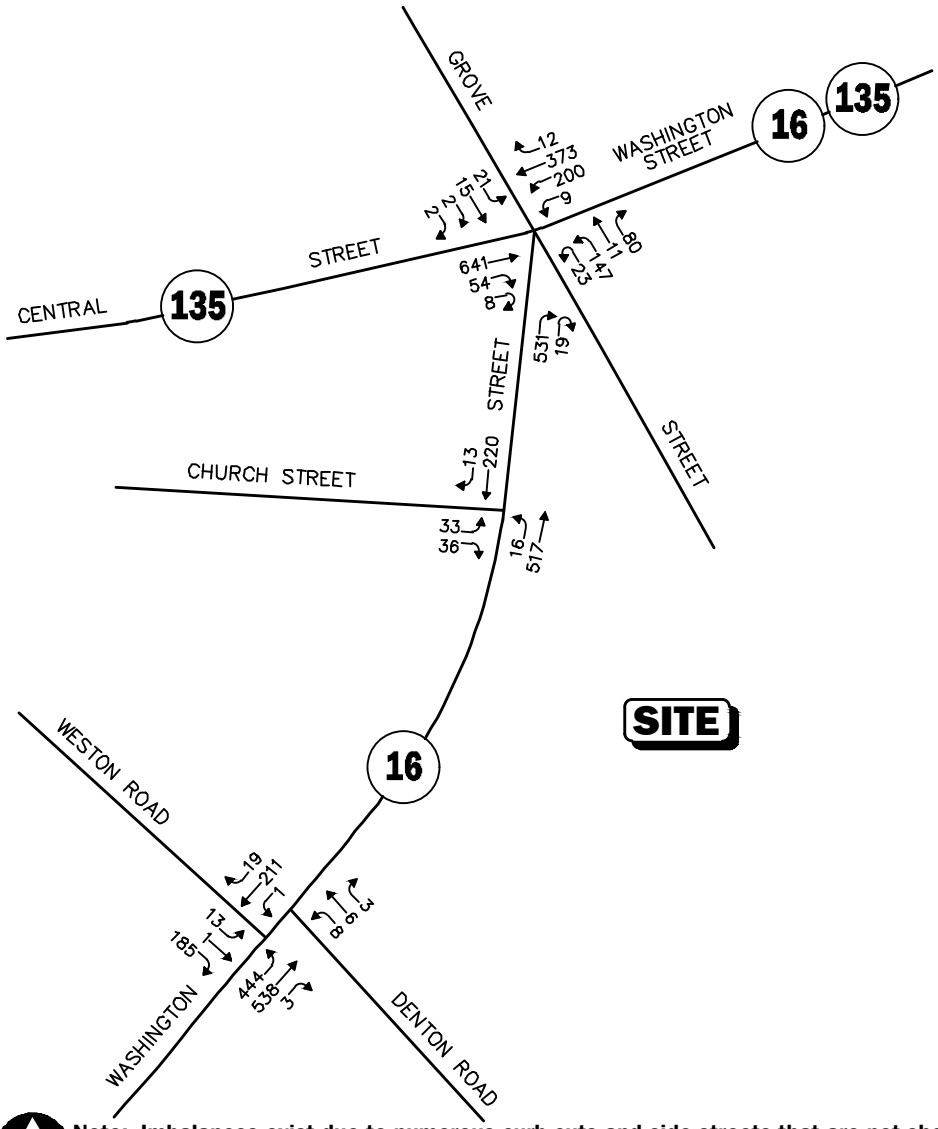
PROJECT-GENERATED TRAFFIC

Design year (2032 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

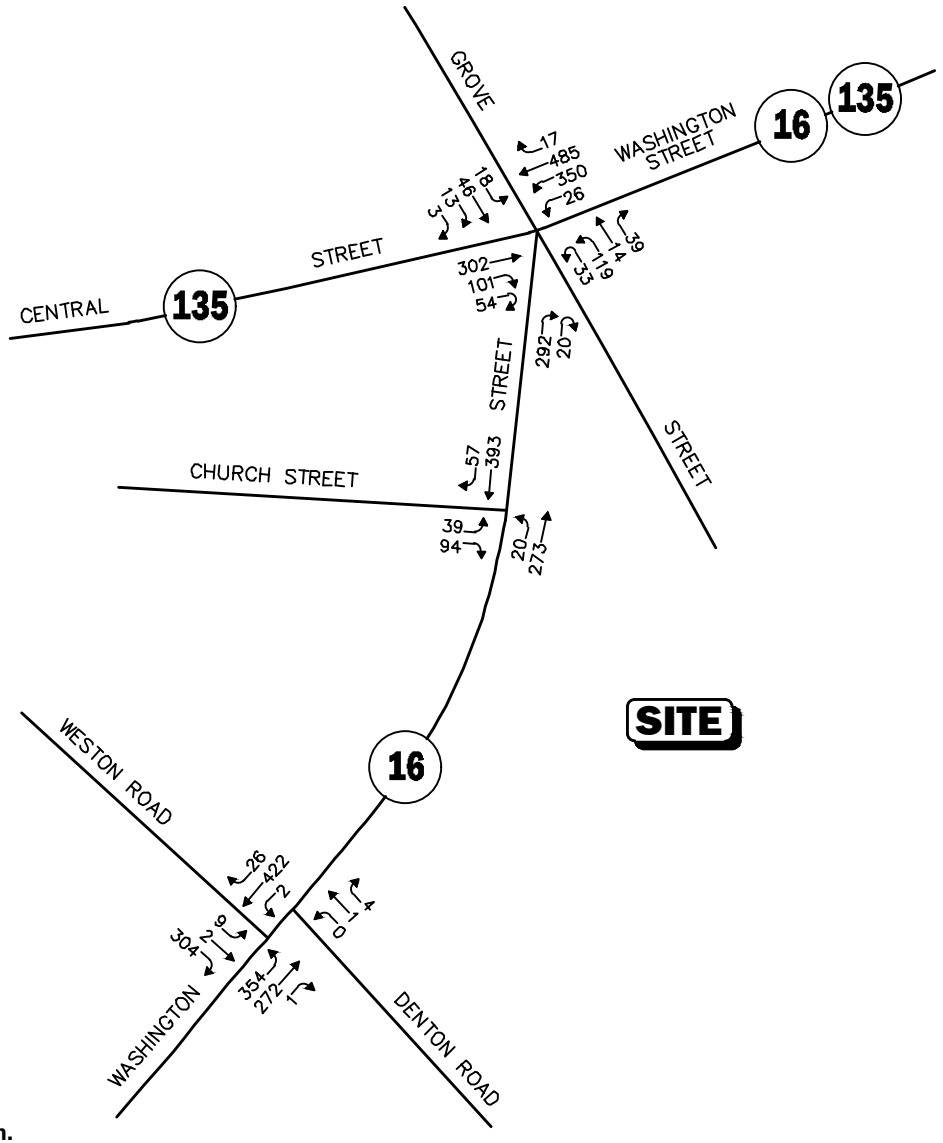
As proposed, the Project will entail the construction of a three-story, 19-unit, multifamily residential building. In order to develop the traffic characteristics of the Project, trip generation statistics published by the Institute of Transportation Engineers (ITE)[9] for a similar land use as that proposed was used. ITE Land Use Code 220, *Multifamily Housing (Low-Rise)*, was used to establish the base trip-generation calculations for the Project.

[9]Institute of Transportation Engineer, op. cit. 1.

WEEKDAY MORNING PEAK HOUR (7:30 - 8:30 AM)



WEEKDAY EVENING PEAK HOUR (4:15 - 5:15 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 4

2032 No-Build
Peak-Hour Traffic Volumes

Vanasse & Associates inc

Table 5 summarizes the anticipated traffic characteristics of the Project using the above methodology without consideration of residents that may walk or bike to the Wellesley Square Commuter Rail Station or to a use within Wellesley Square. Consideration of such trips would reduce the overall volume of traffic produced by the Project from those shown in Table 5.

Table 5
TRIP-GENERATION SUMMARY[a]

Time Period	Vehicle Trips[a]		
	Entering	Exiting	Total
Average Weekday:	114	114	228
Weekday Morning Peak-Hour:	5	15	20
Weekday Evening Peak-Hour:	10	6	16

[a]Based on ITE LUC 220, *Multifamily Housing (Low-Rise)* (19 dwelling units).

Project-Generated Traffic-Volume Summary

As can be seen in Table 5, without adjustment to account for the use of alternative modes of transportation to Single-Occupant Vehicles (SOVs), the Project is expected to generate approximately 228 vehicle trips on an average weekday (two-way, 24-hour volume, or 114 vehicles entering and 114 exiting), with 20 vehicle trips expected during the weekday morning peak-hour (5 vehicles entering and 15 exiting) and 16 vehicle trips expected during the weekday evening peak-hour (10 vehicles entering and 6 exiting).

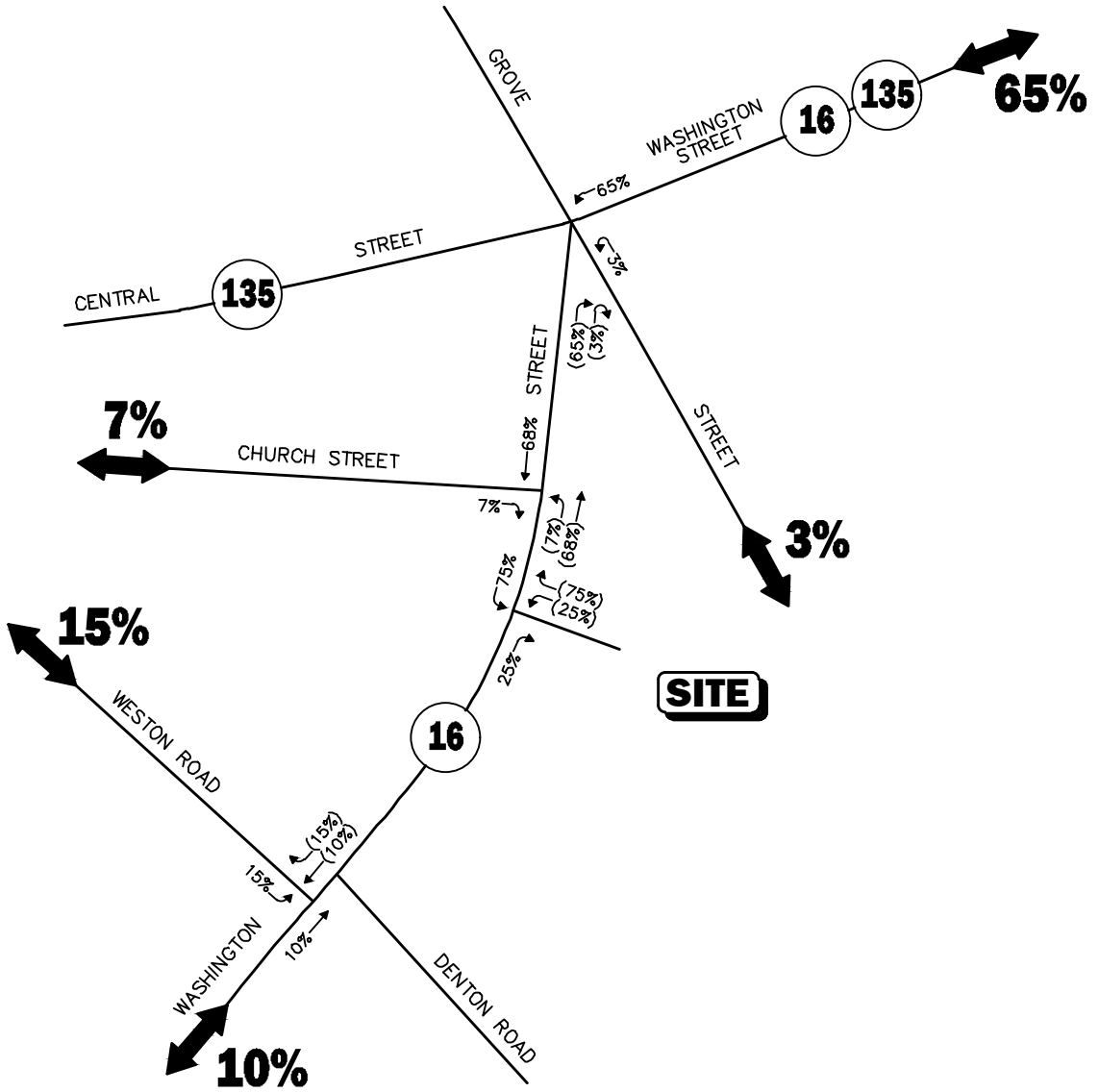
TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of Journey-to-Work data obtained from the U.S. Census for the Town of Wellesley and refined using existing traffic patterns within the study area. The general trip distribution for the Project is graphically depicted on Figure 5. The additional traffic expected to be generated by the Project was assigned on the study area roadway network as shown on Figure 6 for the weekday morning and evening peak hours.

FUTURE TRAFFIC VOLUMES – BUILD CONDITION

The 2032 Build condition traffic volumes consist of the 2032 No-Build traffic volumes with the additional traffic expected to be generated by the Project added to them. The 2032 Build weekday morning and evening peak-hour traffic volumes are graphically depicted on Figure 7.

A summary of peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 6. These changes are a result of the construction of the Project.



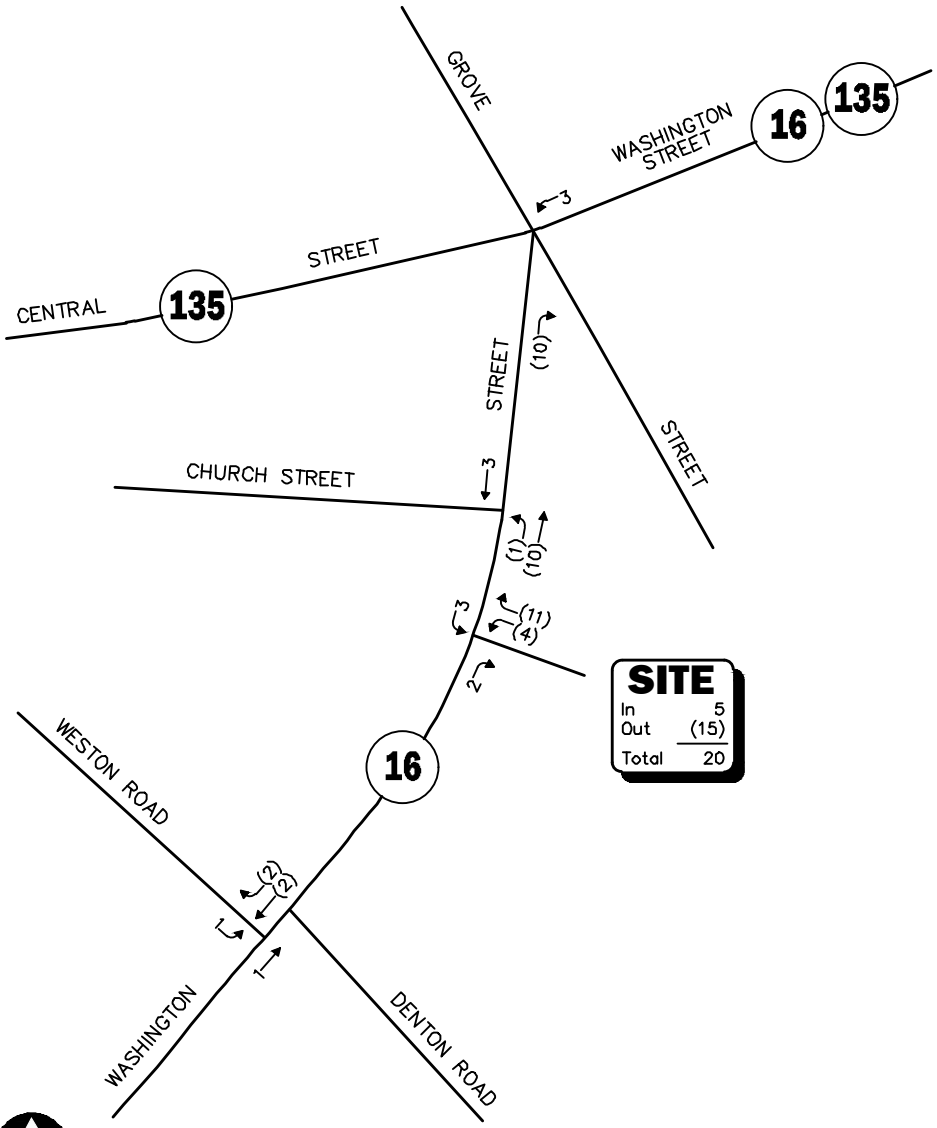
Not To Scale

Figure 5

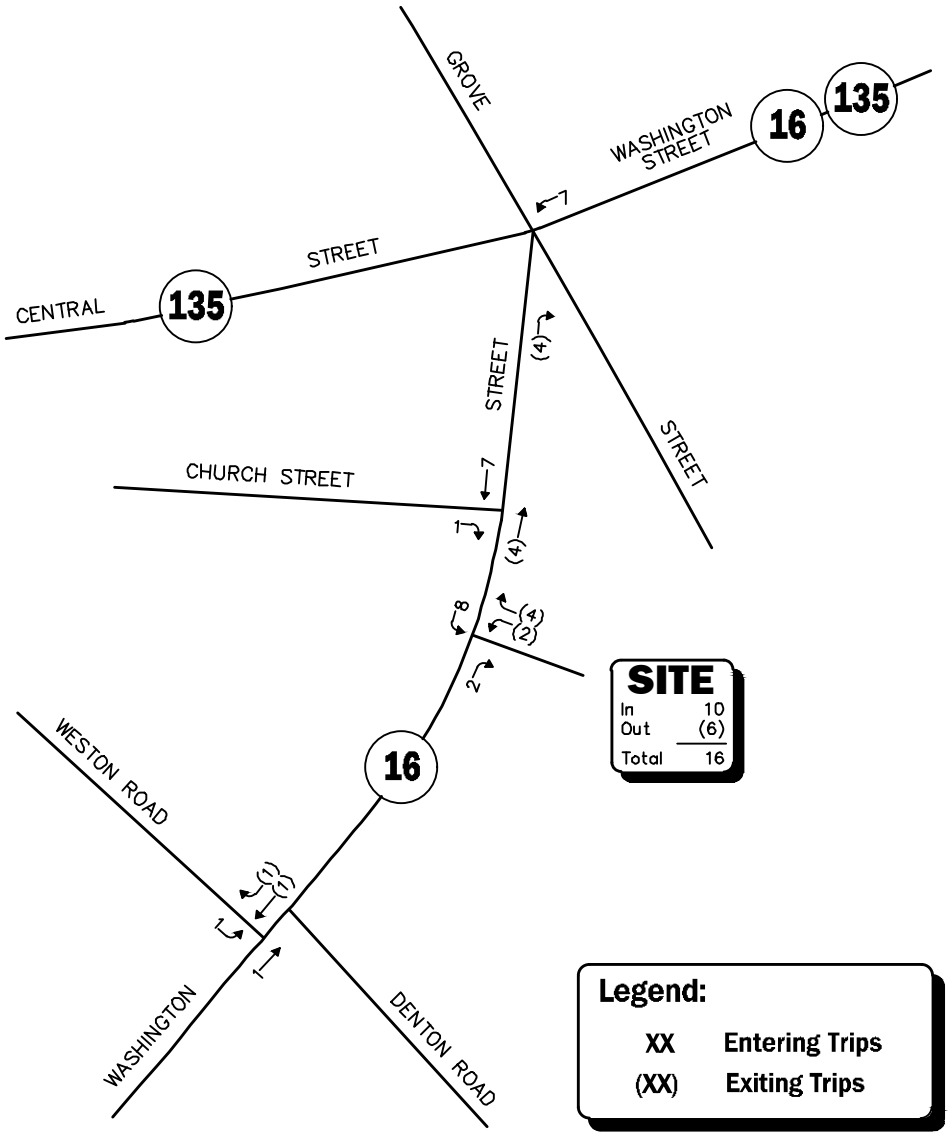
Trip Distribution Map

Vanasse & Associates inc

WEEKDAY MORNING PEAK HOUR (7:30 - 8:30 AM)



WEEKDAY EVENING PEAK HOUR (4:15 - 5:15 PM)



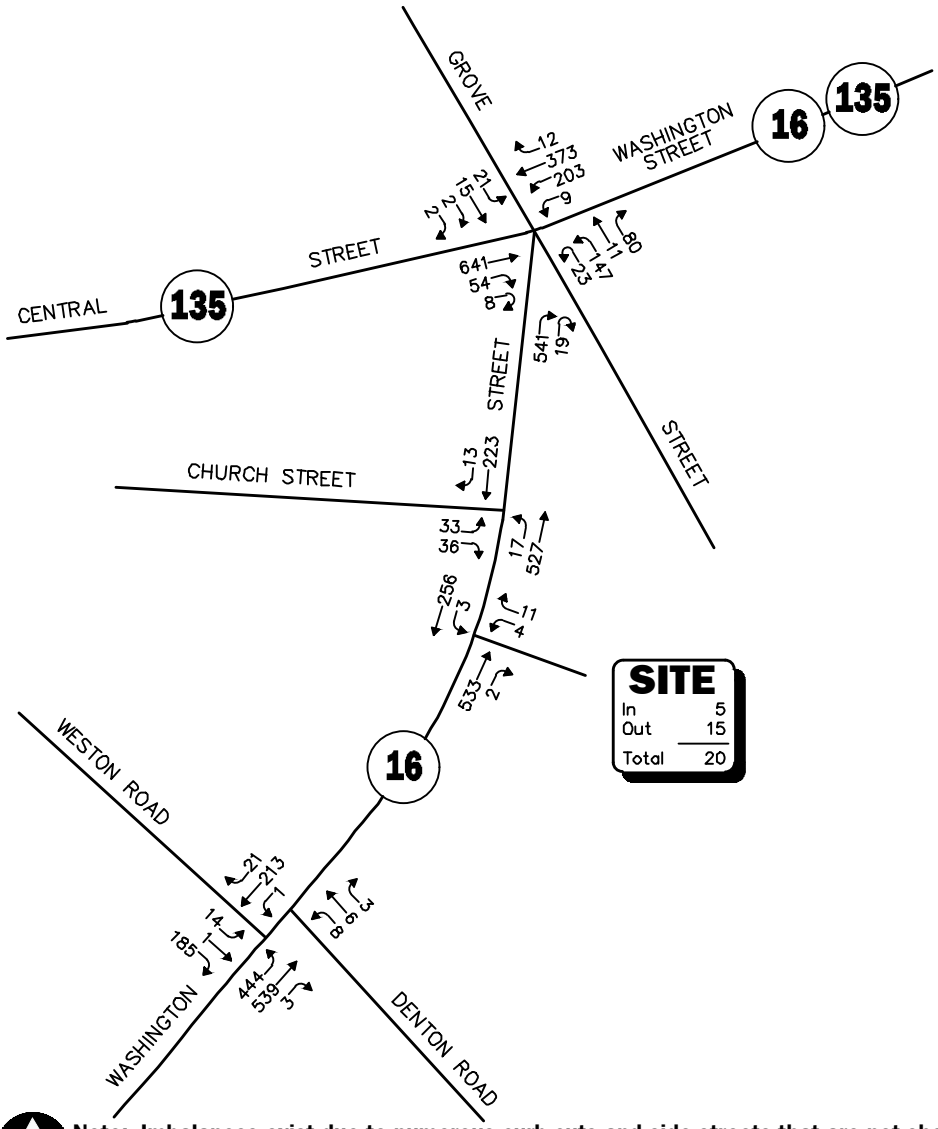
Not To Scale

Figure 6

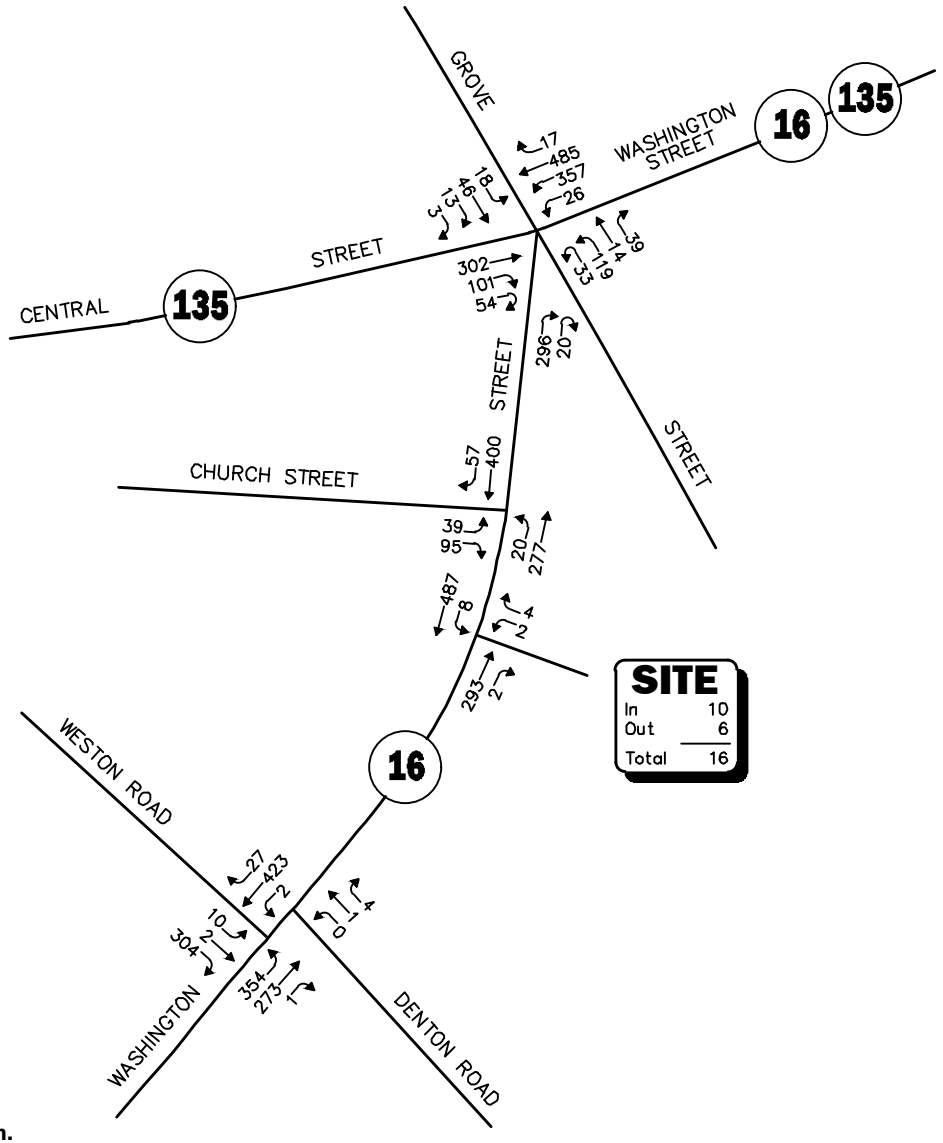
Project-Generated Peak-Hour Traffic Volumes

Vanasse & Associates inc

WEEKDAY MORNING PEAK HOUR (7:30 - 8:30 AM)



WEEKDAY EVENING PEAK HOUR (4:15 - 5:15 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 7

2032 Build
Peak-Hour Traffic Volumes

Vanasse & Associates inc

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak-Hour	2025 Existing	2032 No-Build	2032 Build	Traffic-Volume Increase Over No-Build	Percent Increase Over No-Build
Washington Street, east of Grove St.:					
Weekday Morning	1,742	1,846	1,859	13	0.7
Weekday Evening	1,425	1,511	1,522	11	0.7
Washington Street, south of Weston Road:					
Weekday Morning	1,297	1,389	1,392	3	0.2
Weekday Evening	1,263	1,353	1,355	2	0.1
Church Street, west of Washington St.:					
Weekday Morning	92	98	99	1	0.1
Weekday Evening	196	210	211	1	0.1
Weston Road, west of Washington Street:					
Weekday Morning	624	668	671	3	0.4
Weekday Evening	649	696	698	2	0.3

As shown in Table 6, Project-related traffic-volume changes outside of the study area relative to 2032 No-Build conditions are anticipated to range from increases of 0.1 to 0.7 percent during the peak periods, with vehicle increases shown to range from 1 to 13 vehicles. ***When distributed over the peak-hour, the predicted traffic-volume increases would not result in a material impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.***

TRAFFIC OPERATIONS ANALYSIS

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

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.[10] The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

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

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

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

Signalized Intersections

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

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than LOS A.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with oversaturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections are calculated using the operational analysis methodology of the 2000 *Highway Capacity Manual*[11] and implemented as a part of the Synchro® 12 software. This method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Level-of-service designations are based on the criterion of control or signal delay per vehicle. Control or signal delay is a measure of driver discomfort, frustration, and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay and final acceleration delay. Table 7 summarizes the relationship between level of service and control delay. The tabulated control delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

Table 7
LEVEL-OF-SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS[a]

Level of Service	Control (Signal) Delay Per Vehicle (Seconds)
A	≤ 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	>80.0

[a]Source: *Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2000; page 16-2.

[11]*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000.

Unsignalized Intersections

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

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

The levels of service of unsignalized intersections are determined by application of a procedure described in the *Highway Capacity Manual 7th Edition.*[12] Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the *Highway Capacity Manual 7th Edition*. Table 8 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 8
LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[a]

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay
v/c ≤ 1.0	v/c > 1.0	(Seconds Per Vehicle)
A	F	≥10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	>50.0

[a]Source: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2023.

[12]*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2023.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software. The Synchro® vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50th percentile) and the 95th percentile vehicle queue. For unsignalized intersections, Synchro® reports the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately three minutes out of sixty minutes during the peak one hour of the day (during the remaining fifty-seven minutes, the vehicle queue length will be less than the 95th percentile queue length).

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2025 Existing, 2032 No-Build, and 2032 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 9 and 10, with the detailed analysis results presented in the Appendix.

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

Signalized Intersection (Table 9)

Washington Street at Central Street and Grove Street

No change in level-of-service is predicted to occur for any movement over No-Build conditions, with Project-related impacts generally defined as an increase in overall average motorist delay of up to 3.7 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, one or more movements at the intersection are currently operating at or over capacity (i.e., LOS "E" or "F", respectively).

Unsignalized Intersections (Table 10)

Washington Street at Church Street

No change in level-of-service or vehicle queuing is predicted to occur for any movement over No-Build conditions, with Project-related impacts generally defined as an increase in average motorist delay of less than 1.0 seconds. Actual operating conditions at this intersection are directly related to vehicle queuing along the Washington Street northbound approach to the Washington Street/Central Street/Grove Street intersection during the peak periods.

Washington Street at Weston Road and Denton Road

No change in level-of-service for any movement is predicted to occur over No-Build conditions, with Project-related impacts generally defined as a predicted increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, all movements from Weston Road and Denton Road are currently or are predicted to operate over capacity during the peak periods.

Washington Street at the Project Site Driveway

All movements exiting the Project site driveway to Washington Street are predicted to operate at LOS B during both peak hours with negligible vehicle queuing predicted. All movements along Washington Street approaching the driveway are predicted to operate at LOS A, also with negligible vehicle queuing. Actual operating conditions at this intersection are directly related to vehicle queuing along the Washington Street northbound approach to the Washington Street/ Central Street/Grove Street intersection during the peak periods.

Table 9
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/ Peak-Hour/Movement	2025 Existing				2032 No-Build				2032 Build			
	V/C[a]	Delay[b]	LOS[c]	Queue[d] 50th/95th	V/C	Delay	LOS	Queue 50th/95th	V/C	Delay	LOS	Queue 50th/95th
Washington St. at Central St. and Grove St.												
Weekday Morning:												
Central St. EB TH/RT	0.74	29.4	D	6/12	0.75	29.4	C	6/14	0.75	29.4	C	6/14
Washington St. WB LT	1.21	>80.0	F	5/15	1.38	>80.0	F	6/16	1.40	>80.0	F	6/16
Washington St. WB TH/RT	0.39	9.2	A	3/11	0.41	9.2	A	4/12	0.41	9.2	A	4/12
Washington St. NB RT	0.82	35.1	D	6/15	0.89	43.5	D	6/17	0.91	45.9	D	7/17
Grove St. SEB LT/TH/RT	0.13	24.6	C	1/2	0.15	25.6	C	1/2	0.15	25.6	C	1/2
Grove St. NWB LT/TH/RT	0.94	66.8	E	5/15	1.03	>80.0	F	6/16	1.03	>80.0	F	6/16
Overall	--	**45.0**	**D**	--	--	**57.4**	**E**	--	--	**59.2**	**E**	--
Weekday Evening:												
Central St. EB TH/RT	0.65	30.9	C	4/8	0.68	31.2	C	4/9	0.68	31.2	C	4/9
Washington St. WB LT	1.70	>80.0	F	9/25	1.93	>80.0	F	11/27	1.96	>80.0	F	11/28
Washington St. WB TH/RT	0.53	12.9	B	4/14	0.56	13.3	B	5/16	0.56	13.3	B	5/16
Washington St. NB RT	0.45	25.8	C	3/7	0.49	26.6	C	3/7	0.50	26.7	C	3/7
Grove St. SEB LT/TH/RT	0.19	25.5	C	1/4	0.20	26.0	C	1/4	0.20	26.0	C	1/4
Grove St. NWB LT/TH/RT	0.76	40.1	D	4/11	0.84	49.0	D	4/13	0.84	49.0	D	4/13
Overall	--	**88.9**	**F**	--	--	**109.7**	**F**	--	--	**113.4**	**F**	--

[a]Volume-to-capacity ratio.
[b]Control (signal) delay per vehicle in seconds.
[c]Level-of-Service.
[d]Queue length in vehicles based on 25-feet per vehicle.
NB = northbound; SB = southbound; WB = westbound; EB = eastbound; NWB = northwestbound; SEB = southeastbound.
LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 10
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/ Peak-Hour/Movement	2025 Existing				2032 No-Build				2032Build			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
Washington St. at Church St.												
Weekday Morning:												
Church St. EB LT	31	17.4	C	1	33	18.8	C	1	33	19.2	C	1
Church St. EB RT	34	10.2	B	0	36	10.4	B	0	36	10.4	B	0
Washington St. NB LT/TH	497	0.2	A	0	533	0.2	A	0	544	0.3	A	0
Washington St. SB TH/RT	217	0.0	A	0	233	0.0	A	0	236	0.0	A	0
Weekday Evening:												
Church St. EB LT	36	17.7	C	1	39	19.0	C	1	39	19.3	C	1
Church St. EB RT	88	13.4	B	1	94	13.9	B	1	95	14.0	B	1
Washington St. NB LT/TH	274	0.6	A	0	293	0.6	A	0	297	0.6	A	0
Washington St. SB TH/RT	419	0.0	A	0	450	0.0	A	0	457	0.0	A	0
Washington St. at Weston Rd. and Denton Rd.												
Weekday Morning:												
Weston Rd. EB LT/TH/RT	186	>50.0	F	9	199	>50.0	F	15	200	>50.0	F	16
Denton Rd. WB LT/TH/RT	17	>50.0	F	3	17	>50.0	F	3	17	>50.0	F	3
Washington St. NB LT/TH/RT	919	4.3	A	2	985	4.4	A	2	986	4.5	A	2
Washington St. SB LT/TH/RT	216	0.0	A	0	231	0.0	A	0	235	0.0	A	0
Weekday Evening:												
Weston Rd. EB LT/TH/RT	294	35.0	D	6	315	>50.0	F	9	316	>50.0	F	10
Denton Rd. WB LT/TH/RT	5	22.2	C	0	5	25.9	D	1	5	26.0	D	1
Washington St. NB LT/TH/RT	585	5.7	A	2	627	6.0	A	2	628	6.0	A	2
Washington St. SB LT/TH/RT	420	0.0	A	0	450	0.0	A	0	452	0.0	A	0
Washington St. at the Project Site Driveway												
Weekday Morning:												
Project Site Driveway WB LT/RT	--	--	--	--	--	--	--	--	15	13.6	B	0
Washington St. NB TH/RT	--	--	--	--	--	--	--	--	535	0.0	A	0
Washington St. SB LT/TH	--	--	--	--	--	--	--	--	259	0.1	A	0
Weekday Evening:												
Worcester Street EB RT	--	--	--	--	--	--	--	--	6	12.3	B	0
Project Site Driveway NB LT/RT	--	--	--	--	--	--	--	--	295	0.0	A	0
Worcester Street WB LT/TH	--	--	--	--	--	--	--	--	495	0.1	A	0

[a]Demand in vehicles per hour.
[b]Average control delay per vehicle (in seconds).
[c]Level-of-Service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound.
LT = left-turning movements; TH = through movements; RT = right-turning movements.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the Project site driveway intersection with Washington Street in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)[13] requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 11 presents the measured SSD and ISD at the subject intersection.

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

Table 11
SIGHT DISTANCE MEASUREMENTS[a]

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD)[b]	Measured
Washington Street at the Project Site Driveway			
Stopping Sight Distance:			
Washington Street approaching from the north	200	--	335
Washington Street approaching from the south	200	--	386
Intersection Sight Distance:			
Looking to the north from the Project Site Driveway	200	335	300+
Looking to the south from the Project Site Driveway	200	290	400+

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

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

As can be seen in Table 11, the available lines of sight at the Project site driveway intersection with Washington Street were found to exceed the recommended minimum sight distances for the intersection to function in a safe manner (SSD) with consideration of a three-stage exit maneuver, which is common in downtown settings with on-street parking, and based on a 30 mph approach speed along Washington Street, which is consistent with the statutory speed limit (30 mph) and slightly above the measured 85th percentile vehicle travel speed (24/26 mph) in the vicinity of the Project site.

The three stage exit maneuver is as follows: Stage 1 – the exiting motorist stops before entering the sidewalk area to observe approaching pedestrians; Stage 2 – after verifying that the sidewalk is clear, the motorist positions their vehicle across the sidewalk and into the area that is defined by the parking lane to observe approaching bicyclists and motor vehicles; and Stage 3 – the motorist exits the driveway when there is an acceptable gap in traffic. A review of the Project site driveway and the Site Plan for the Project indicates that there are clear sight lines provided to and from the sidewalk area along Washington Street to allow for an exiting motorist to complete the three-stage exit maneuver.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has conducted a TIA in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be located at 592 Washington Street (Route 16) in Wellesley, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE[14] and without adjustment to account for the use of alternative modes of transportation to Single-Occupant Vehicles (SOVs), the Project is expected to generate approximately 228 vehicle trips on an average weekday, with 20 vehicle trips expected during the weekday morning peak-hour and 16 vehicle trips expected during the weekday evening peak hour;

2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with no (0) changes in LOS shown to occur as a result of the addition of Project-related traffic and Project-related impacts generally defined as an increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle;

3. Motorists exiting the Project site driveway to Washington Street were shown to operate at LOS B during both peak hours with negligible vehicle queuing. All movements along Washington Street approaching the driveway are predicted to operate at LOS A, also with negligible vehicle queuing.

4. Independent of the Project, the Washington Street/Central Street/Grove Street intersection was identified to have a motor vehicle crash rate that was above the MassDOT District 6 average crash rate but that was below the statewide average crash rate for similar intersections. As such, specific recommendations have been provided to enhance safety at the intersection for consideration independent of the Project (see *Recommendations*); and

[14]Institute of Transportation Engineers, op. cit. 1.

5. Lines of sight to and from the Project site driveway intersection with Washington Street were found to exceed the recommended minimum distance for safe operation based on the appropriate approach speed and with consideration of the downtown setting within which the Project is located.

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

RECOMMENDATIONS

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

Project Access

Access to the Project will continue to be provided by way of the existing full access driveway that intersects the east side of Washington Street approximately 120 feet south of Church Street. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plans.

- The full access Project site driveway will be a minimum of 24-feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.

- Where perpendicular parking is proposed, the drive aisle behind the parking will be a minimum of 23 feet in order to facilitate parking maneuvers.

- Vehicles exiting the Project site to Washington Street will be placed under STOP-sign control with a marked STOP-line provided.

- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).[15]

- A sidewalk has been provided within the Project site that extends to the existing sidewalk along Washington Street. Crosswalks are provided to the north of the Project site at the Washington Street/Church Street intersection for crossing Washington Street and Church Street.

- The Project site driveway is and will continue to be a pan-type drive with the sidewalk flush across the driveway. ADA compliant wheelchair ramps will be provided for any new crosswalks that are constructed as a part of the Project.

- Electric vehicle (EV) charging stations will be installed within the Project site, with a minimum of 20% of the parking spaces to be EV ready.

[15]Federal Highway Administration, op. cit. 2.

- Signs, landscaping and other features that are to be installed as a part of the Project within the intersection sight triangle areas will be designed and maintained so as not to restrict lines of sight.

- Snow accumulations (windrows) within the sight triangle areas will be promptly removed where such accumulations would impede sight lines.

Off-Site

Washington Street at Central Street and Grove Street

Independent of the Project, the Washington Street/Central Street/Grove Street intersection was found to have a motor vehicle crash rate that was above the MassDOT District average crash rate but was found to be below the statewide average crash rate. Additionally, overall intersection operations, as well as specific movements from the Washington Street westbound and Grove Street northwestbound approaches are currently operating at or over capacity during the peak periods. Independent of the Project, it is recommended that an optimal traffic signal timing and phasing plan be implemented for the intersection to include: i) a review of the "yellow' and "all red" clearance intervals; and ii) consideration of restricting left-turn movements from the Washington Street westbound approach to the Grove Street southeast leg. These left-turn movements are currently permitted across two (2) northbound lanes of traffic from Washington Street which have a protected phase ("green" right-turn arrow display) when motorists are allowed to turn left onto Grove Street.

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided to the Project site. To the north of the Project site, the MBTA provides Commuter Rail service on the Worcester/Framingham Line between Union Station in Worcester and South Station in Boston, with a stop at Wellesley Square Sation, which is an approximate 5-minute walking distance of the Project site. In addition, the MWRTA operates the Catch Connect service within the Town of Wellesley, which is an on-demand, curb-to-curb, microtransit service. The service is booked through the MWRTA CATCH app or by phone. The MBTA also operates The Ride paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in accordance with ADA requirements.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A transportation coordinator will be assigned for the Project to coordinate the TDM program;

- Information regarding public transportation services, maps, schedules, and fare information will be posted in a central location and/or otherwise made available to residents;

- A "welcome packet" will be provided to new residents detailing available public transportation services, bicycle and walking alternatives, and other commuting options;

- Amenities will be provided to support telecommuting by residents of the Project that may include collaboration space or a business office;

- Pedestrian accommodations have been incorporated within the Project and consist of a walkway that connects to the existing sidewalk along Washington Street;

- A central maildrop and package delivery station will be provided within the building; and

- Secure bicycle parking will be provided for residents that will include weather protected bicycle parking within the parking garage and exterior bicycle parking proximate to the primary building entrance.

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

APPENDIX

PROJECT SITE PLAN
AUTOMATIC TRAFFIC RECORDER COUNT DATA
TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
PUBLIC TRANSPORTATION SCHEDULES
VEHICLE TRAVEL SPEED DATA
MASSDOT CRASH DATA
MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAP
GENERAL BACKGROUND TRAFFIC GROWTH
TRIP-GENERATION CALCULATIONS
TRIP DISTRIBUTION DATA
CAPACITY ANALYSIS WORKSHEETS

PROJECT SITE PLAN

1 L-1.1 Architectural Site Plan
1" = 10'

0 40 80 120

UNIT SUMMARY

UNIT 101	2BR	1718 SF
UNIT 102	2BR	1490 SF
UNIT 103	2BR	1490 SF
UNIT 104	2BR	1435 SF
UNIT 105	3BR	1887 SF
UNIT 106	3BR	1704 SF
UNIT 201	2BR	1718 SF
UNIT 202	2BR	1490 SF
UNIT 203	2BR	1490 SF
UNIT 204	2BR	1435 SF
UNIT 205	3BR	1887 SF
UNIT 206	3BR	1704 SF
UNIT 207	3BR	2277 SF
UNIT 208	2BR	1926 SF
UNIT 301	2BR	1473 SF
UNIT 302	1BR	977 SF
UNIT 303	2BR	1365 SF
UNIT 304	2BR	1376 SF
UNIT 305	3BR	1687 SF

ZONING SUMMARY

LOT SIZE	35861 SF	
ZONING DISTRICT	WELLESLEY SQUARE COMMERCIAL DISTRICT	
	REQUIRED	PROPOSED
MINIMUM AREA:	NA	
MINIMUM FRONTAGE:	NA	
FRONT SETBACK:	5 FEET	43 FEET
SIDE SETBACK:	NA	
REAR SETBACK	NA	
MAXIMUM HEIGHT :	45 FEET / 3 STORIES	
PROPOSED HEIGHT:	40 FEET / 3 STORIES	
ACCESSORY NON RESIDENTIAL FLOOR AREA:	5,650 SF	
PARKING:	19 SPACES	36 SPACES

4 INCLUSIONARY UNITS PROVIDED (21%)

PROJECT SUMMARY

38,670 SQUARE FEET
PARKING 36 SPACES
BIKE PARKING 14 SPACES
19 RESIDENTIAL UNITS
01 ONE BEDROOM
12 TWO BEDROOM
06 THREE BEDROOM

Parking Summary

OFF-STREET CAR PARKING	
ACCESSIBLE SPACES	- 2
RESIDENCE SPACES	- 34
TOTAL PARKING SPACES	-36
STRUCTURED BIKE PARKING	- 14

Proposed Multi Family Use

592 Washington St. Wellesley, MA

OWNER

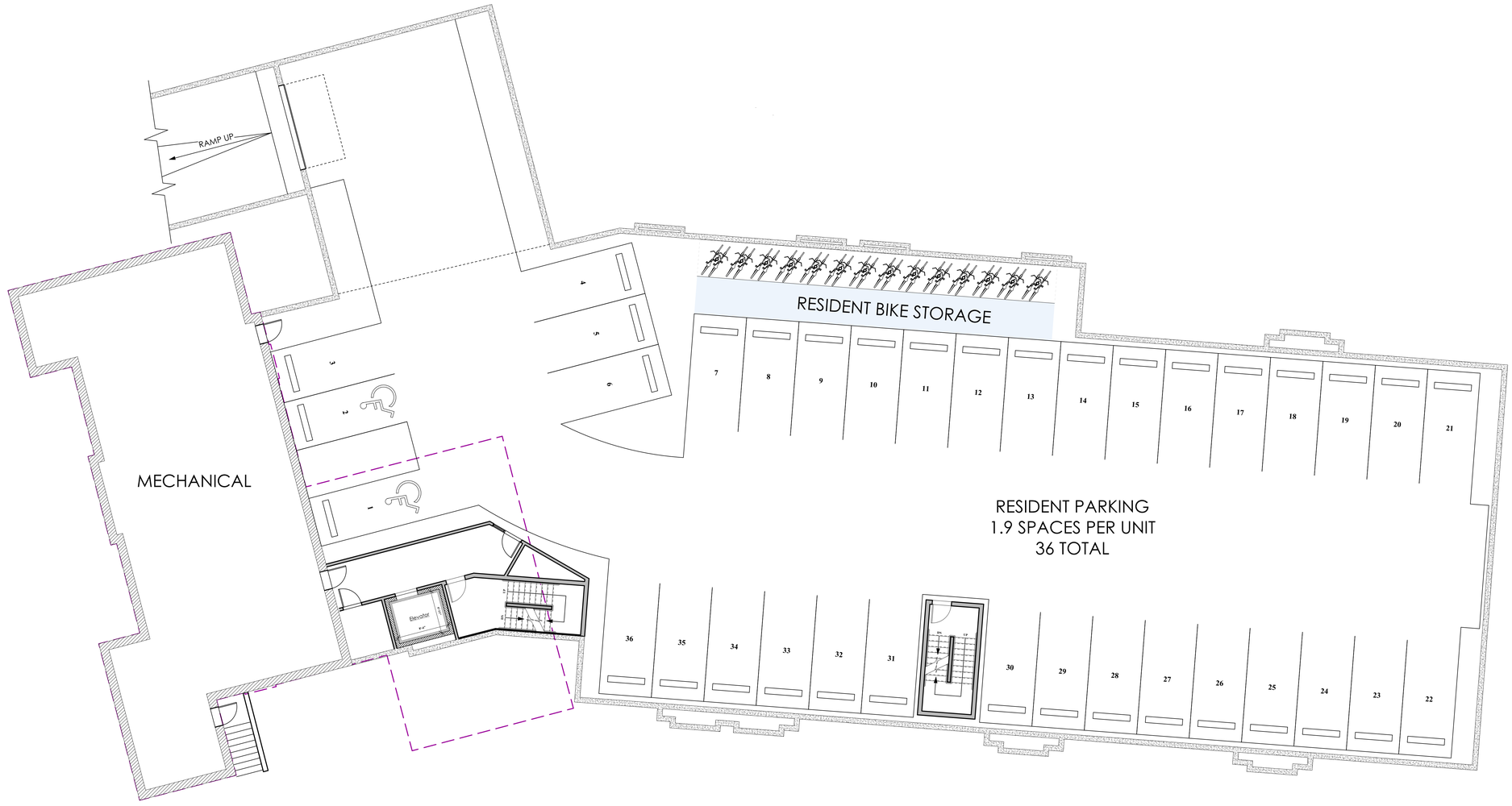
mckay architects
35 Bryant Street
Dedham, MA 02026
ph:781.326.5400
www.mckayarchitects.net

REV #	DATE	ISSUANCE

Architectural Site Plan

JOB NO	
DATE	09.19.2025
DWG BY	RJM
CKD BY	MLM
SCALE	1" = 10'

L-1.1



1 | A-1.1 Garage Floor Plan
1/8" = 1'-0"

Proposed
Multi Family
Use

592
Washington St.
Wellesley, MA

OWNER

mckay architects

35 Bryant Street
Dedham, MA 02026

ph:781.326.5400
www.mckayarchitects.net

REV #	DATE	ISSUANCE

Garage Floor Plan

JOB NO	
DATE	09.19.2025
DWG BY	RJM
CKD BY	MLM
SCALE	1/8" = 1'-0"

A-1.1

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA

10/22/2025	NB,		Hour Totals		SB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	65			28	70				
12:15	6	66			8	86				
12:30	4	75			4	62				
12:45	3	61	16	267	9	86	49	304	65	571
1:00	2	74			1	79				
1:15	2	62			2	88				
1:30	0	55			6	65				
1:45	2	59	6	250	0	98	9	330	15	580
2:00	1	64			0	72				
2:15	1	70			0	66				
2:30	1	56			3	83				
2:45	1	53	4	243	1	95	4	316	8	559
3:00	3	51			1	94				
3:15	2	52			0	92				
3:30	1	74			1	97				
3:45	3	70	9	247	1	104	3	387	12	634
4:00	4	54			1	95				
4:15	5	56			0	109				
4:30	15	60			0	102				
4:45	15	66	39	236	0	105	1	411	40	647
5:00	19	72			3	111				
5:15	24	68			17	114				
5:30	27	74			12	125				
5:45	61	46	131	260	10	115	42	465	173	725
6:00	81	70			9	107				
6:15	109	61			13	93				
6:30	120	58			22	111				
6:45	108	55	418	244	30	109	74	420	492	664
7:00	108	35			35	110				
7:15	114	35			31	71				
7:30	138	41			45	79				
7:45	121	32	481	143	34	70	145	330	626	473
8:00	111	21			46	59				
8:15	106	26			68	78				
8:30	84	26			58	50				
8:45	97	35	398	108	53	60	225	247	623	355
9:00	111	20			57	50				
9:15	94	17			64	34				
9:30	98	10			57	38				
9:45	107	12	410	59	46	29	224	151	634	210
10:00	81	9			50	44				
10:15	62	12			52	32				
10:30	76	8			67	20				
10:45	79	4	298	33	66	19	235	115	533	148
11:00	62	9			58	18				
11:15	60	4			63	18				
11:30	72	2			62	14				
11:45	73	3	267	18	71	8	254	58	521	76
Total	2477	2108			1265	3534			3742	5642
Percent	54.0%	46.0%			26.4%	73.6%			39.9%	60.1%

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA

10/23/2025	NB,		Hour Totals		SB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	70			8	71				
12:15	1	59			7	74				
12:30	5	57			10	86				
12:45	2	79	13	265	3	75	28	306	41	571
1:00	1	67			4	92				
1:15	1	66			6	78				
1:30	1	65			2	90				
1:45	2	69	5	267	1	76	13	336	18	603
2:00	0	71			4	83				
2:15	1	68			2	70				
2:30	0	66			4	71				
2:45	2	55	3	260	0	84	10	308	13	568
3:00	5	61			0	79				
3:15	4	83			2	96				
3:30	6	67			1	99				
3:45	6	59	21	270	1	90	4	364	25	634
4:00	3	63			1	105				
4:15	8	57			1	99				
4:30	18	66			1	101				
4:45	11	51	40	237	3	107	6	412	46	649
5:00	17	63			7	115				
5:15	28	72			9	113				
5:30	33	70			13	111				
5:45	41	59	119	264	8	114	37	453	156	717
6:00	76	58			13	116				
6:15	136	53			19	93				
6:30	122	52			25	123				
6:45	106	54	440	217	39	94	96	426	536	643
7:00	118	34			39	83				
7:15	113	39			38	82				
7:30	125	40			38	73				
7:45	130	29	486	142	42	70	157	308	643	450
8:00	109	33			54	78				
8:15	121	37			59	63				
8:30	98	38			63	67				
8:45	85	30	413	138	58	52	234	260	647	398
9:00	102	27			61	50				
9:15	87	28			66	52				
9:30	101	16			57	23				
9:45	100	18	390	89	65	47	249	172	639	261
10:00	84	23			57	48				
10:15	65	15			52	37				
10:30	75	15			62	25				
10:45	79	8	303	61	65	19	236	129	539	190
11:00	70	13			59	22				
11:15	70	11			53	17				
11:30	80	5			60	17				
11:45	68	5	288	34	82	11	254	67	542	101
Total	2521	2244			1324	3541			3845	5785
Percent	52.9%	47.1%			27.2%	72.8%			39.9%	60.1%
Grand Total	4998	4352			2589	7075			7587	11427
Percent	53.5%	46.5%			26.8%	73.2%			39.9%	60.1%
ADT		ADT: 9,507		AADT: 9,507						

Accurate Counts
978-664-2565

Location : Route 16
Location : South of #592 Washington Street
City/State: Wellesley, MA

Site Code: 10509001

10/20/2025	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,
12:00 AM	*	*	*	*	16	49	13	28	*	*	*	*	*	*	14	38
1:00	*	*	*	*	6	9	5	13	*	*	*	*	*	*	6	11
2:00	*	*	*	*	4	4	3	10	*	*	*	*	*	*	4	7
3:00	*	*	*	*	9	3	21	4	*	*	*	*	*	*	15	4
4:00	*	*	*	*	39	1	40	6	*	*	*	*	*	*	40	4
5:00	*	*	*	*	131	42	119	37	*	*	*	*	*	*	125	40
6:00	*	*	*	*	418	74	440	96	*	*	*	*	*	*	429	85
7:00	*	*	*	*	481	145	486	157	*	*	*	*	*	*	484	151
8:00	*	*	*	*	398	225	413	234	*	*	*	*	*	*	406	230
9:00	*	*	*	*	410	224	390	249	*	*	*	*	*	*	400	236
10:00	*	*	*	*	298	235	303	236	*	*	*	*	*	*	300	236
11:00	*	*	*	*	267	254	288	254	*	*	*	*	*	*	278	254
12:00 PM	*	*	*	*	267	304	265	306	*	*	*	*	*	*	266	305
1:00	*	*	*	*	250	330	267	336	*	*	*	*	*	*	258	333
2:00	*	*	*	*	243	316	260	308	*	*	*	*	*	*	252	312
3:00	*	*	*	*	247	387	270	364	*	*	*	*	*	*	258	376
4:00	*	*	*	*	236	411	237	412	*	*	*	*	*	*	236	412
5:00	*	*	*	*	260	465	264	453	*	*	*	*	*	*	262	459
6:00	*	*	*	*	244	420	217	426	*	*	*	*	*	*	230	423
7:00	*	*	*	*	143	330	142	308	*	*	*	*	*	*	142	319
8:00	*	*	*	*	108	247	138	260	*	*	*	*	*	*	123	254
9:00	*	*	*	*	59	151	89	172	*	*	*	*	*	*	74	162
10:00	*	*	*	*	33	115	61	129	*	*	*	*	*	*	47	122
11:00	*	*	*	*	18	58	34	67	*	*	*	*	*	*	26	62
Total	0	0	0	0	4585	4799	4765	4865	0	0	0	0	0	0	4675	4835
Day	0		0		9384		9630		0		0		0		9510	
AM Peak					7:00	11:00	7:00	11:00							7:00	11:00
Volume					481	254	486	254							484	254
PM Peak					12:00 PM	5:00	3:00	5:00							12:00 PM	5:00
Volume					267	465	270	453							266	459
Comb Total	0		0		9384		9630		0		0		0		9510	
ADT	ADT: 9,507		AADT: 9,507													

TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 1

Groups Printed- Cars - Trucks

	Grove St From North				Washington St From East				Grove St From Southeast				Washington St From South				Cemtral St From West				
Start Time	Left	Bear Left	Thru	Right	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Int. Total
07:00 AM	0	0	0	0	2	36	60	2	0	3	0	9	0	0	121	0	0	133	12	2	380
07:15 AM	1	1	0	0	5	34	62	2	2	19	1	6	0	0	119	1	0	152	12	0	417
07:30 AM	5	5	1	0	2	29	54	4	0	23	5	29	0	0	130	1	0	141	17	1	447
07:45 AM	6	3	0	2	0	41	78	1	2	33	0	24	0	0	124	8	0	144	20	3	489
Total	12	9	1	2	9	140	254	9	4	78	6	68	0	0	494	10	0	570	61	6	1733
08:00 AM	3	3	0	0	2	44	89	1	3	43	5	22	0	0	116	2	0	159	12	1	505
08:15 AM	4	7	2	0	2	55	83	4	11	35	2	13	0	0	115	4	0	135	12	0	484
08:30 AM	7	1	0	0	4	47	98	5	5	26	3	16	0	0	93	2	0	160	6	3	476
08:45 AM	4	4	3	0	5	53	96	3	3	25	6	11	0	0	120	0	0	143	6	0	482
Total	18	15	5	0	13	199	366	13	22	129	16	62	0	0	444	8	0	597	36	4	1947
Grand Total	30	24	6	2	22	339	620	22	26	207	22	130	0	0	938	18	0	1167	97	10	3680
Apprch %	48.4	38.7	9.7	3.2	2.2	33.8	61.8	2.2	6.8	53.8	5.7	33.8	0	0	98.1	1.9	0	91.6	7.6	0.8	
Total %	0.8	0.7	0.2	0.1	0.6	9.2	16.8	0.6	0.7	5.6	0.6	3.5	0	0	25.5	0.5	0	31.7	2.6	0.3	
Cars	29	24	6	2	18	333	598	20	25	202	22	124	0	0	921	17	0	1146	90	10	3587
% Cars	96.7	100	100	100	81.8	98.2	96.5	90.9	96.2	97.6	100	95.4	0	0	98.2	94.4	0	98.2	92.8	100	97.5
Trucks	1	0	0	0	4	6	22	2	1	5	0	6	0	0	17	1	0	21	7	0	93
% Trucks	3.3	0	0	0	18.2	1.8	3.5	9.1	3.8	2.4	0	4.6	0	0	1.8	5.6	0	1.8	7.2	0	2.5

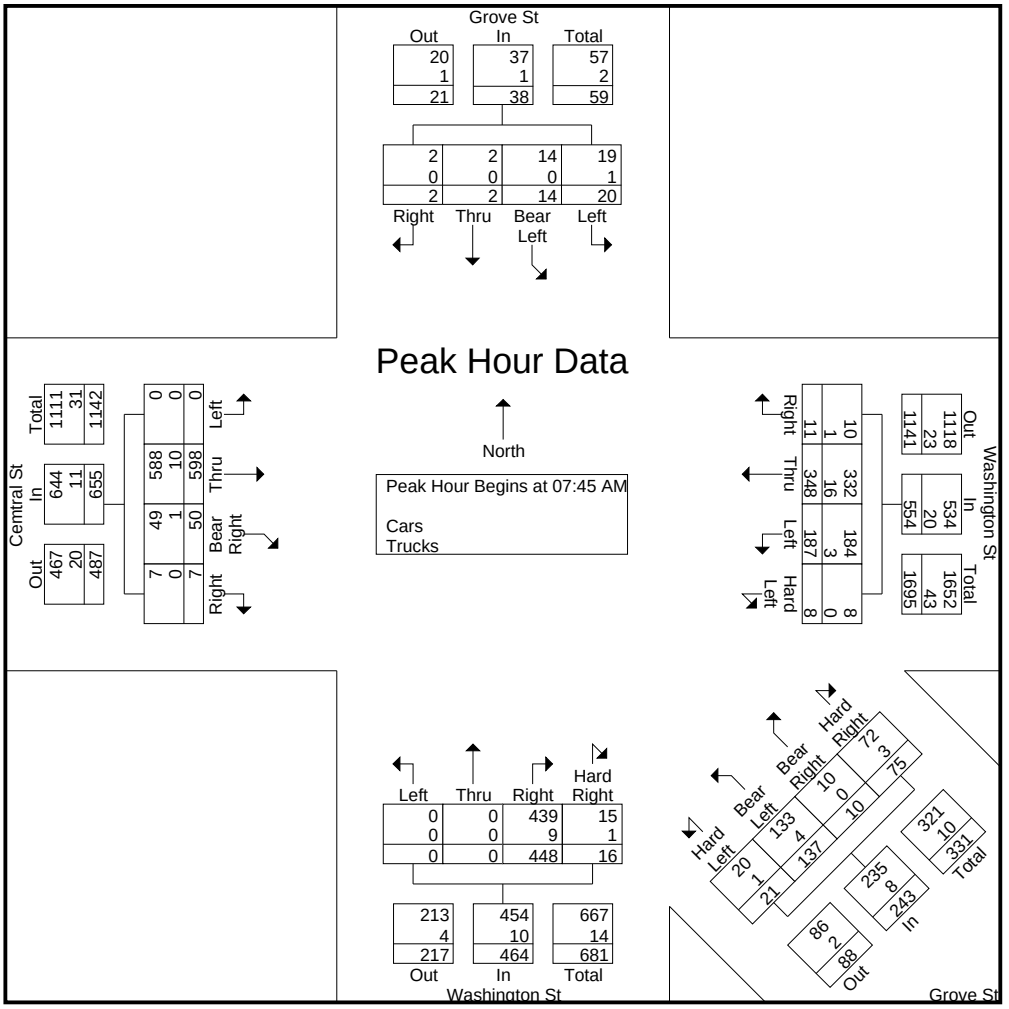
	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	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	6	3	0	**2**	11	0	41	78	1	120	2	33	0	**24**	59	0	0	**124**	**8**	**132**	0	144	**20**	**3**	167	489
08:00 AM	3	3	0	0	6	2	44	89	1	136	3	**43**	**5**	22	**73**	0	0	116	2	118	0	159	12	1	**172**	**505**
08:15 AM	4	**7**	**2**	0	**13**	2	**55**	83	4	144	**11**	35	2	13	61	0	0	115	4	119	0	135	12	0	147	484
08:30 AM	**7**	1	0	0	8	**4**	47	**98**	**5**	**154**	5	26	3	16	50	0	0	93	2	95	0	**160**	6	3	169	476
Total Volume	20	14	2	2	38	8	187	348	11	554	21	137	10	75	243	0	0	448	16	464	0	598	50	7	655	1954
% App. Total	52.6	36.8	5.3	5.3		1.4	33.8	62.8	2		8.6	56.4	4.1	30.9		0	0	96.6	3.4		0	91.3	7.6	1.1		
PHF	.714	.500	.250	.250	.731	.500	.850	.888	.550	.899	.477	.797	.500	.781	.832	.000	.000	.903	.500	.879	.000	.934	.625	.583	.952	.967
Cars	19	14	2	2	37	8	184	332	10	534	20	133	10	72	235	0	0	439	15	454	0	588	49	7	644	1904
% Cars	95.0	100	100	100	97.4	100	98.4	95.4	90.9	96.4	95.2	97.1	100	96.0	96.7	0	0	98.0	93.8	97.8	0	98.3	98.0	100	98.3	97.4
Trucks	1	0	0	0	1	0	3	16	1	20	1	4	0	3	8	0	0	9	1	10	0	10	1	0	11	50
% Trucks	5.0	0	0	0	2.6	0	1.6	4.6	9.1	3.6	4.8	2.9	0	4.0	3.3	0	0	2.0	6.3	2.2	0	1.7	2.0	0	1.7	2.6

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
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:

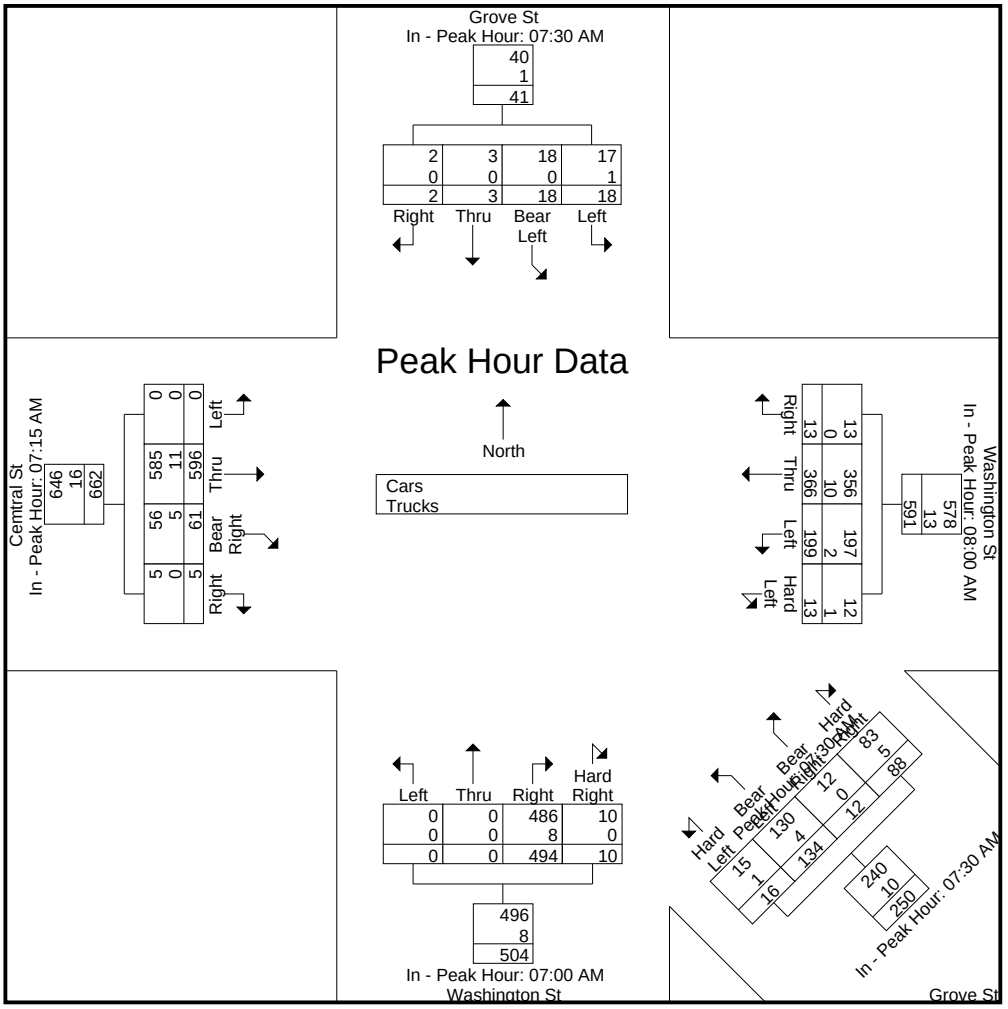
	07:30 AM					08:00 AM					07:30 AM					07:00 AM					07:15 AM				
+0 mins.	5	5	1	0	11	2	44	89	1	136	0	23	**5**	**29**	57	0	0	121	0	121	0	152	12	0	164
+15 mins.	**6**	3	0	**2**	11	2	**55**	83	4	144	2	33	0	24	59	0	0	119	1	120	0	141	17	1	159
+30 mins.	3	3	0	0	6	4	47	**98**	**5**	154	3	**43**	5	22	**73**	0	0	**130**	1	131	0	144	**20**	**3**	167
+45 mins.	4	**7**	**2**	0	**13**	**5**	53	96	3	**157**	**11**	35	2	13	61	0	0	124	**8**	**132**	0	**159**	12	1	**172**
Total Volume	18	18	3	2	41	13	199	366	13	591	16	134	12	88	250	0	0	494	10	504	0	596	61	5	662
% App. Total	43.9	43.9	7.3	4.9		2.2	33.7	61.9	2.2		6.4	53.6	4.8	35.2		0	0	98	2		0	90	9.2	0.8	
PHF	.750	.643	.375	.250	.788	.650	.905	.934	.650	.941	.364	.779	.600	.759	.856	.000	.000	.950	.313	.955	.000	.937	.763	.417	.962
Cars	17	18	3	2	40	12	197	356	13	578	15	130	12	83	240	0	0	486	10	496	0	585	56	5	646
% Cars	94.4	100	100	100	97.6	92.3	99	97.3	100	97.8	93.8	97	100	94.3	96	0	0	98.4	100	98.4	0	98.2	91.8	100	97.6
Trucks	1	0	0	0	1	1	2	10	0	13	1	4	0	5	10	0	0	8	0	8	0	11	5	0	16
% Trucks	5.6	0	0	0	2.4	7.7	1	2.7	0	2.2	6.2	3	0	5.7	4	0	0	1.6	0	1.6	0	1.8	8.2	0	2.4

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 4

Groups Printed- Cars

	Grove St From North				Washington St From East				Grove St From Southeast				Washington St From South				Cemtral St From West				
Start Time	Left	Bear Left	Thru	Right	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Int. Total
07:00 AM	0	0	0	0	2	34	58	1	0	3	0	9	0	0	120	0	0	131	11	2	371
07:15 AM	1	1	0	0	3	34	60	2	2	19	1	6	0	0	116	1	0	151	11	0	408
07:30 AM	5	5	1	0	1	28	53	4	0	23	5	26	0	0	127	1	0	136	13	1	429
07:45 AM	6	3	0	2	0	40	71	0	2	31	0	23	0	0	123	8	0	143	20	3	475
Total	12	9	1	2	6	136	242	7	4	76	6	64	0	0	486	10	0	561	55	6	1683
08:00 AM	2	3	0	0	2	44	85	1	3	42	5	21	0	0	113	2	0	155	12	1	491
08:15 AM	4	7	2	0	2	54	80	4	10	34	2	13	0	0	110	3	0	133	11	0	469
08:30 AM	7	1	0	0	4	46	96	5	5	26	3	15	0	0	93	2	0	157	6	3	469
08:45 AM	4	4	3	0	4	53	95	3	3	24	6	11	0	0	119	0	0	140	6	0	475
Total	17	15	5	0	12	197	356	13	21	126	16	60	0	0	435	7	0	585	35	4	1904
Grand Total	29	24	6	2	18	333	598	20	25	202	22	124	0	0	921	17	0	1146	90	10	3587
Apprch %	47.5	39.3	9.8	3.3	1.9	34.4	61.7	2.1	6.7	54.2	5.9	33.2	0	0	98.2	1.8	0	92	7.2	0.8	
Total %	0.8	0.7	0.2	0.1	0.5	9.3	16.7	0.6	0.7	5.6	0.6	3.5	0	0	25.7	0.5	0	31.9	2.5	0.3	

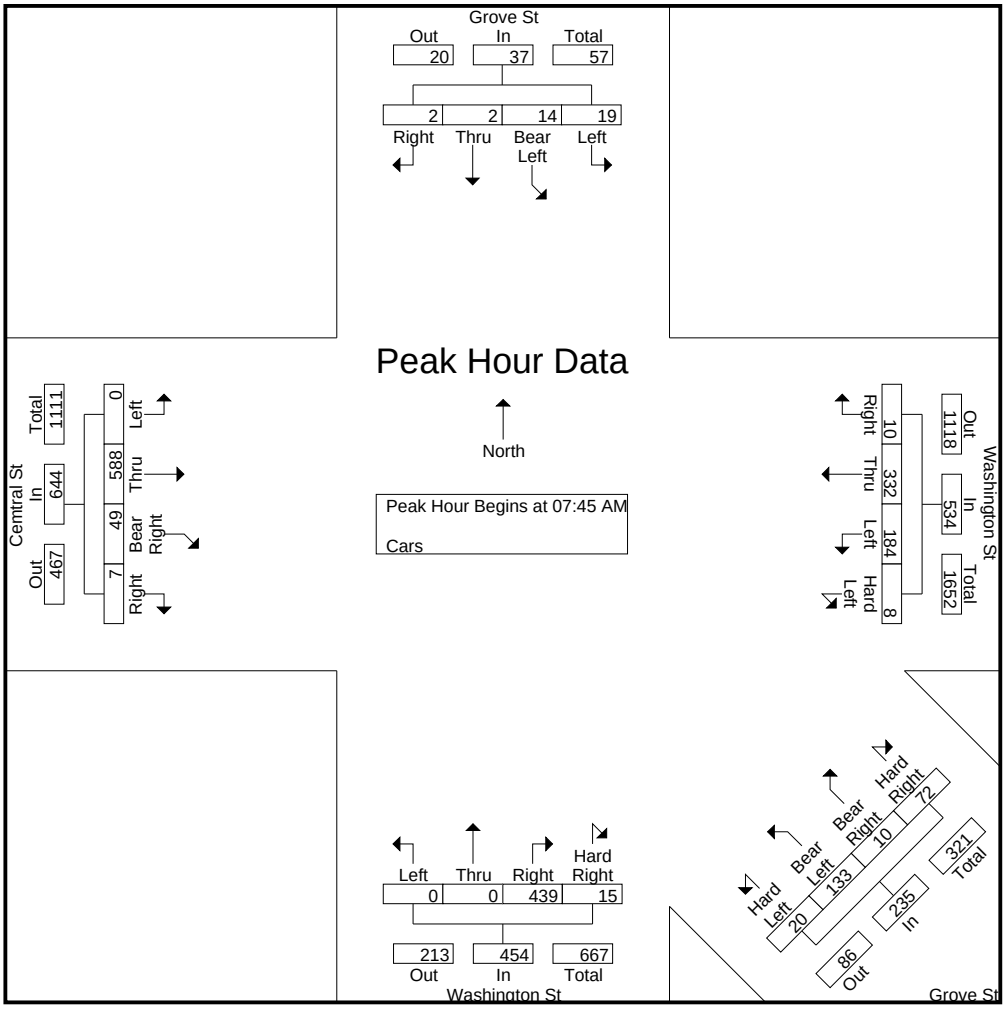
	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	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	6	3	0	**2**	11	0	40	71	0	111	2	31	0	**23**	56	0	0	**123**	**8**	**131**	0	143	**20**	**3**	166	475
08:00 AM	2	3	0	0	5	2	44	85	1	132	3	**42**	**5**	21	**71**	0	0	113	2	115	0	155	12	1	**168**	**491**
08:15 AM	4	**7**	**2**	0	**13**	2	**54**	80	4	140	**10**	34	2	13	59	0	0	110	3	113	0	133	11	0	144	469
08:30 AM	**7**	1	0	0	8	**4**	46	**96**	**5**	**151**	5	26	3	15	49	0	0	93	2	95	0	**157**	6	3	166	469
Total Volume	19	14	2	2	37	8	184	332	10	534	20	133	10	72	235	0	0	439	15	454	0	588	49	7	644	1904
% App. Total	51.4	37.8	5.4	5.4		1.5	34.5	62.2	1.9		8.5	56.6	4.3	30.6		0	0	96.7	3.3		0	91.3	7.6	1.1		
PHF	.679	.500	.250	.250	.712	.500	.852	.865	.500	.884	.500	.792	.500	.783	.827	.000	.000	.892	.469	.866	.000	.936	.613	.583	.958	.969

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 5



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

Peak Hour for Each Approach Begins at:

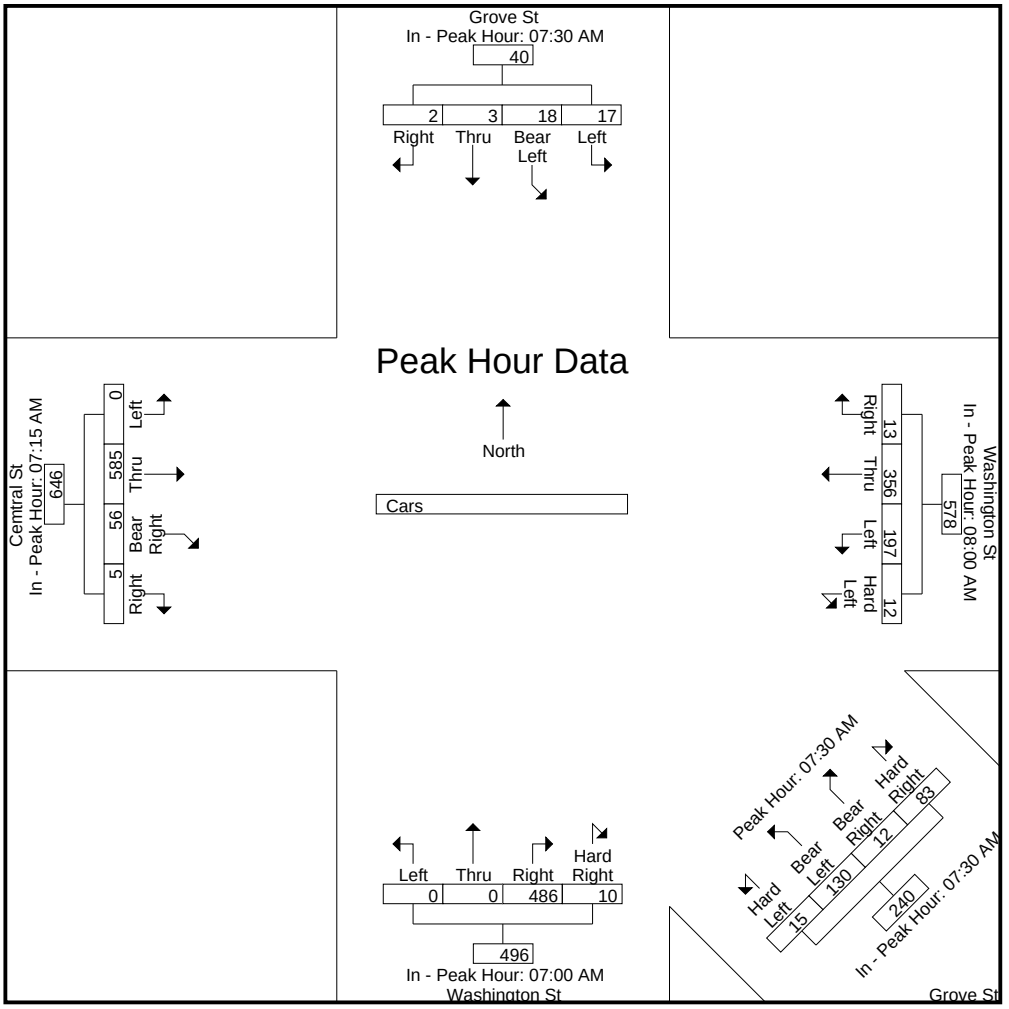
	07:30 AM					08:00 AM					07:30 AM					07:00 AM					07:15 AM				
+0 mins.	5	5	1	0	11	2	44	85	1	132	0	23	**5**	**26**	54	0	0	120	0	120	0	151	11	0	162
+15 mins.	**6**	3	0	**2**	11	2	**54**	80	4	140	2	31	0	23	56	0	0	116	1	117	0	136	13	1	150
+30 mins.	2	3	0	0	5	**4**	46	**96**	**5**	151	3	**42**	5	21	**71**	0	0	**127**	1	128	0	143	**20**	**3**	166
+45 mins.	4	**7**	**2**	0	**13**	4	53	95	3	**155**	**10**	34	2	13	59	0	0	123	**8**	**131**	0	**155**	12	1	**168**
Total Volume	17	18	3	2	40	12	197	356	13	578	15	130	12	83	240	0	0	486	10	496	0	585	56	5	646
% App. Total	42.5	45	7.5	5		2.1	34.1	61.6	2.2		6.2	54.2	5	34.6		0	0	98	2		0	90.6	8.7	0.8	
PHF	.708	.643	.375	.250	.769	.750	.912	.927	.650	.932	.375	.774	.600	.798	.845	.000	.000	.957	.313	.947	.000	.944	.700	.417	.961

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 7

Groups Printed- Trucks

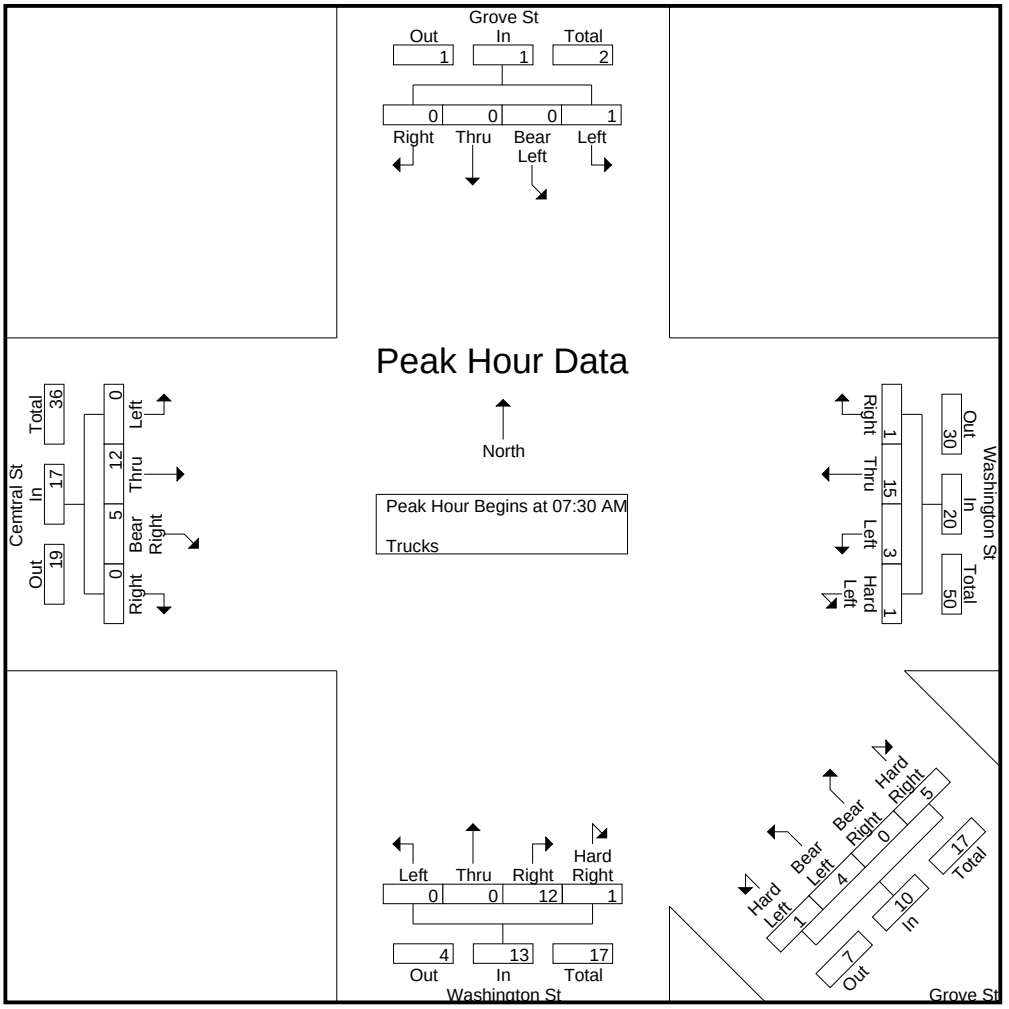
	Grove St From North				Washington St From East				Grove St From Southeast				Washington St From South				Cemtral St From West				
Start Time	Left	Bear Left	Thru	Right	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Int. Total
07:00 AM	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	0	2	1	0	9
07:15 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3	0	0	1	1	0	9
07:30 AM	0	0	0	0	1	1	1	0	0	0	0	3	0	0	3	0	0	5	4	0	18
07:45 AM	0	0	0	0	0	1	7	1	0	2	0	1	0	0	1	0	0	1	0	0	14
Total	0	0	0	0	3	4	12	2	0	2	0	4	0	0	8	0	0	9	6	0	50
08:00 AM	1	0	0	0	0	0	4	0	0	1	0	1	0	0	3	0	0	4	0	0	14
08:15 AM	0	0	0	0	0	1	3	0	1	1	0	0	0	0	5	1	0	2	1	0	15
08:30 AM	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	3	0	0	7
08:45 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	7
Total	1	0	0	0	1	2	10	0	1	3	0	2	0	0	9	1	0	12	1	0	43
Grand Total	1	0	0	0	4	6	22	2	1	5	0	6	0	0	17	1	0	21	7	0	93
Apprch %	100	0	0	0	11.8	17.6	64.7	5.9	8.3	41.7	0	50	0	0	94.4	5.6	0	75	25	0	
Total %	1.1	0	0	0	4.3	6.5	23.7	2.2	1.1	5.4	0	6.5	0	0	18.3	1.1	0	22.6	7.5	0	

	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	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	0	0	0	0	0	**1**	**1**	1	0	3	0	0	0	**3**	**3**	0	0	3	0	3	0	**5**	**4**	0	**9**	**18**
07:45 AM	0	0	0	0	0	0	1	**7**	**1**	**9**	0	**2**	0	1	3	0	0	1	0	1	0	1	0	0	1	14
08:00 AM	**1**	0	0	0	**1**	0	0	4	0	4	0	1	0	1	2	0	0	3	0	3	0	4	0	0	4	14
08:15 AM	0	0	0	0	0	0	1	3	0	4	**1**	1	0	0	2	0	0	**5**	**1**	**6**	0	2	1	0	3	15
Total Volume	1	0	0	0	1	1	3	15	1	20	1	4	0	5	10	0	0	12	1	13	0	12	5	0	17	61
% App. Total	100	0	0	0		5	15	75	5		10	40	0	50		0	0	92.3	7.7		0	70.6	29.4	0		
PHF	.250	.000	.000	.000	.250	.250	.750	.536	.250	.556	.250	.500	.000	.417	.833	.000	.000	.600	.250	.542	.000	.600	.313	.000	.472	.847

Accurate Counts
978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025



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

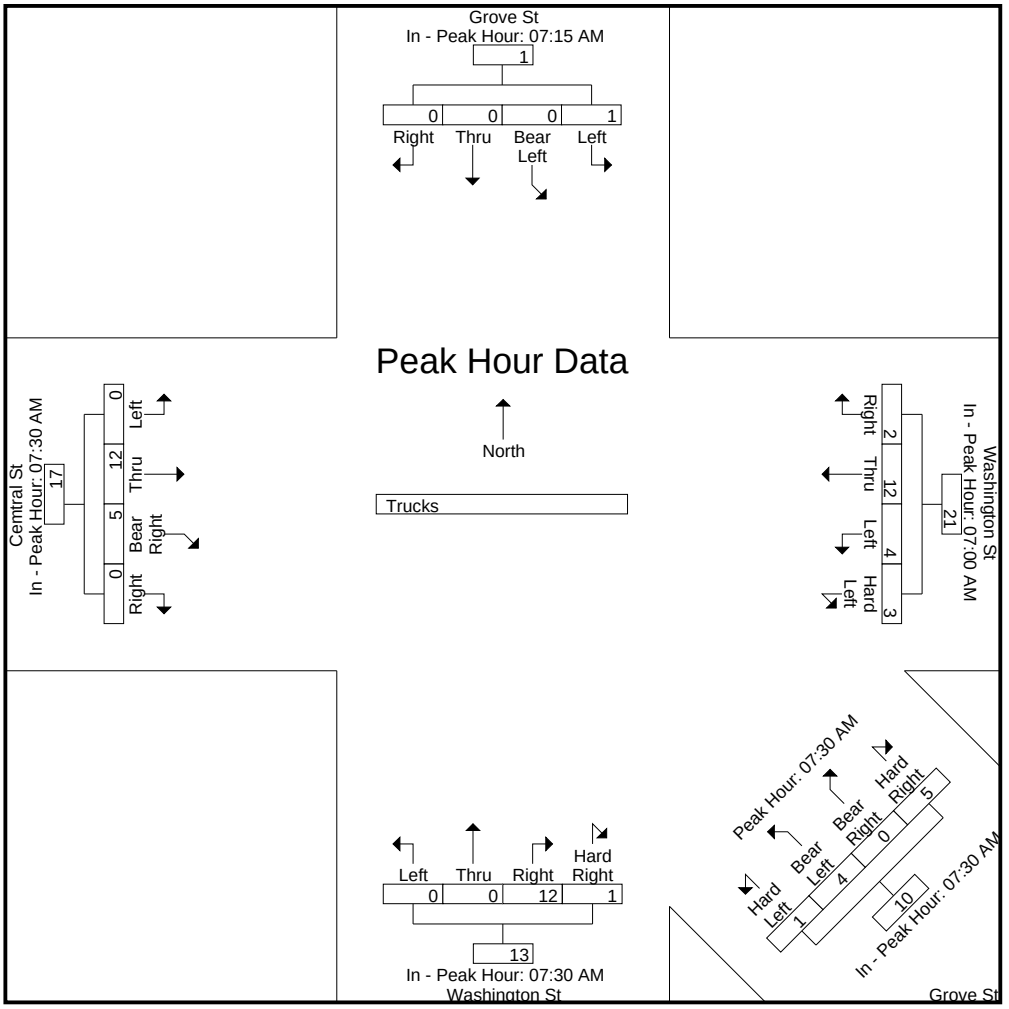
	07:15 AM					07:00 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	0	0	0	0	0	**2**	2	**1**	5	0	0	0	**3**	**3**	0	0	3	0	3	0	**5**	**4**	0	**9**
+15 mins.	0	0	0	0	0	**2**	0	2	0	4	0	**2**	0	1	3	0	0	1	0	1	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	1	1	0	3	0	1	0	1	2	0	0	3	0	3	0	4	0	0	4
+45 mins.	**1**	0	0	0	**1**	0	1	**7**	1	**9**	**1**	1	0	0	2	0	0	**5**	**1**	**6**	0	2	1	0	3
Total Volume	1	0	0	0	1	3	4	12	2	21	1	4	0	5	10	0	0	12	1	13	0	12	5	0	17
% App. Total	100	0	0	0		14.3	19	57.1	9.5		10	40	0	50		0	0	92.3	7.7		0	70.6	29.4	0	
PHF	.250	.000	.000	.000	.250	.375	.500	.429	.500	.583	.250	.500	.000	.417	.833	.000	.000	.600	.250	.542	.000	.600	.313	.000	.472

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 10

Groups Printed- Bikes Peds

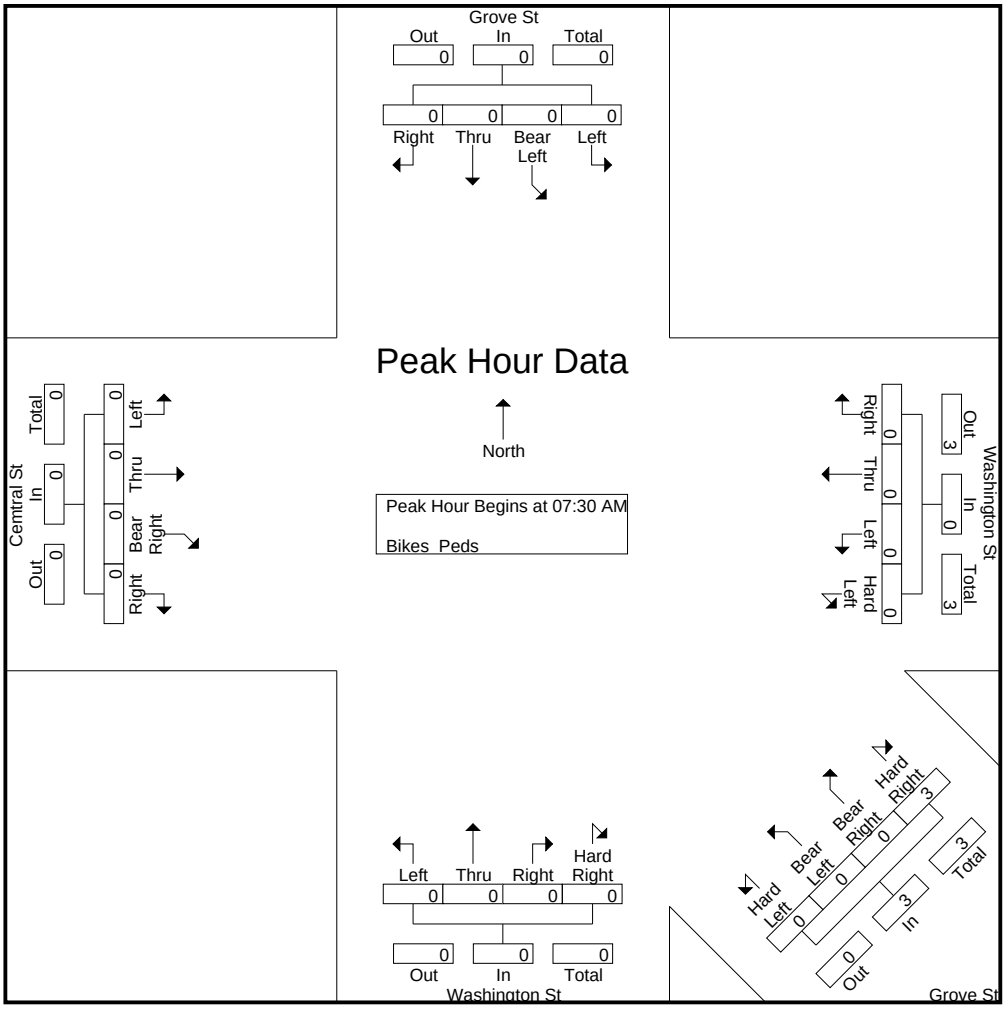
	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4
Total	0	0	0	0	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	5
08:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3
08:15 AM	0	0	0	0	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	5
08:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
08:45 AM	0	0	0	0	7	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10	1	11
Total	0	0	0	0	12	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	18	3	21
Grand Total	0	0	0	0	15	0	0	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	22	4	26
Apprch %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0			
Total %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		84.6	15.4	

	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

Accurate Counts
978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025



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

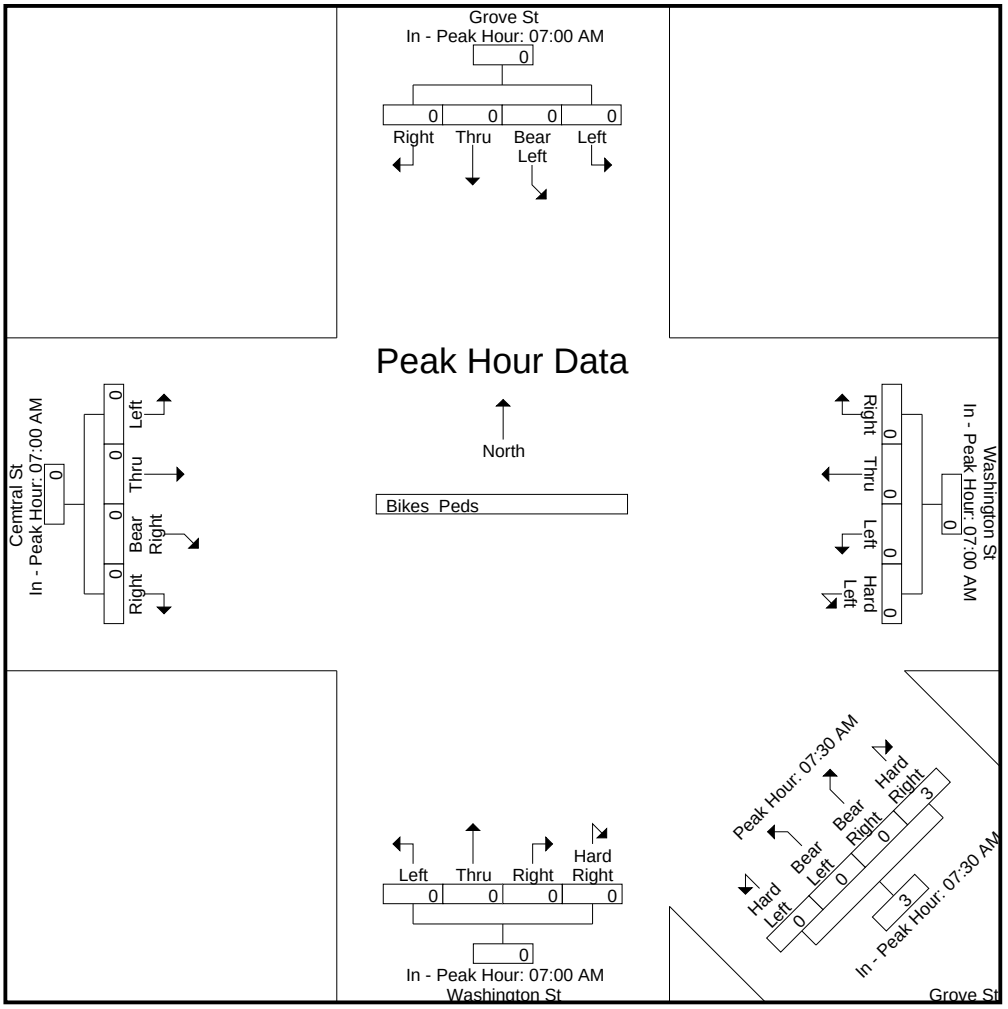
	07:00 AM					07:00 AM					07:30 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0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

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 1

Groups Printed- Cars - Trucks

	Grove St From North				Washington St From East				Grove St From Southeast				Washington St From South				Cemtral St From West				
Start Time	Left	Bear Left	Thru	Right	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Int. Total
03:00 PM	8	6	2	1	3	68	105	7	4	28	3	2	0	0	67	8	0	79	19	12	422
03:15 PM	6	1	1	0	8	59	104	0	4	33	3	6	0	0	62	6	0	73	25	9	400
03:30 PM	6	5	4	0	4	68	92	4	6	30	3	10	0	0	61	8	0	77	16	11	405
03:45 PM	8	6	2	2	7	61	107	4	4	24	5	4	0	0	58	5	0	81	23	9	410
Total	28	18	9	3	22	256	408	15	18	115	14	22	0	0	248	27	0	310	83	41	1637
04:00 PM	13	4	10	2	2	60	77	6	3	22	2	5	0	0	63	1	0	74	24	3	371
04:15 PM	4	8	1	2	8	69	133	4	4	29	1	9	0	0	55	5	0	65	20	11	428
04:30 PM	3	15	2	1	5	76	115	5	4	25	2	5	0	0	61	6	0	68	29	10	432
04:45 PM	2	13	5	0	8	68	104	4	8	29	6	15	0	0	76	4	0	68	21	8	439
Total	22	40	18	5	23	273	429	19	19	105	11	34	0	0	255	16	0	275	94	32	1670
05:00 PM	8	7	3	0	3	74	100	3	11	28	4	7	0	0	80	4	0	81	24	15	452
05:15 PM	4	12	5	0	3	85	91	1	8	34	2	4	0	0	67	3	0	74	17	11	421
05:30 PM	13	7	8	1	3	81	107	3	7	22	1	5	0	0	66	2	0	72	21	10	429
05:45 PM	4	5	3	1	2	81	103	4	7	40	1	7	0	0	43	7	0	80	13	13	414
Total	29	31	19	2	11	321	401	11	33	124	8	23	0	0	256	16	0	307	75	49	1716
Grand Total	79	89	46	10	56	850	1238	45	70	344	33	79	0	0	759	59	0	892	252	122	5023
Apprch %	35.3	39.7	20.5	4.5	2.6	38.8	56.6	2.1	13.3	65.4	6.3	15	0	0	92.8	7.2	0	70.5	19.9	9.6	
Total %	1.6	1.8	0.9	0.2	1.1	16.9	24.6	0.9	1.4	6.8	0.7	1.6	0	0	15.1	1.2	0	17.8	5	2.4	
Cars	77	89	46	10	56	838	1221	45	70	342	33	75	0	0	754	59	0	879	250	121	4965
% Cars	97.5	100	100	100	100	98.6	98.6	100	100	99.4	100	94.9	0	0	99.3	100	0	98.5	99.2	99.2	98.8
Trucks	2	0	0	0	0	12	17	0	0	2	0	4	0	0	5	0	0	13	2	1	58
% Trucks	2.5	0	0	0	0	1.4	1.4	0	0	0.6	0	5.1	0	0	0.7	0	0	1.5	0.8	0.8	1.2

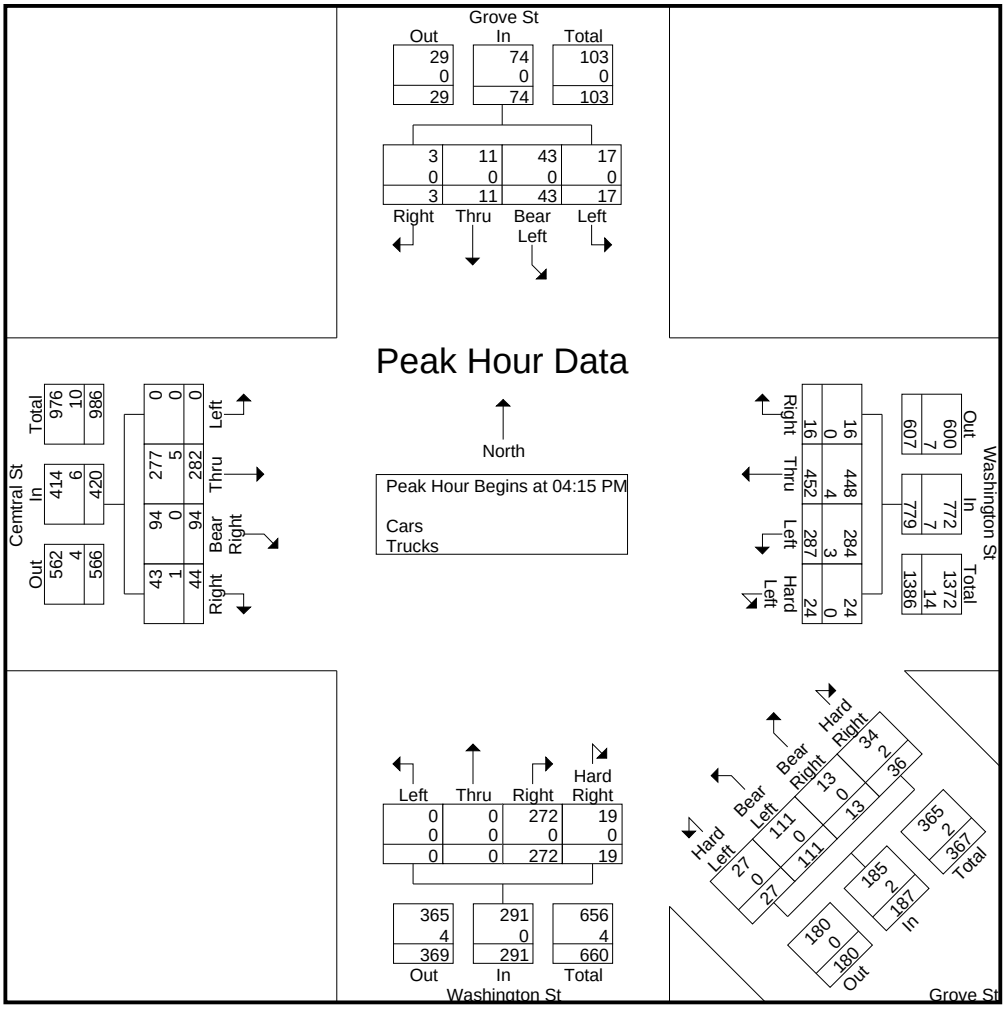
	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	4	8	1	**2**	15	**8**	69	**133**	4	**214**	4	**29**	1	9	43	0	0	55	5	60	0	65	20	11	96	428
04:30 PM	3	**15**	2	1	**21**	5	**76**	115	**5**	201	4	25	2	5	36	0	0	61	**6**	67	0	68	**29**	10	107	432
04:45 PM	2	13	**5**	0	20	8	68	104	4	184	8	29	**6**	**15**	**58**	0	0	76	4	80	0	68	21	8	97	439
05:00 PM	**8**	7	3	0	18	3	74	100	3	180	**11**	28	4	7	50	0	0	**80**	4	**84**	0	**81**	24	**15**	**120**	**452**
Total Volume	17	43	11	3	74	24	287	452	16	779	27	111	13	36	187	0	0	272	19	291	0	282	94	44	420	1751
% App. Total	23	58.1	14.9	4.1		3.1	36.8	58	2.1		14.4	59.4	7	19.3		0	0	93.5	6.5		0	67.1	22.4	10.5		
PHF	.531	.717	.550	.375	.881	.750	.944	.850	.800	.910	.614	.957	.542	.600	.806	.000	.000	.850	.792	.866	.000	.870	.810	.733	.875	.968
Cars	17	43	11	3	74	24	284	448	16	772	27	111	13	34	185	0	0	272	19	291	0	277	94	43	414	1736
% Cars	100	100	100	100	100	100	99.0	99.1	100	99.1	100	100	100	94.4	98.9	0	0	100	100	100	0	98.2	100	97.7	98.6	99.1
Trucks	0	0	0	0	0	0	3	4	0	7	0	0	0	2	2	0	0	0	0	0	0	5	0	1	6	15
% Trucks	0	0	0	0	0	0	1.0	0.9	0	0.9	0	0	0	5.6	1.1	0	0	0	0	0	0	1.8	0	2.3	1.4	0.9

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

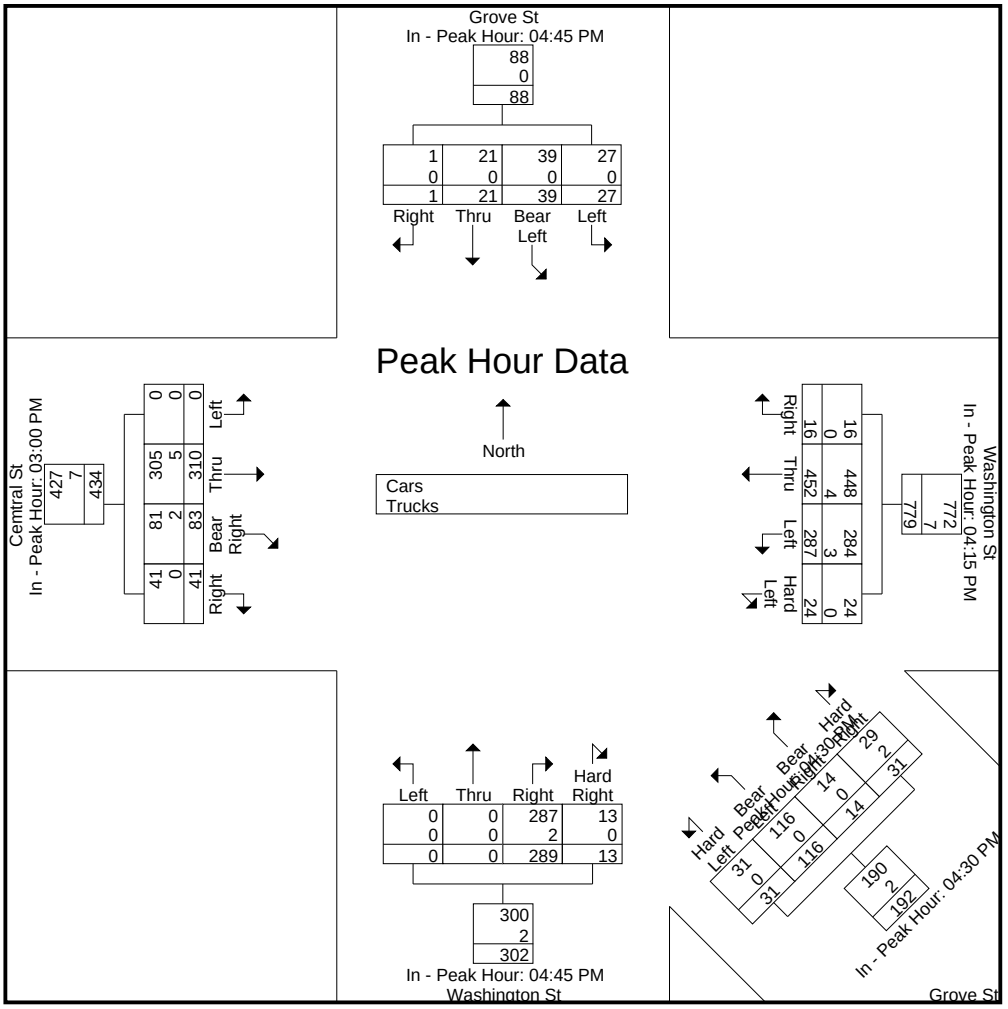
	04:45 PM					04:15 PM					04:30 PM					04:45 PM					03:00 PM				
+0 mins.	2	**13**	5	0	20	**8**	69	**133**	4	**214**	4	25	2	5	36	0	0	76	**4**	80	0	79	19	**12**	110
+15 mins.	8	7	3	0	18	5	**76**	115	**5**	201	8	29	**6**	**15**	**58**	0	0	**80**	4	**84**	0	73	**25**	9	107
+30 mins.	4	12	5	0	21	8	68	104	4	184	**11**	28	4	7	50	0	0	67	3	70	0	77	16	11	104
+45 mins.	**13**	7	**8**	**1**	**29**	3	74	100	3	180	8	**34**	2	4	48	0	0	66	2	68	0	**81**	23	9	**113**
Total Volume	27	39	21	1	88	24	287	452	16	779	31	116	14	31	192	0	0	289	13	302	0	310	83	41	434
% App. Total	30.7	44.3	23.9	1.1		3.1	36.8	58	2.1		16.1	60.4	7.3	16.1		0	0	95.7	4.3		0	71.4	19.1	9.4	
PHF	.519	.750	.656	.250	.759	.750	.944	.850	.800	.910	.705	.853	.583	.517	.828	.000	.000	.903	.813	.899	.000	.957	.830	.854	.960
Cars	27	39	21	1	88	24	284	448	16	772	31	116	14	29	190	0	0	287	13	300	0	305	81	41	427
% Cars	100	100	100	100	100	100	99	99.1	100	99.1	100	100	100	93.5	99	0	0	99.3	100	99.3	0	98.4	97.6	100	98.4
Trucks	0	0	0	0	0	0	3	4	0	7	0	0	0	2	2	0	0	2	0	2	0	5	2	0	7
% Trucks	0	0	0	0	0	0	1	0.9	0	0.9	0	0	0	6.5	1	0	0	0.7	0	0.7	0	1.6	2.4	0	1.6

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 4

Groups Printed- Cars

	Grove St From North				Washington St From East				Grove St From Southeast				Washington St From South				Cemtral St From West				
Start Time	Left	Bear Left	Thru	Right	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Int. Total
03:00 PM	8	6	2	1	3	65	105	7	4	27	3	2	0	0	67	8	0	76	19	12	415
03:15 PM	5	1	1	0	8	58	102	0	4	33	3	5	0	0	60	6	0	73	24	9	392
03:30 PM	5	5	4	0	4	68	91	4	6	30	3	10	0	0	61	8	0	76	16	11	402
03:45 PM	8	6	2	2	7	60	103	4	4	24	5	4	0	0	57	5	0	80	22	9	402
Total	26	18	9	3	22	251	401	15	18	114	14	21	0	0	245	27	0	305	81	41	1611
04:00 PM	13	4	10	2	2	59	76	6	3	21	2	4	0	0	63	1	0	73	24	3	366
04:15 PM	4	8	1	2	8	68	130	4	4	29	1	9	0	0	55	5	0	64	20	10	422
04:30 PM	3	15	2	1	5	74	114	5	4	25	2	4	0	0	61	6	0	66	29	10	426
04:45 PM	2	13	5	0	8	68	104	4	8	29	6	14	0	0	76	4	0	67	21	8	437
Total	22	40	18	5	23	269	424	19	19	104	11	31	0	0	255	16	0	270	94	31	1651
05:00 PM	8	7	3	0	3	74	100	3	11	28	4	7	0	0	80	4	0	80	24	15	451
05:15 PM	4	12	5	0	3	83	89	1	8	34	2	4	0	0	67	3	0	73	17	11	416
05:30 PM	13	7	8	1	3	81	106	3	7	22	1	5	0	0	64	2	0	71	21	10	425
05:45 PM	4	5	3	1	2	80	101	4	7	40	1	7	0	0	43	7	0	80	13	13	411
Total	29	31	19	2	11	318	396	11	33	124	8	23	0	0	254	16	0	304	75	49	1703
Grand Total	77	89	46	10	56	838	1221	45	70	342	33	75	0	0	754	59	0	879	250	121	4965
Apprch %	34.7	40.1	20.7	4.5	2.6	38.8	56.5	2.1	13.5	65.8	6.3	14.4	0	0	92.7	7.3	0	70.3	20	9.7	
Total %	1.6	1.8	0.9	0.2	1.1	16.9	24.6	0.9	1.4	6.9	0.7	1.5	0	0	15.2	1.2	0	17.7	5	2.4	

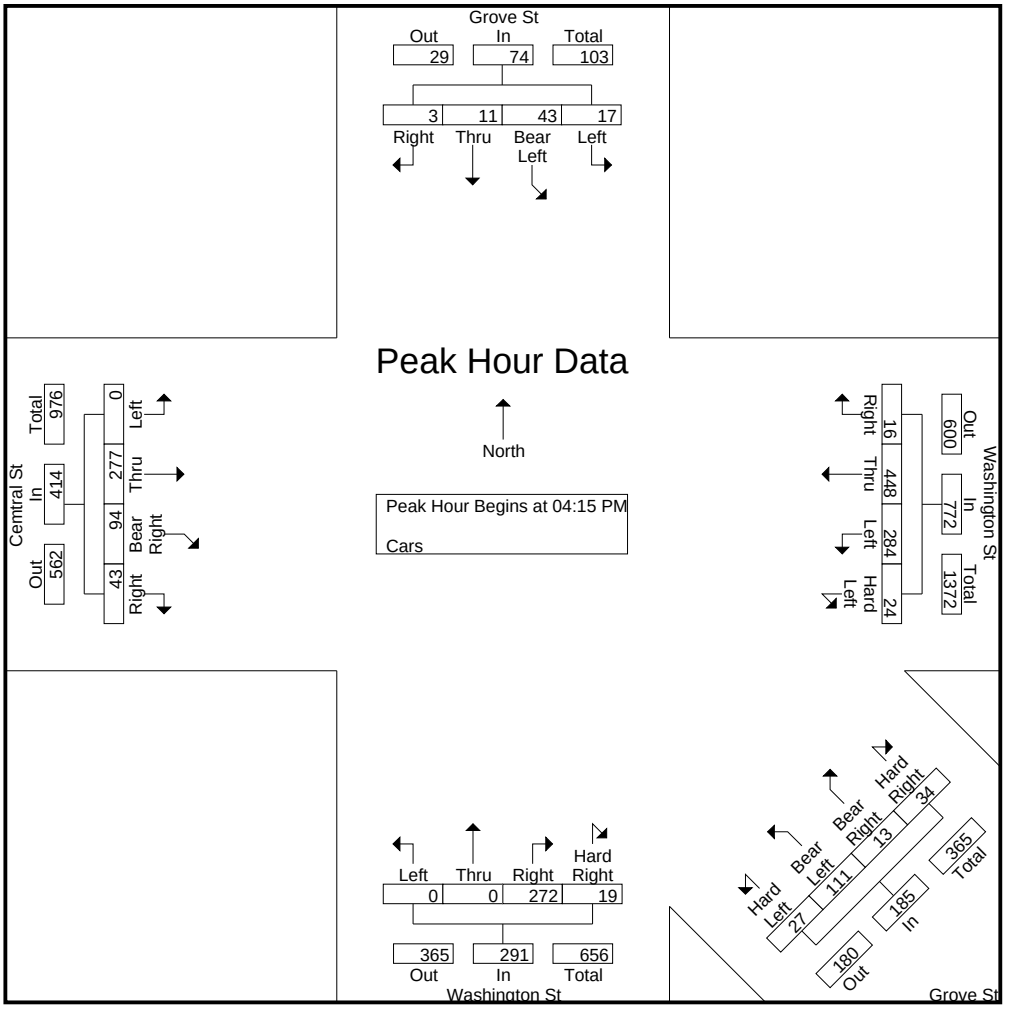
	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	4	8	1	**2**	15	**8**	68	**130**	4	**210**	4	**29**	1	9	43	0	0	55	5	60	0	64	20	10	94	422
04:30 PM	3	**15**	2	1	**21**	5	**74**	114	**5**	198	4	25	2	4	35	0	0	61	**6**	67	0	66	**29**	10	105	426
04:45 PM	2	13	**5**	0	20	8	68	104	4	184	8	29	**6**	**14**	**57**	0	0	76	4	80	0	67	21	8	96	437
05:00 PM	**8**	7	3	0	18	3	74	100	3	180	**11**	28	4	7	50	0	0	**80**	4	**84**	0	**80**	24	**15**	**119**	**451**
Total Volume	17	43	11	3	74	24	284	448	16	772	27	111	13	34	185	0	0	272	19	291	0	277	94	43	414	1736
% App. Total	23	58.1	14.9	4.1		3.1	36.8	58	2.1		14.6	60	7	18.4		0	0	93.5	6.5		0	66.9	22.7	10.4		
PHF	.531	.717	.550	.375	.881	.750	.959	.862	.800	.919	.614	.957	.542	.607	.811	.000	.000	.850	.792	.866	.000	.866	.810	.717	.870	.962

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

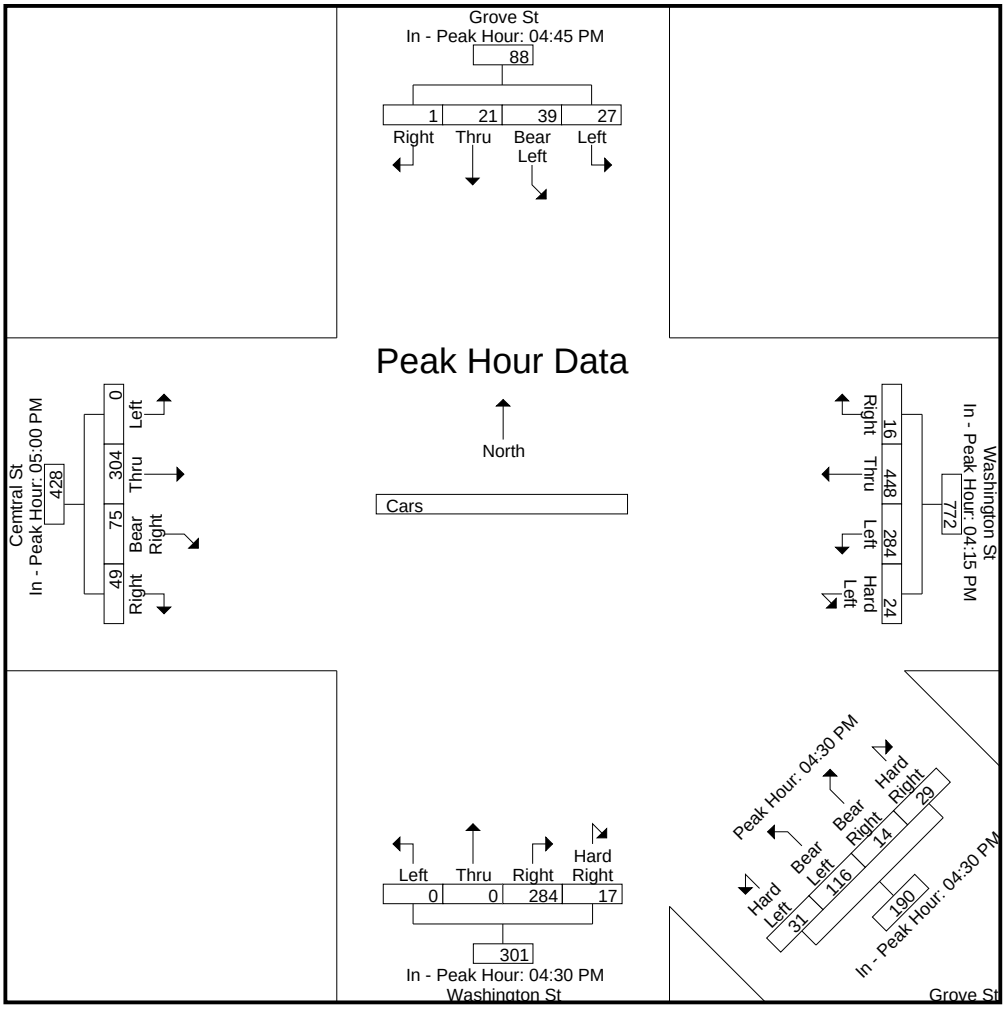
	04:45 PM					04:15 PM					04:30 PM					04:30 PM					05:00 PM				
+0 mins.	2	**13**	5	0	20	**8**	68	**130**	4	**210**	4	25	2	4	35	0	0	61	**6**	67	0	**80**	**24**	**15**	**119**
+15 mins.	8	7	3	0	18	5	**74**	114	**5**	198	8	29	**6**	**14**	**57**	0	0	76	4	80	0	73	17	11	101
+30 mins.	4	12	5	0	21	8	68	104	4	184	**11**	28	4	7	50	0	0	**80**	4	**84**	0	71	21	10	102
+45 mins.	**13**	7	**8**	**1**	**29**	3	74	100	3	180	8	**34**	2	4	48	0	0	67	3	70	0	80	13	13	106
Total Volume	27	39	21	1	88	24	284	448	16	772	31	116	14	29	190	0	0	284	17	301	0	304	75	49	428
% App. Total	30.7	44.3	23.9	1.1		3.1	36.8	58	2.1		16.3	61.1	7.4	15.3		0	0	94.4	5.6		0	71	17.5	11.4	
PHF	.519	.750	.656	.250	.759	.750	.959	.862	.800	.919	.705	.853	.583	.518	.833	.000	.000	.888	.708	.896	.000	.950	.781	.817	.899

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 7

Groups Printed- Trucks

	Grove St From North				Washington St From East				Grove St From Southeast				Washington St From South				Cemtral St From West				
Start Time	Left	Bear Left	Thru	Right	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Int. Total
03:00 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	3	0	0	7
03:15 PM	1	0	0	0	0	1	2	0	0	0	0	1	0	0	2	0	0	0	1	0	8
03:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3
03:45 PM	0	0	0	0	0	1	4	0	0	0	0	0	0	0	1	0	0	1	1	0	8
Total	2	0	0	0	0	5	7	0	0	1	0	1	0	0	3	0	0	5	2	0	26
04:00 PM	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	1	0	0	5
04:15 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0	1	6
04:30 PM	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	2	0	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	5	0	0	1	0	3	0	0	0	0	0	5	0	1	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	5
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0	4
05:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	3	5	0	0	0	0	0	0	0	2	0	0	3	0	0	13
Grand Total	2	0	0	0	0	12	17	0	0	2	0	4	0	0	5	0	0	13	2	1	58
Apprch %	100	0	0	0	0	41.4	58.6	0	0	33.3	0	66.7	0	0	100	0	0	81.2	12.5	6.2	
Total %	3.4	0	0	0	0	20.7	29.3	0	0	3.4	0	6.9	0	0	8.6	0	0	22.4	3.4	1.7	

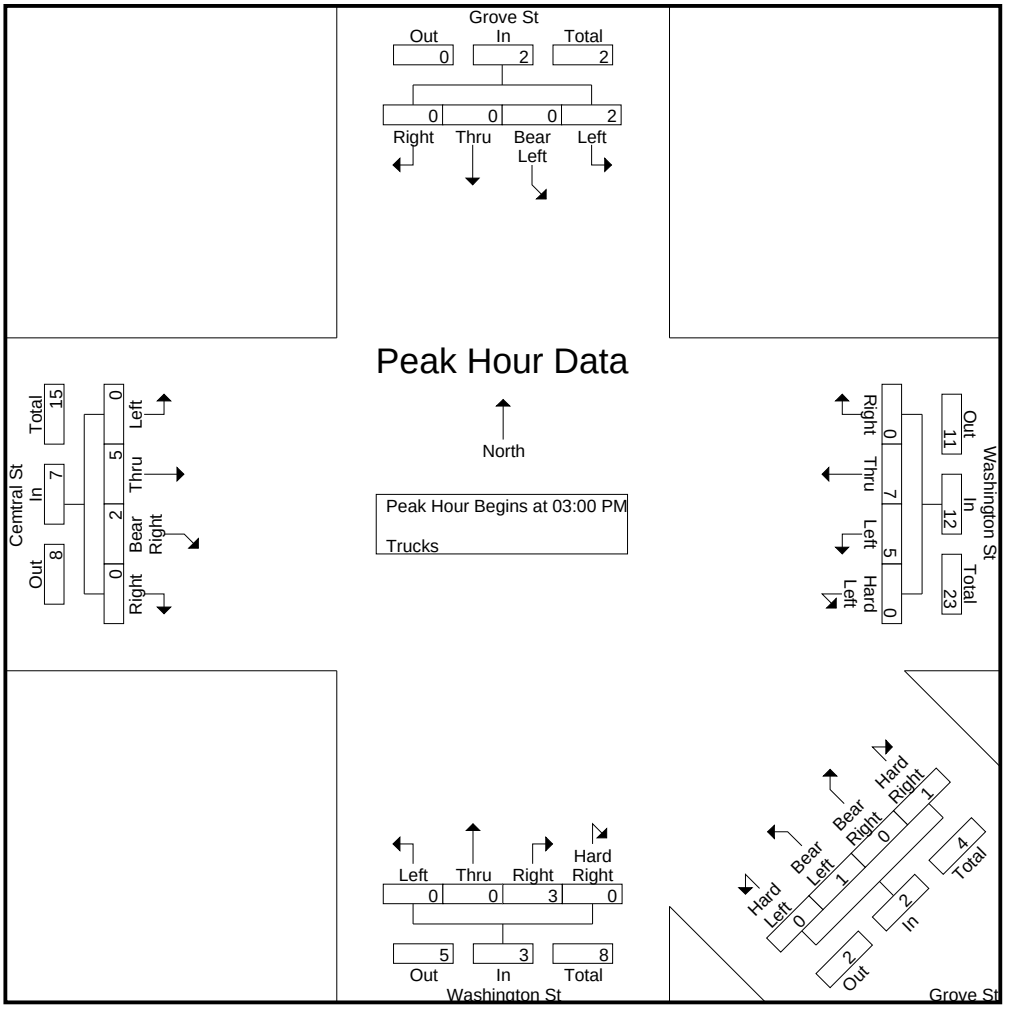
	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 03:00 PM																										
03:00 PM	0	0	0	0	0	0	**3**	0	0	3	0	**1**	0	0	**1**	0	0	0	0	0	0	**3**	0	0	**3**	7
03:15 PM	**1**	0	0	0	**1**	0	1	2	0	3	0	0	0	**1**	1	0	0	**2**	0	**2**	0	0	**1**	0	1	**8**
03:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
03:45 PM	0	0	0	0	0	0	1	**4**	0	**5**	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	8
Total Volume	2	0	0	0	2	0	5	7	0	12	0	1	0	1	2	0	0	3	0	3	0	5	2	0	7	26
% App. Total	100	0	0	0		0	41.7	58.3	0		0	50	0	50		0	0	100	0		0	71.4	28.6	0		
PHF	.500	.000	.000	.000	.500	.000	.417	.438	.000	.600	.000	.250	.000	.250	.500	.000	.000	.375	.000	.375	.000	.417	.500	.000	.583	.813

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

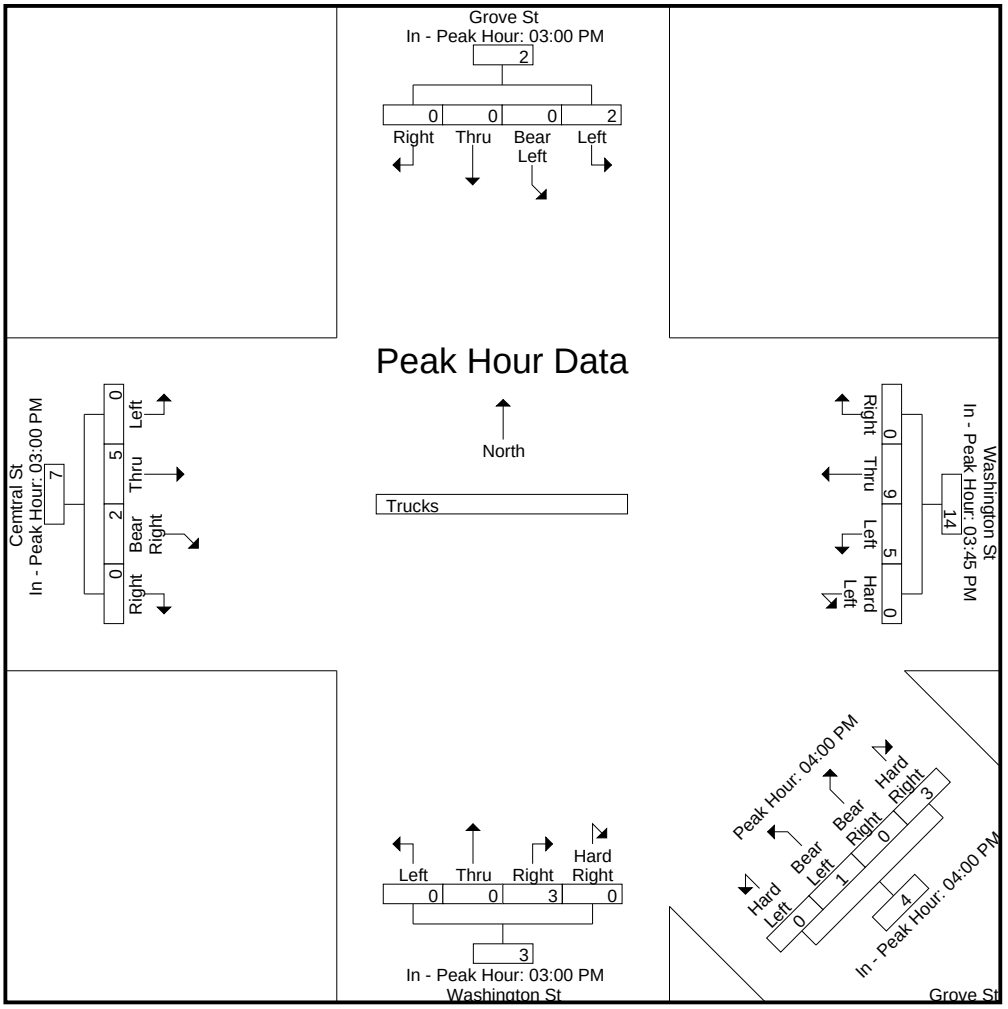
	03:00 PM					03:45 PM					04:00 PM					03:00 PM					03:00 PM				
+0 mins.	0	0	0	0	0	0	1	**4**	0	**5**	0	**1**	0	**1**	**2**	0	0	0	0	0	0	**3**	0	0	**3**
+15 mins.	**1**	0	0	0	**1**	0	1	1	0	2	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	0	1
+30 mins.	1	0	0	0	1	0	1	3	0	4	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	**2**	1	0	3	0	0	0	1	1	0	0	1	0	1	0	1	1	0	2
Total Volume	2	0	0	0	2	0	5	9	0	14	0	1	0	3	4	0	0	3	0	3	0	5	2	0	7
% App. Total	100	0	0	0		0	35.7	64.3	0		0	25	0	75		0	0	100	0		0	71.4	28.6	0	
PHF	.500	.000	.000	.000	.500	.000	.625	.563	.000	.700	.000	.250	.000	.750	.500	.000	.000	.375	.000	.375	.000	.417	.500	.000	.583

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 10

Groups Printed- Bikes Peds

	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	16	0	0	0	0	8	0	0	0	10	0	0	0	0	0	10	0	0	0	0	10	44	10	54
03:15 PM	0	0	0	0	9	0	0	0	0	5	0	0	0	9	0	0	0	0	0	4	0	0	0	0	7	25	9	34
03:30 PM	0	0	0	0	5	0	0	0	0	12	0	0	0	4	0	0	0	0	0	6	0	0	0	0	3	26	4	30
03:45 PM	0	0	0	0	6	0	0	0	0	16	0	0	0	4	0	0	0	0	0	9	0	0	0	0	3	34	4	38
Total	0	0	0	0	36	0	0	0	0	41	0	0	0	27	0	0	0	0	0	29	0	0	0	0	23	129	27	156
04:00 PM	0	0	0	0	11	0	0	0	0	10	0	0	0	3	0	0	0	0	0	17	0	0	0	0	4	42	3	45
04:15 PM	0	0	0	0	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	8	0	0	0	0	4	15	3	18
04:30 PM	0	0	0	0	18	0	0	0	0	1	1	0	0	10	0	0	0	0	0	9	0	0	0	0	2	30	11	41
04:45 PM	0	0	0	0	5	0	0	0	0	1	0	0	0	13	0	0	0	0	0	6	0	1	0	0	2	14	14	28
Total	0	0	0	0	37	0	0	0	0	12	1	1	0	28	0	0	0	0	0	40	0	1	0	0	12	101	31	132
05:00 PM	0	0	0	0	5	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	4	12
05:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	8	0	0	0	0	0	7	0	0	0	0	5	17	8	25
05:30 PM	0	0	0	0	13	0	0	0	0	2	0	0	0	15	0	0	0	0	0	3	0	0	0	0	4	22	15	37
05:45 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	0	3	14	10	24
Total	0	0	0	0	32	0	0	0	0	5	0	0	0	37	0	0	0	0	0	12	0	0	0	0	12	61	37	98
Grand Total	0	0	0	0	105	0	0	0	0	58	1	1	0	92	0	0	0	0	0	81	0	1	0	0	47	291	95	386
Apprch %	0	0	0	0		0	0	0	0		1.1	1.1	0	97.9		0	0	0	0		0	100	0	0				
Total %	0	0	0	0		0	0	0	0		1.1	1.1	0	96.8		0	0	0	0		0	1.1	0	0		75.4	24.6	

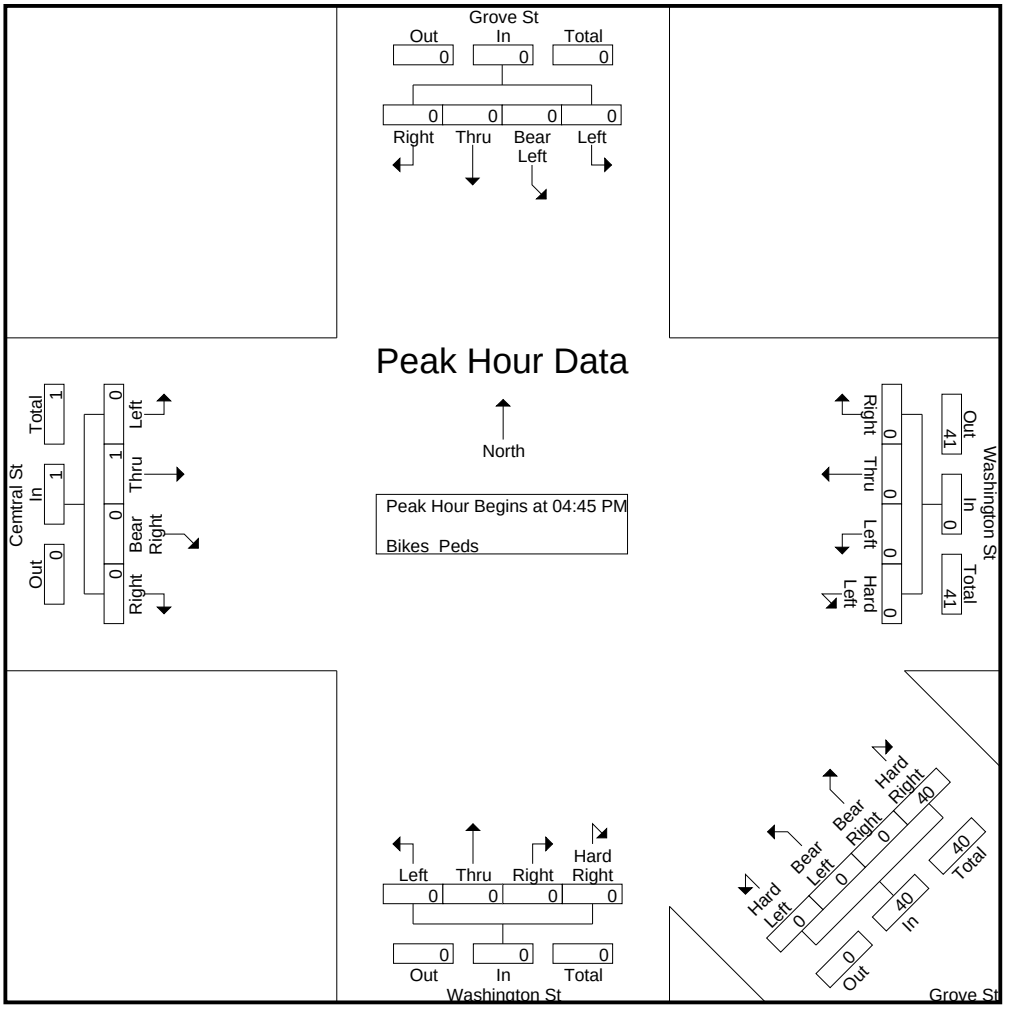
	Grove St From North					Washington St From East					Grove St From Southeast					Washington St From South					Cemtral St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	**1**	0	0	**1**	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**15**	**15**	0	0	0	0	0	0	0	0	0	0	**15**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	1	0	0	1	41
% App. Total	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667	.667	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.683

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 11



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

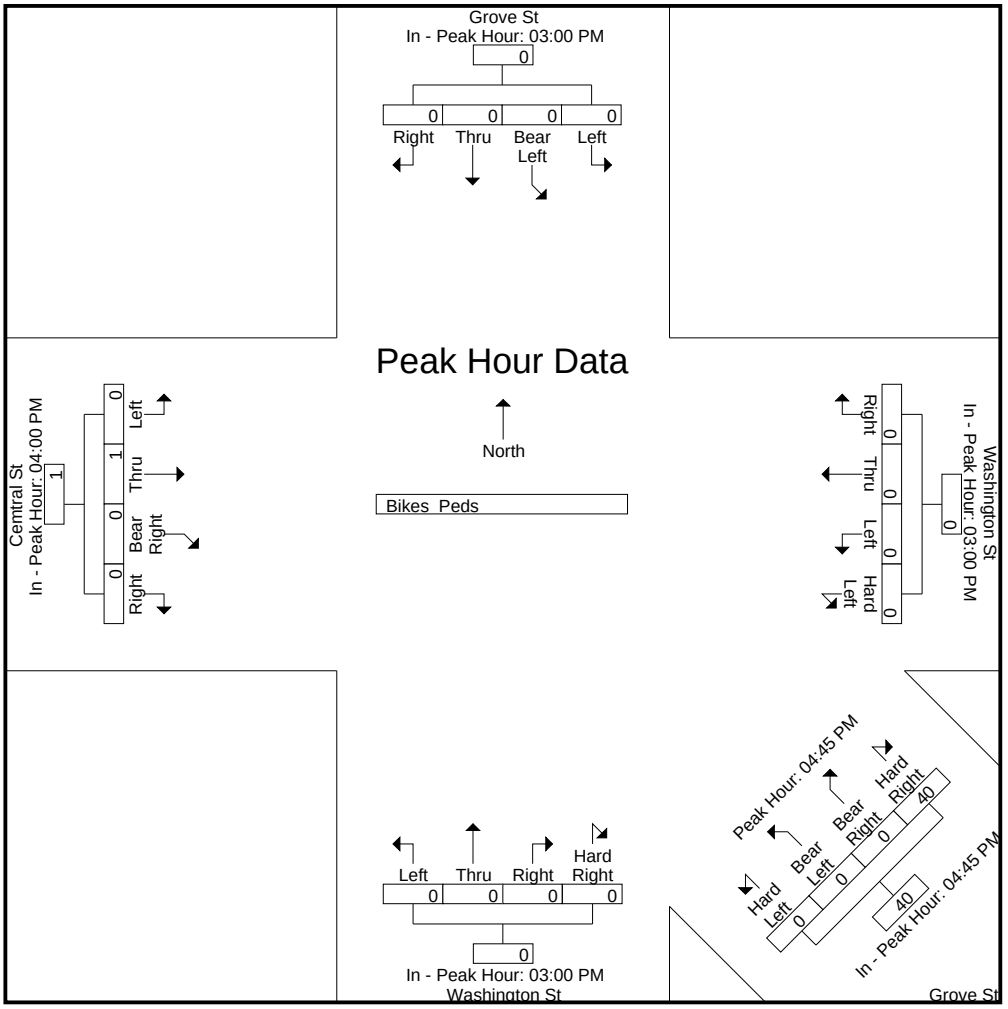
	03:00 PM					03:00 PM					04:45 PM					03:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**15**	**15**	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667	.667	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Grove St / Washington St
E/W Street : Washington St / Central St
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509001
Site Code : 10509001
Start Date : 10/22/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 1

Groups Printed- Cars - Trucks

	Washington St From North		Washington St From South		Church St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	26	6	1	118	0	3	154
07:15 AM	34	2	2	124	6	4	172
07:30 AM	32	2	2	130	5	8	179
07:45 AM	45	0	4	128	9	7	193
Total	137	10	9	500	20	22	698
08:00 AM	41	5	5	118	7	8	184
08:15 AM	62	4	4	106	10	11	197
08:30 AM	45	10	2	99	5	11	172
08:45 AM	53	5	6	103	4	7	178
Total	201	24	17	426	26	37	731
Grand Total	338	34	26	926	46	59	1429
Apprch %	90.9	9.1	2.7	97.3	43.8	56.2	
Total %	23.7	2.4	1.8	64.8	3.2	4.1	
Cars	331	34	24	910	46	58	1403
% Cars	97.9	100	92.3	98.3	100	98.3	98.2
Trucks	7	0	2	16	0	1	26
% Trucks	2.1	0	7.7	1.7	0	1.7	1.8

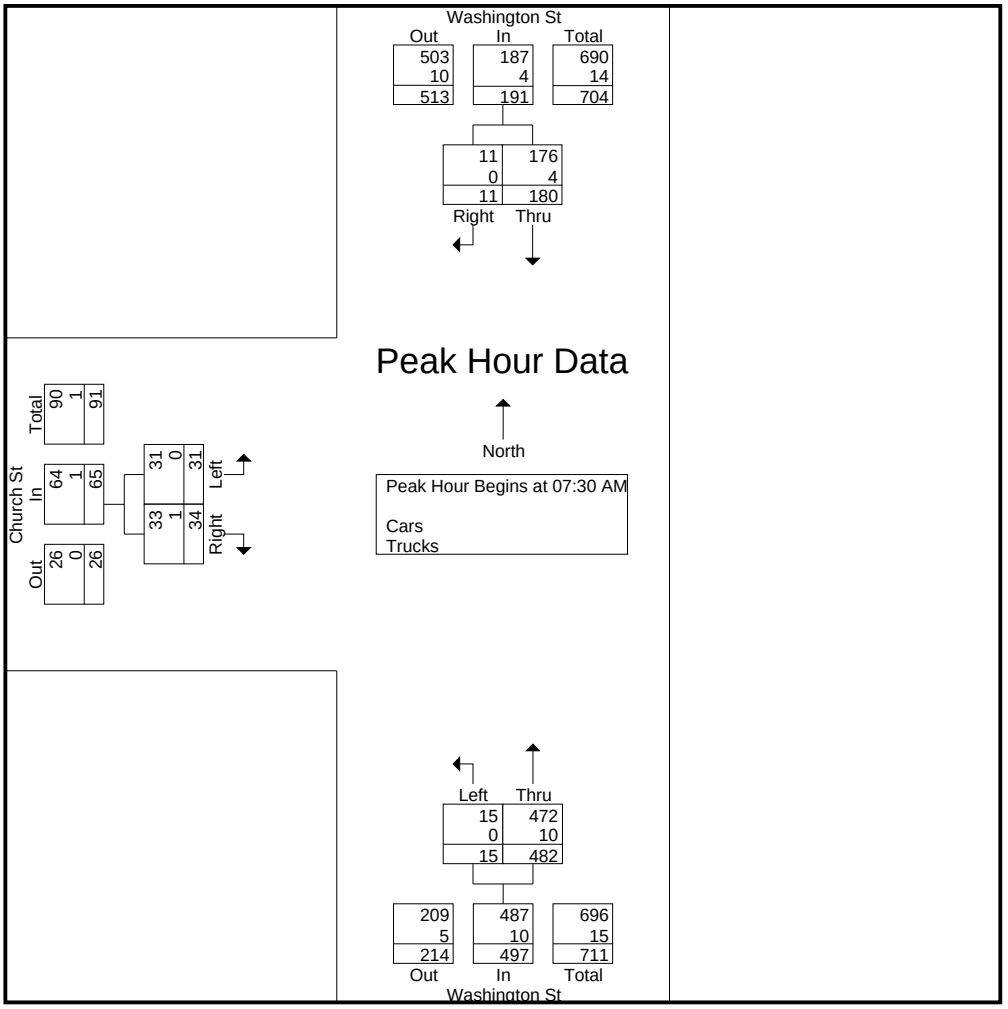
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	32	2	34	2	**130**	**132**	5	8	13	179
07:45 AM	45	0	45	4	128	132	9	7	16	193
08:00 AM	41	**5**	46	**5**	118	123	7	8	15	184
08:15 AM	**62**	4	**66**	4	106	110	**10**	**11**	**21**	**197**
Total Volume	180	11	191	15	482	497	31	34	65	753
% App. Total	94.2	5.8		3	97		47.7	52.3		
PHF	.726	.550	.723	.750	.927	.941	.775	.773	.774	.956
Cars	176	11	187	15	472	487	31	33	64	738
% Cars	97.8	100	97.9	100	97.9	98.0	100	97.1	98.5	98.0
Trucks	4	0	4	0	10	10	0	1	1	15
% Trucks	2.2	0	2.1	0	2.1	2.0	0	2.9	1.5	2.0

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
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:

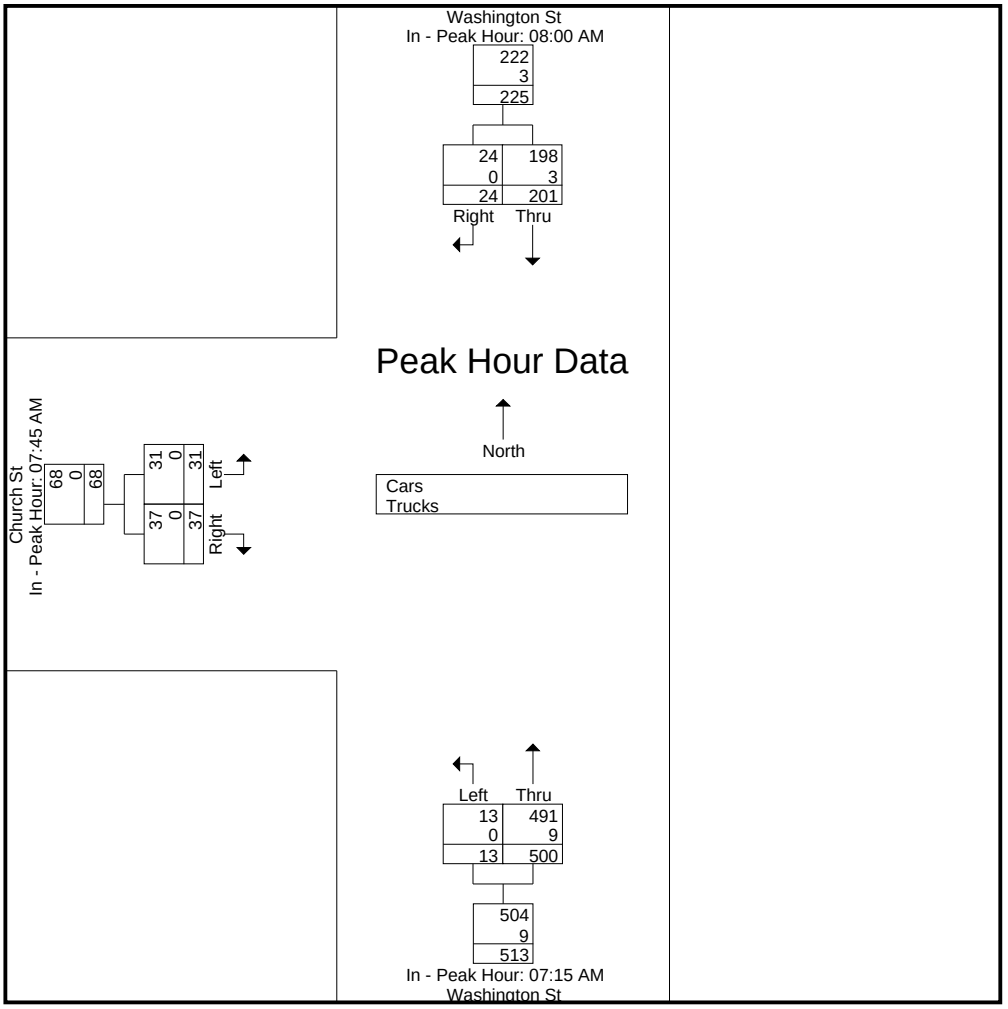
	08:00 AM			07:15 AM			07:45 AM		
+0 mins.	41	5	46	2	124	126	9	7	16
+15 mins.	**62**	4	**66**	2	**130**	**132**	7	8	15
+30 mins.	45	**10**	55	4	128	132	**10**	**11**	**21**
+45 mins.	53	5	58	**5**	118	123	5	11	16
Total Volume	201	24	225	13	500	513	31	37	68
% App. Total	89.3	10.7		2.5	97.5		45.6	54.4	
PHF	.810	.600	.852	.650	.962	.972	.775	.841	.810
Cars	198	24	222	13	491	504	31	37	68
% Cars	98.5	100	98.7	100	98.2	98.2	100	100	100
Trucks	3	0	3	0	9	9	0	0	0
% Trucks	1.5	0	1.3	0	1.8	1.8	0	0	0

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025

Groups Printed- Cars

	Washington St From North		Washington St From South		Church St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	24	6	1	117	0	3	151
07:15 AM	34	2	2	121	6	4	169
07:30 AM	31	2	2	127	5	7	174
07:45 AM	44	0	4	125	9	7	189
Total	133	10	9	490	20	21	683
08:00 AM	41	5	5	118	7	8	184
08:15 AM	60	4	4	102	10	11	191
08:30 AM	44	10	2	99	5	11	171
08:45 AM	53	5	4	101	4	7	174
Total	198	24	15	420	26	37	720
Grand Total	331	34	24	910	46	58	1403
Apprch %	90.7	9.3	2.6	97.4	44.2	55.8	
Total %	23.6	2.4	1.7	64.9	3.3	4.1	

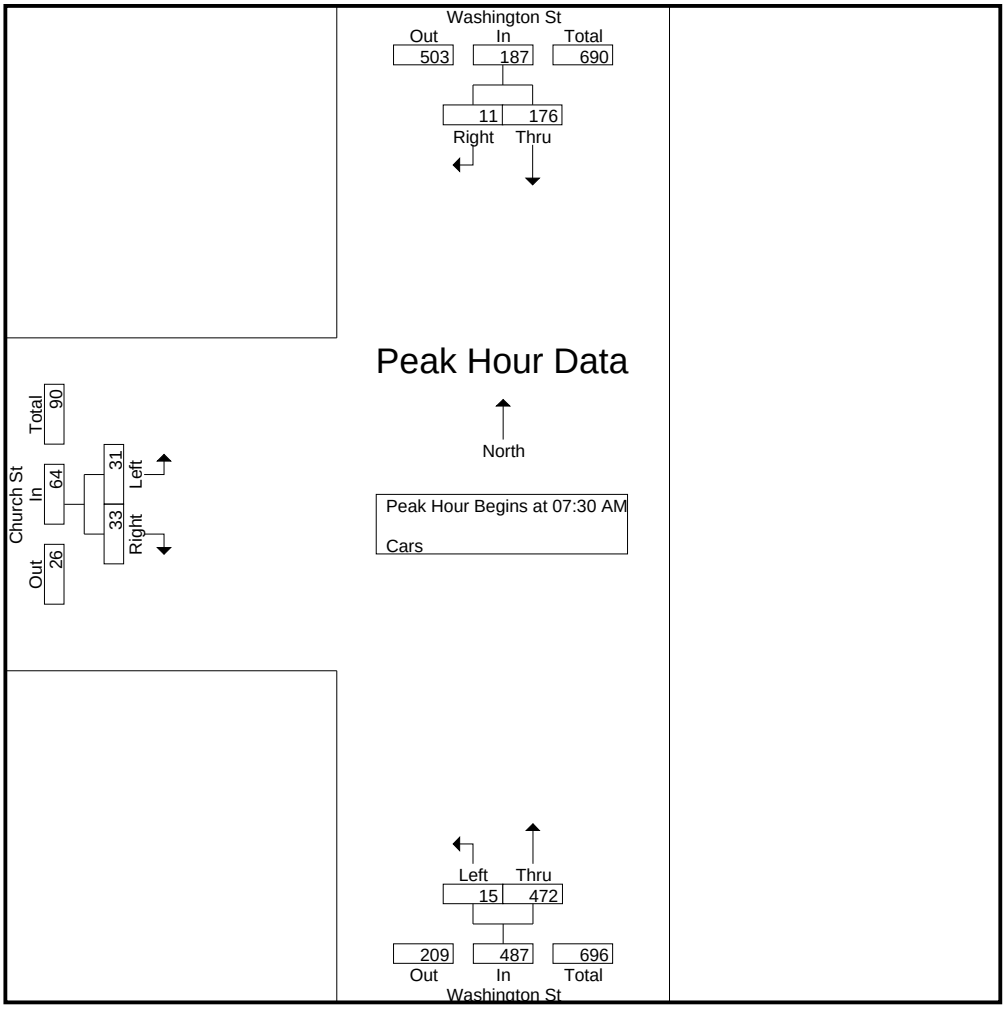
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	31	2	33	2	**127**	**129**	5	7	12	174
07:45 AM	44	0	44	4	125	129	9	7	16	189
08:00 AM	41	**5**	46	**5**	118	123	7	8	15	184
08:15 AM	**60**	4	**64**	4	102	106	**10**	**11**	**21**	**191**
Total Volume	176	11	187	15	472	487	31	33	64	738
% App. Total	94.1	5.9		3.1	96.9		48.4	51.6		
PHF	.733	.550	.730	.750	.929	.944	.775	.750	.762	.966

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 5



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

Peak Hour for Each Approach Begins at:

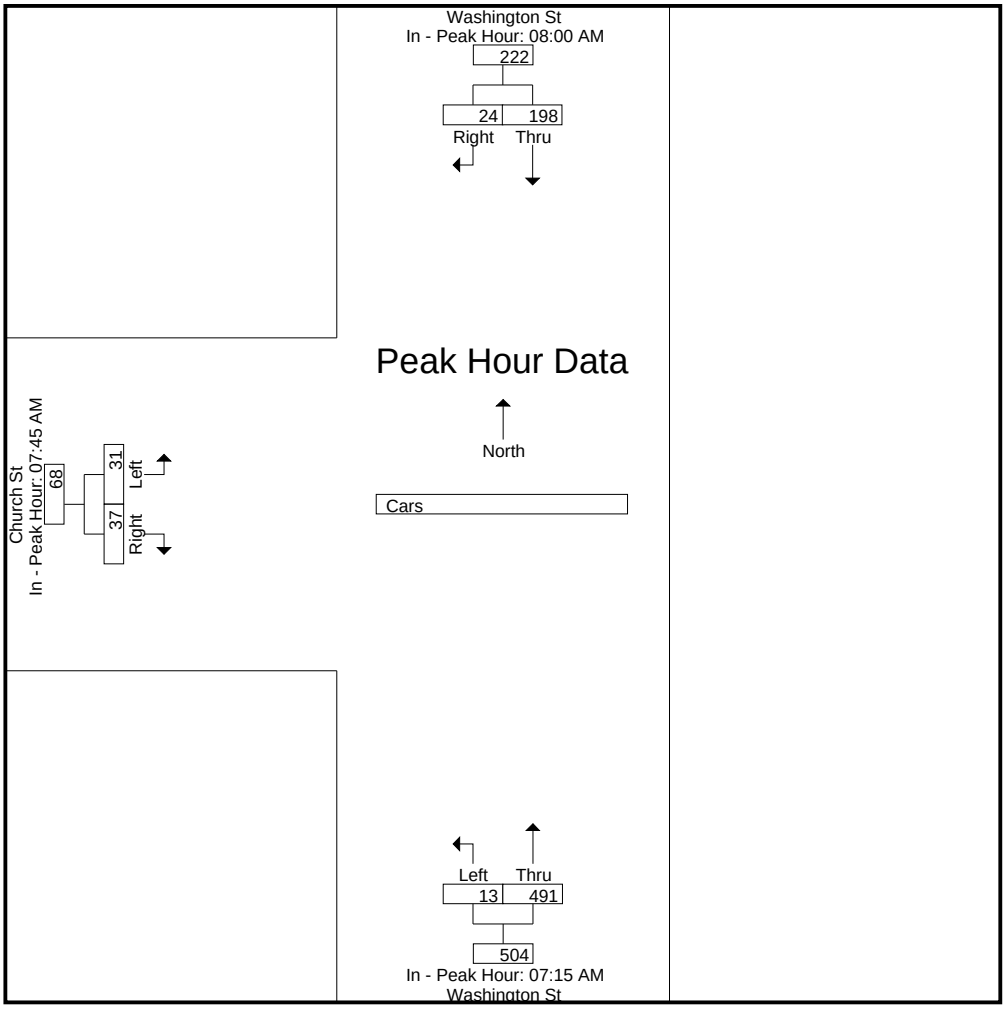
	08:00 AM			07:15 AM			07:45 AM		
+0 mins.	41	5	46	2	121	123	9	7	16
+15 mins.	**60**	4	**64**	2	**127**	**129**	7	8	15
+30 mins.	44	**10**	54	4	125	129	**10**	**11**	**21**
+45 mins.	53	5	58	**5**	118	123	5	11	16
Total Volume	198	24	222	13	491	504	31	37	68
% App. Total	89.2	10.8		2.6	97.4		45.6	54.4	
PHF	.825	.600	.867	.650	.967	.977	.775	.841	.810

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025

Groups Printed- Trucks

	Washington St From North		Washington St From South		Church St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	2	0	0	1	0	0	3
07:15 AM	0	0	0	3	0	0	3
07:30 AM	1	0	0	3	0	1	5
07:45 AM	1	0	0	3	0	0	4
Total	4	0	0	10	0	1	15
08:00 AM	0	0	0	0	0	0	0
08:15 AM	2	0	0	4	0	0	6
08:30 AM	1	0	0	0	0	0	1
08:45 AM	0	0	2	2	0	0	4
Total	3	0	2	6	0	0	11
Grand Total	7	0	2	16	0	1	26
Apprch %	100	0	11.1	88.9	0	100	
Total %	26.9	0	7.7	61.5	0	3.8	

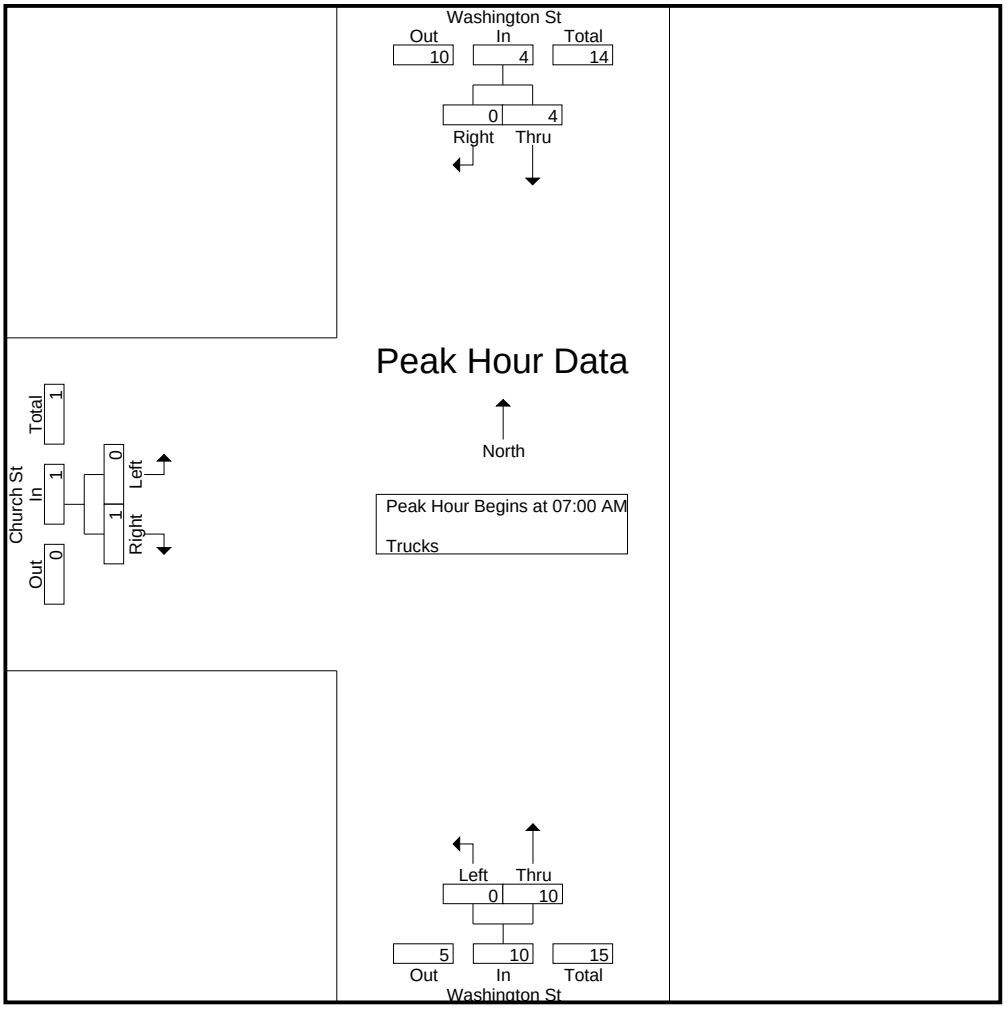
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**2**	0	**2**	0	1	1	0	0	0	3
07:15 AM	0	0	0	0	**3**	**3**	0	0	0	3
07:30 AM	1	0	1	0	3	3	0	**1**	**1**	**5**
07:45 AM	1	0	1	0	3	3	0	0	0	4
Total Volume	4	0	4	0	10	10	0	1	1	15
% App. Total	100	0		0	100		0	100		
PHF	.500	.000	.500	.000	.833	.833	.000	.250	.250	.750

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 8



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

Peak Hour for Each Approach Begins at:

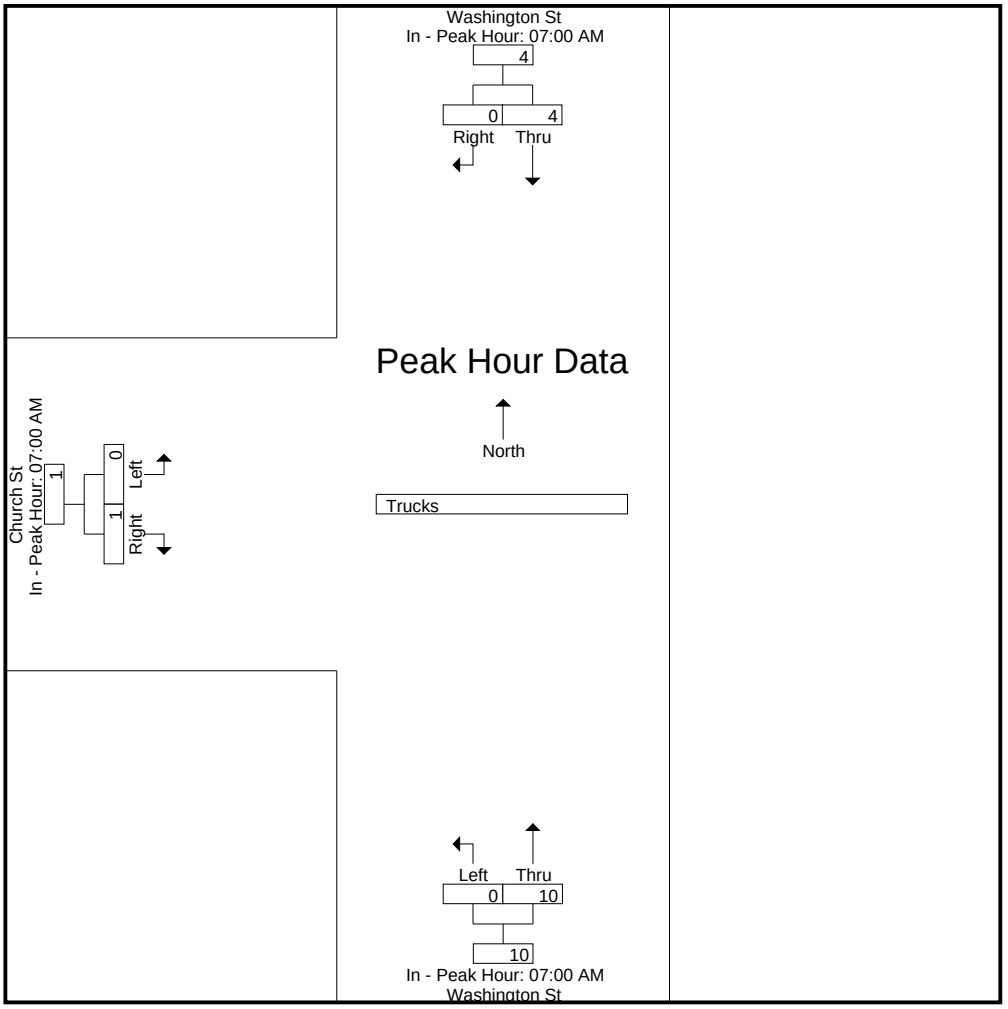
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**2**	0	**2**	0	1	1	0	0	0
+15 mins.	0	0	0	0	**3**	**3**	0	0	0
+30 mins.	1	0	1	0	3	3	0	**1**	**1**
+45 mins.	1	0	1	0	3	3	0	0	0
Total Volume	4	0	4	0	10	10	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.500	.000	.500	.000	.833	.833	.000	.250	.250

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025

Groups Printed- Bikes Peds

	Washington St From North			Washington St From South			Church St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	0	0	3	0	3
07:15 AM	0	0	0	0	0	5	0	0	3	8	0	8
07:30 AM	0	0	0	0	0	1	0	0	1	2	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	0	0	0	10	0	0	4	14	0	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	3
08:45 AM	0	0	0	0	0	7	0	0	0	7	0	7
Total	0	0	0	0	0	10	0	0	0	10	0	10
Grand Total	0	0	0	0	0	20	0	0	4	24	0	24
Apprch %	0	0		0	0		0	0				
Total %										100	0	

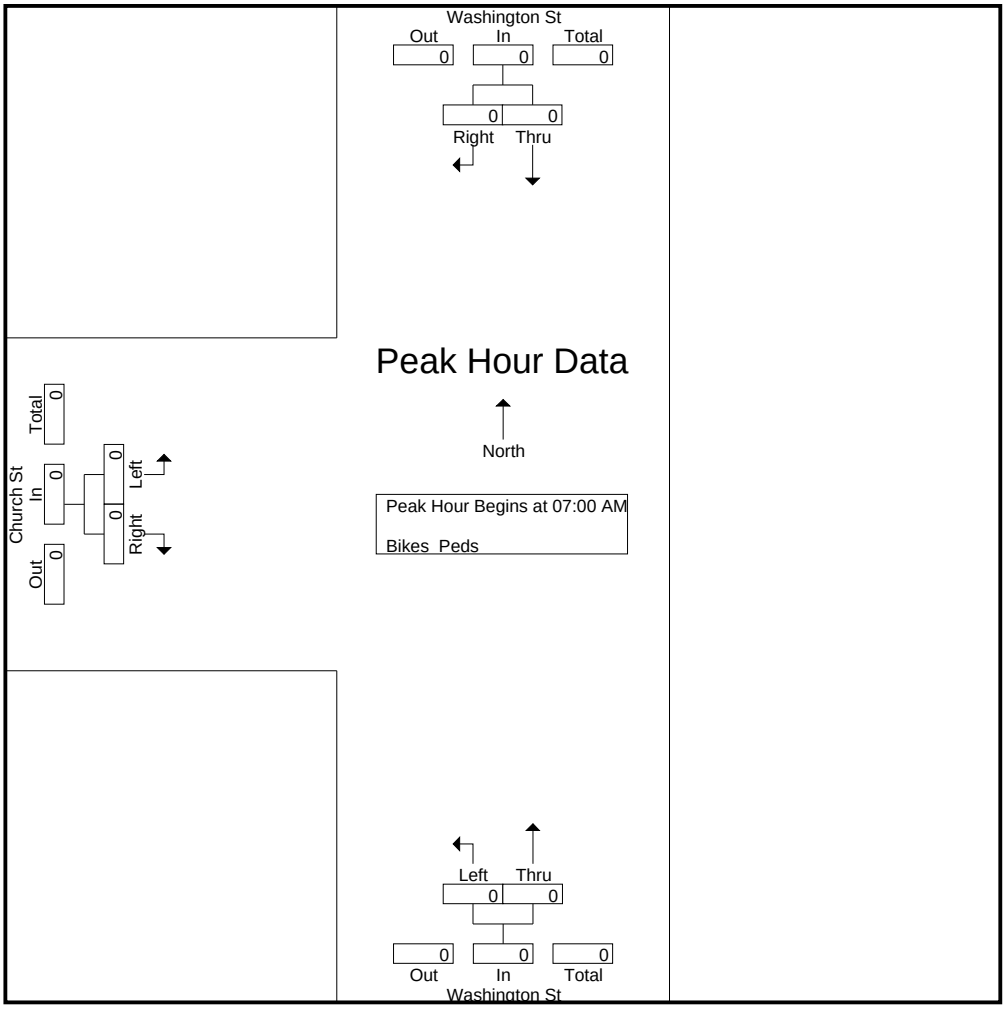
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 11



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

Peak Hour for Each Approach Begins at:

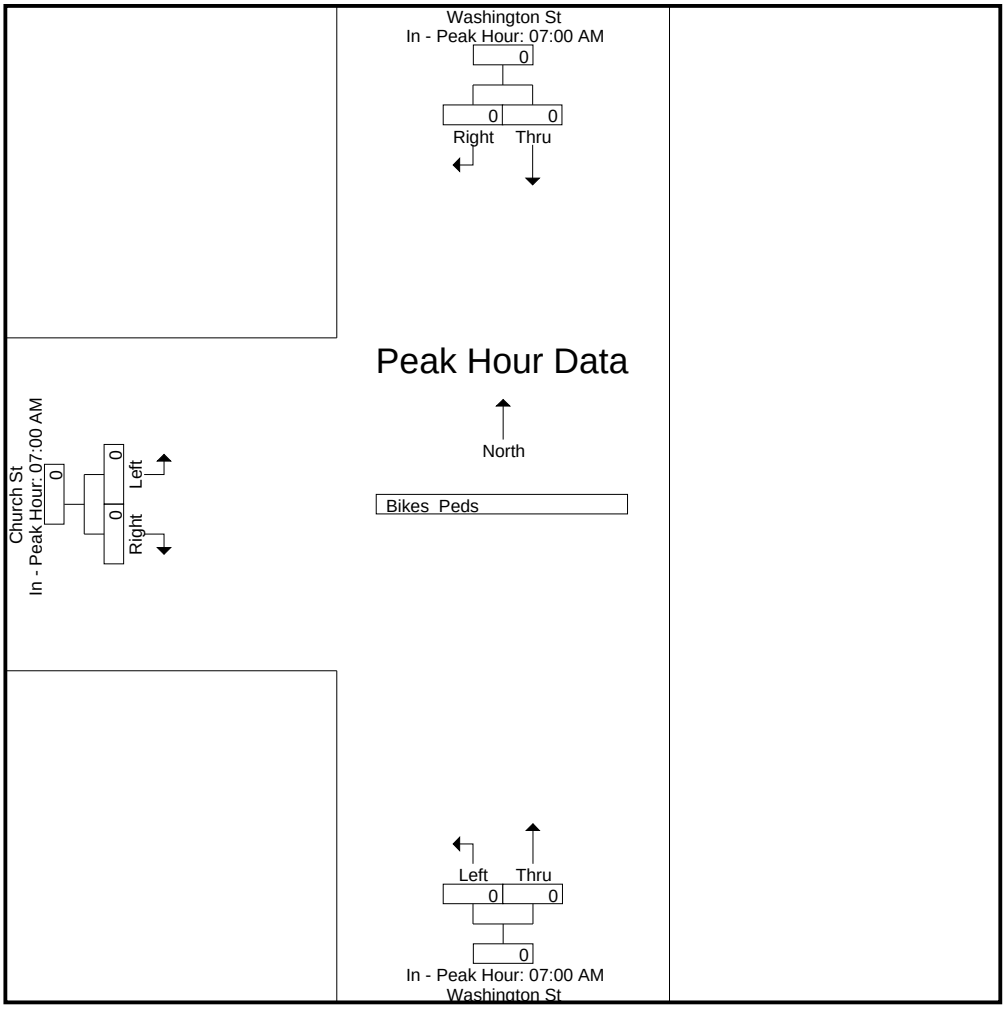
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 1

Groups Printed- Cars - Trucks

	Washington St From North		Washington St From South		Church St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM	79	6	2	58	12	19	176
03:15 PM	69	7	1	52	16	18	163
03:30 PM	82	4	6	62	10	22	186
03:45 PM	77	6	7	59	5	17	171
Total	307	23	16	231	43	76	696
04:00 PM	75	3	4	59	9	23	173
04:15 PM	81	5	6	50	6	17	165
04:30 PM	87	4	1	63	11	23	189
04:45 PM	82	4	2	65	9	23	185
Total	325	16	13	237	35	86	712
05:00 PM	95	12	5	75	10	21	218
05:15 PM	91	12	5	61	11	22	202
05:30 PM	97	10	4	67	7	19	204
05:45 PM	83	19	5	46	7	26	186
Total	366	53	19	249	35	88	810
Grand Total	998	92	48	717	113	250	2218
Apprch %	91.6	8.4	6.3	93.7	31.1	68.9	
Total %	45	4.1	2.2	32.3	5.1	11.3	
Cars	988	92	45	711	113	247	2196
% Cars	99	100	93.8	99.2	100	98.8	99
Trucks	10	0	3	6	0	3	22
% Trucks	1	0	6.2	0.8	0	1.2	1

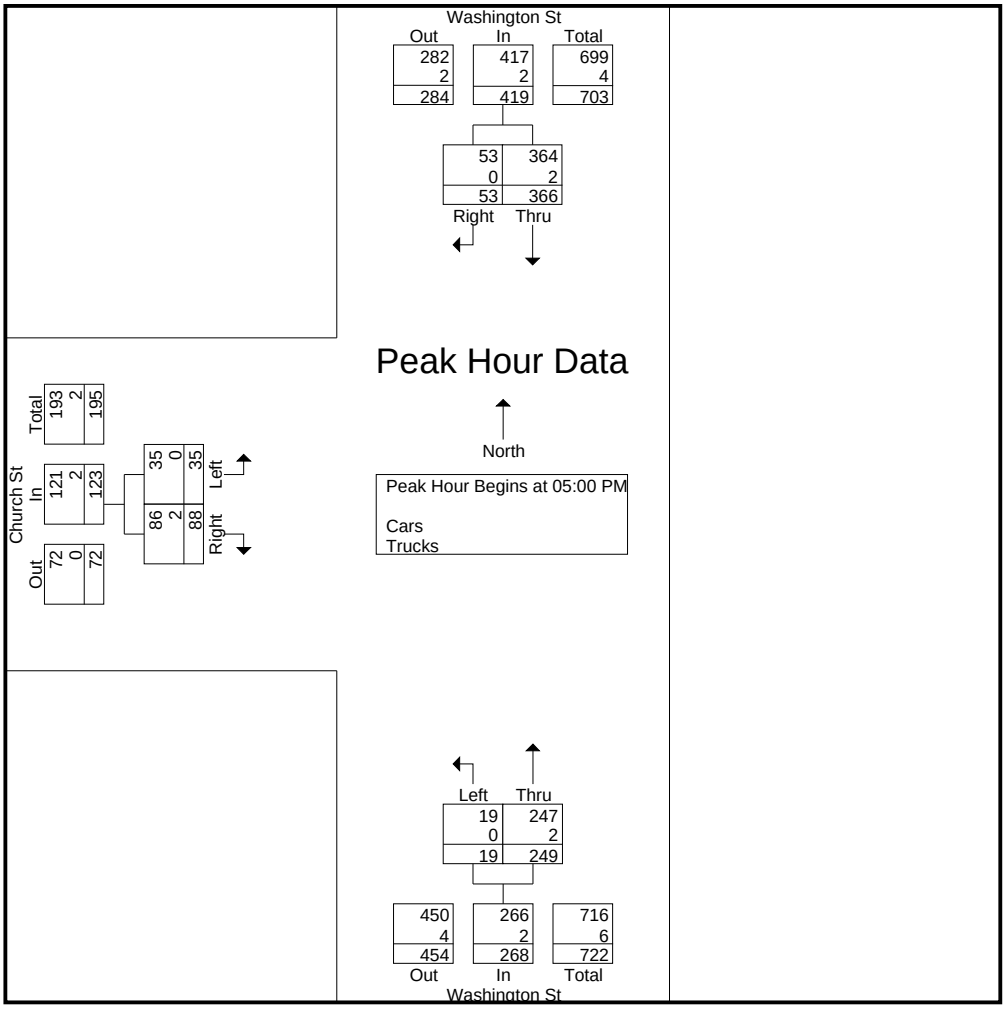
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	95	12	**107**	**5**	**75**	**80**	10	21	31	**218**
05:15 PM	91	12	103	5	61	66	**11**	22	**33**	202
05:30 PM	**97**	10	107	4	67	71	7	19	26	204
05:45 PM	83	**19**	102	5	46	51	7	**26**	33	186
Total Volume	366	53	419	19	249	268	35	88	123	810
% App. Total	87.4	12.6		7.1	92.9		28.5	71.5		
PHF	.943	.697	.979	.950	.830	.838	.795	.846	.932	.929
Cars	364	53	417	19	247	266	35	86	121	804
% Cars	99.5	100	99.5	100	99.2	99.3	100	97.7	98.4	99.3
Trucks	2	0	2	0	2	2	0	2	2	6
% Trucks	0.5	0	0.5	0	0.8	0.7	0	2.3	1.6	0.7

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

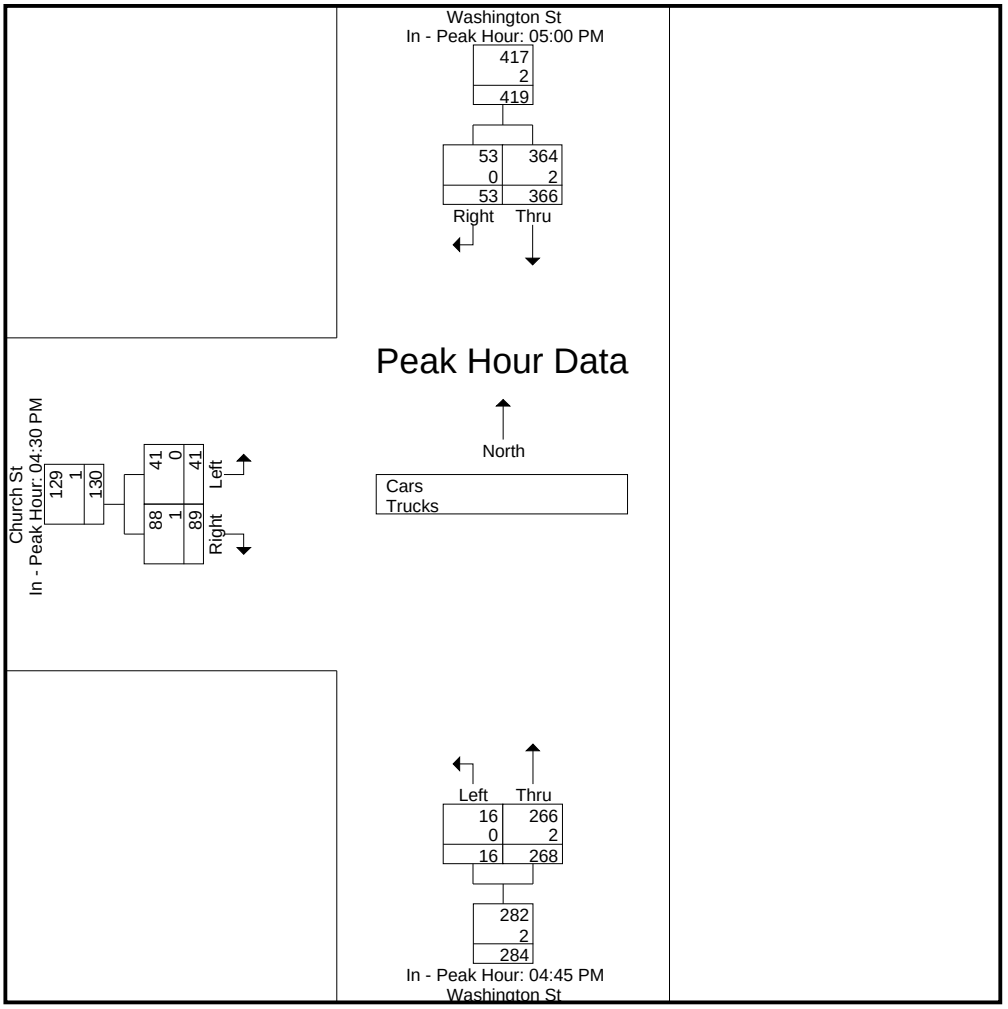
	05:00 PM			04:45 PM			04:30 PM		
+0 mins.	95	12	**107**	2	65	67	**11**	**23**	**34**
+15 mins.	91	12	103	**5**	**75**	**80**	9	23	32
+30 mins.	**97**	10	107	5	61	66	10	21	31
+45 mins.	83	**19**	102	4	67	71	11	22	33
Total Volume	366	53	419	16	268	284	41	89	130
% App. Total	87.4	12.6		5.6	94.4		31.5	68.5	
PHF	.943	.697	.979	.800	.893	.888	.932	.967	.956
Cars	364	53	417	16	266	282	41	88	129
% Cars	99.5	100	99.5	100	99.3	99.3	100	98.9	99.2
Trucks	2	0	2	0	2	2	0	1	1
% Trucks	0.5	0	0.5	0	0.7	0.7	0	1.1	0.8

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025

Groups Printed- Cars

	Washington St From North		Washington St From South		Church St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM	76	6	2	58	12	19	173
03:15 PM	68	7	1	50	16	17	159
03:30 PM	82	4	5	62	10	22	185
03:45 PM	77	6	7	58	5	17	170
Total	303	23	15	228	43	75	687
04:00 PM	74	3	3	58	9	23	170
04:15 PM	79	5	5	50	6	17	162
04:30 PM	86	4	1	63	11	23	188
04:45 PM	82	4	2	65	9	23	185
Total	321	16	11	236	35	86	705
05:00 PM	95	12	5	75	10	21	218
05:15 PM	89	12	5	61	11	21	199
05:30 PM	97	10	4	65	7	18	201
05:45 PM	83	19	5	46	7	26	186
Total	364	53	19	247	35	86	804
Grand Total	988	92	45	711	113	247	2196
Apprch %	91.5	8.5	6	94	31.4	68.6	
Total %	45	4.2	2	32.4	5.1	11.2	

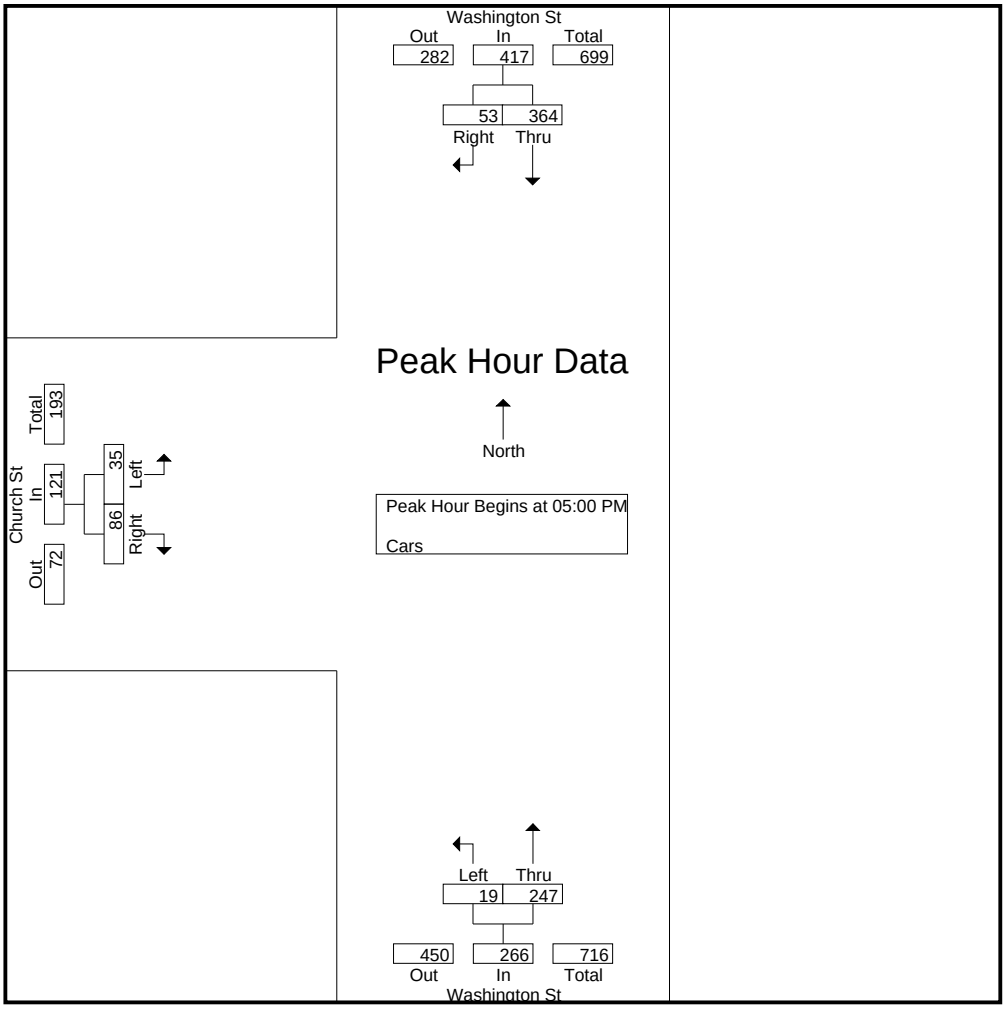
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	95	12	**107**	**5**	**75**	**80**	10	21	31	**218**
05:15 PM	89	12	101	5	61	66	**11**	21	32	199
05:30 PM	**97**	10	107	4	65	69	7	18	25	201
05:45 PM	83	**19**	102	5	46	51	7	**26**	**33**	186
Total Volume	364	53	417	19	247	266	35	86	121	804
% App. Total	87.3	12.7		7.1	92.9		28.9	71.1		
PHF	.938	.697	.974	.950	.823	.831	.795	.827	.917	.922

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

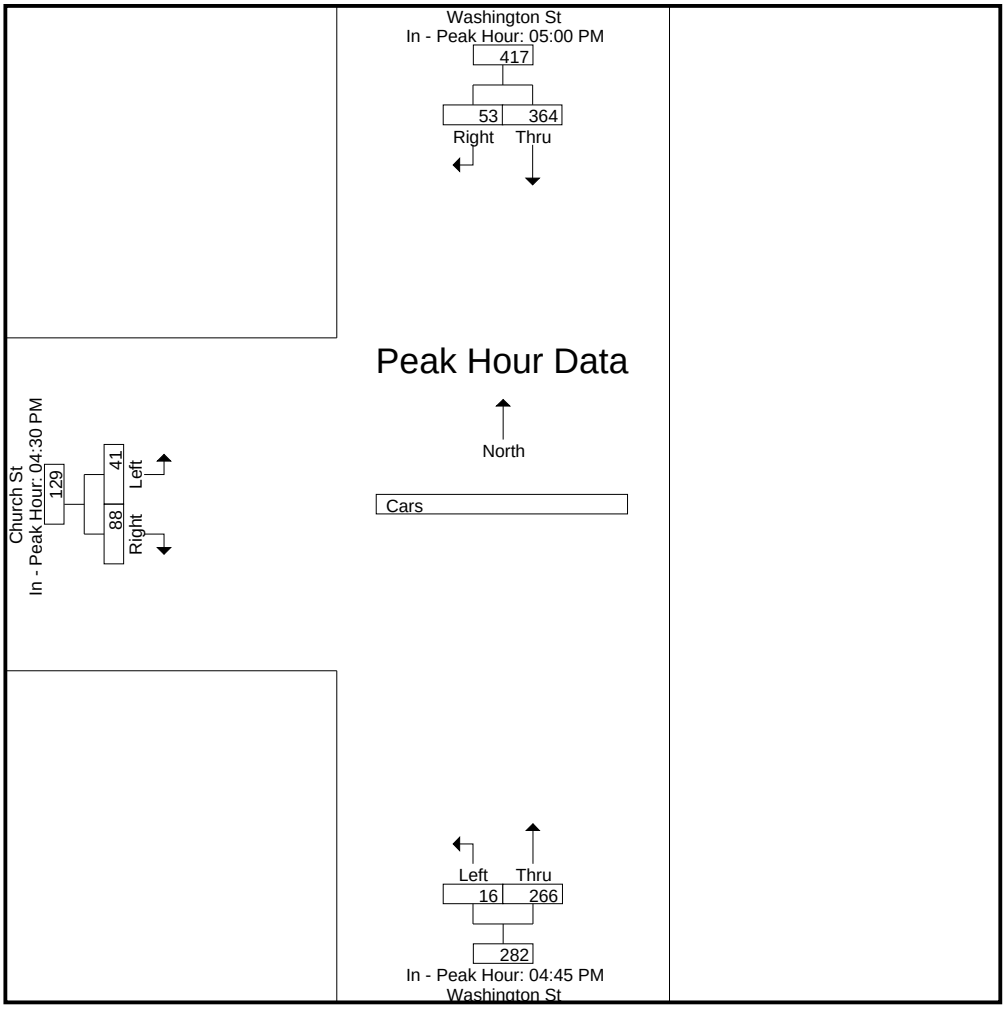
	05:00 PM			04:45 PM			04:30 PM		
+0 mins.	95	12	**107**	2	65	67	**11**	**23**	**34**
+15 mins.	89	12	101	**5**	**75**	**80**	9	23	32
+30 mins.	**97**	10	107	5	61	66	10	21	31
+45 mins.	83	**19**	102	4	65	69	11	21	32
Total Volume	364	53	417	16	266	282	41	88	129
% App. Total	87.3	12.7		5.7	94.3		31.8	68.2	
PHF	.938	.697	.974	.800	.887	.881	.932	.957	.949

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025

Groups Printed- Trucks

	Washington St From North		Washington St From South		Church St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM	3	0	0	0	0	0	3
03:15 PM	1	0	0	2	0	1	4
03:30 PM	0	0	1	0	0	0	1
03:45 PM	0	0	0	1	0	0	1
Total	4	0	1	3	0	1	9
04:00 PM	1	0	1	1	0	0	3
04:15 PM	2	0	1	0	0	0	3
04:30 PM	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0
Total	4	0	2	1	0	0	7
05:00 PM	0	0	0	0	0	0	0
05:15 PM	2	0	0	0	0	1	3
05:30 PM	0	0	0	2	0	1	3
05:45 PM	0	0	0	0	0	0	0
Total	2	0	0	2	0	2	6
Grand Total	10	0	3	6	0	3	22
Apprch %	100	0	33.3	66.7	0	100	
Total %	45.5	0	13.6	27.3	0	13.6	

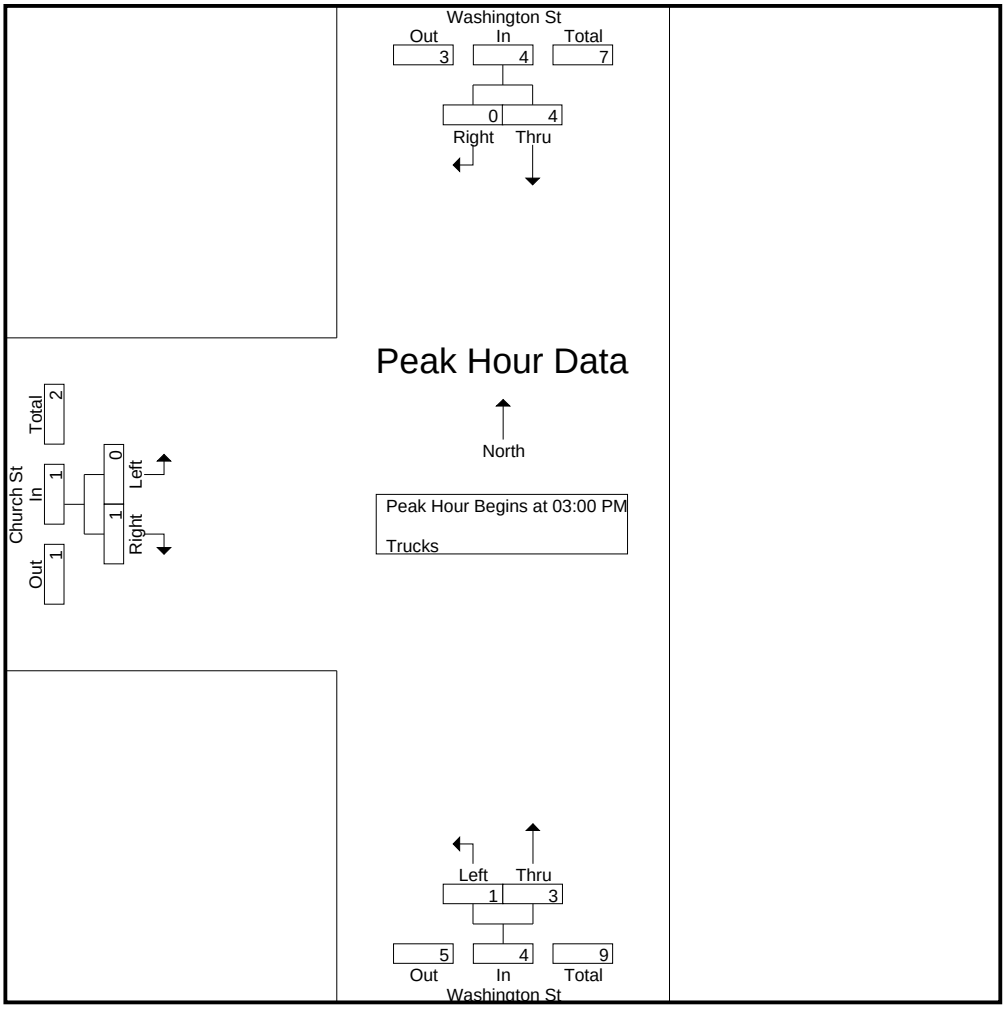
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	**3**	0	**3**	0	0	0	0	0	0	3
03:15 PM	1	0	1	0	**2**	**2**	0	**1**	**1**	**4**
03:30 PM	0	0	0	**1**	0	1	0	0	0	1
03:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	4	0	4	1	3	4	0	1	1	9
% App. Total	100	0		25	75		0	100		
PHF	.333	.000	.333	.250	.375	.500	.000	.250	.250	.563

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

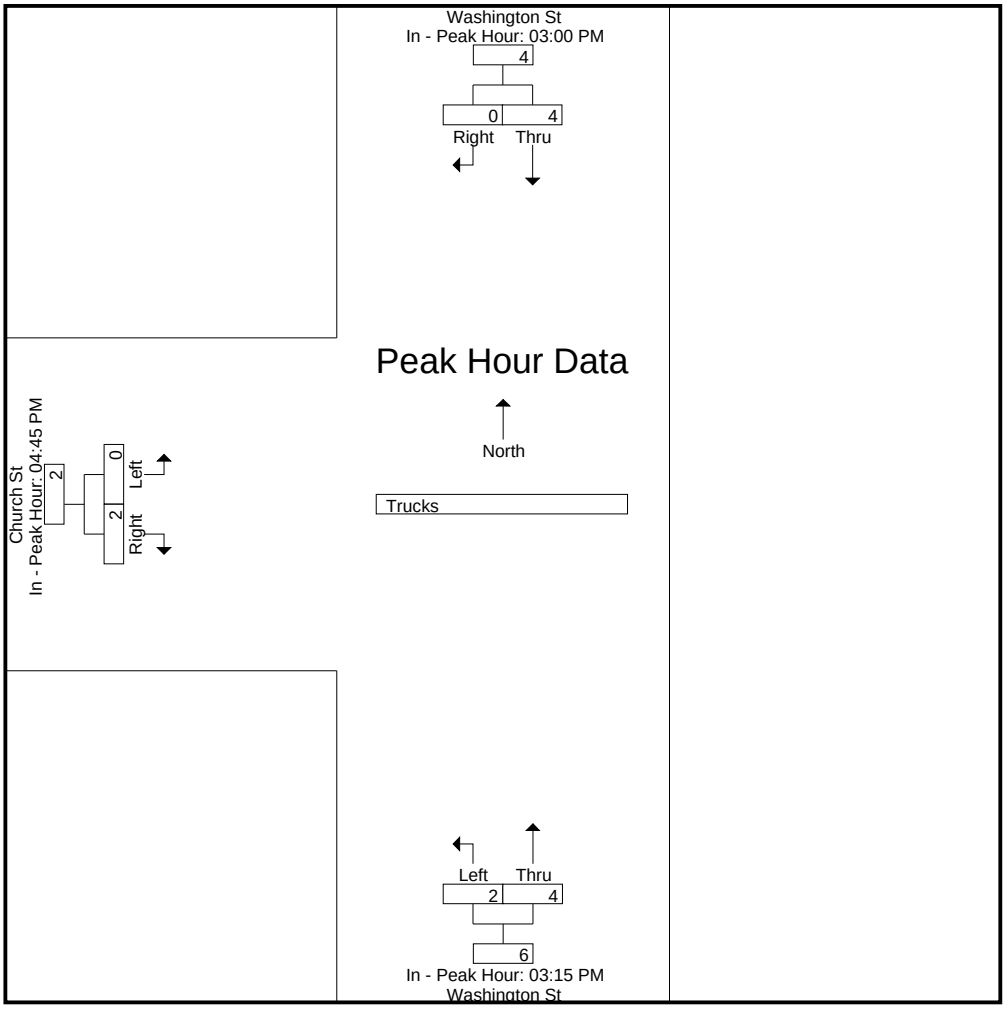
	03:00 PM			03:15 PM			04:45 PM		
+0 mins.	**3**	0	**3**	0	**2**	**2**	0	0	0
+15 mins.	1	0	1	**1**	0	1	0	0	0
+30 mins.	0	0	0	0	1	1	0	**1**	**1**
+45 mins.	0	0	0	1	1	2	0	1	1
Total Volume	4	0	4	2	4	6	0	2	2
% App. Total	100	0		33.3	66.7		0	100	
PHF	.333	.000	.333	.500	.500	.750	.000	.500	.500

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025

Groups Printed- Bikes Peds

	Washington St From North			Washington St From South			Church St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	1	0	0	9	0	0	3	13	0	13
03:15 PM	1	0	0	0	0	8	0	0	5	13	1	14
03:30 PM	0	0	2	0	0	9	0	0	5	16	0	16
03:45 PM	0	0	0	0	0	8	0	0	4	12	0	12
Total	1	0	3	0	0	34	0	0	17	54	1	55
04:00 PM	0	0	1	0	0	7	0	0	5	13	0	13
04:15 PM	0	0	1	0	0	1	0	0	4	6	0	6
04:30 PM	1	0	0	0	0	11	0	0	9	20	1	21
04:45 PM	0	0	1	0	0	15	0	0	6	22	0	22
Total	1	0	3	0	0	34	0	0	24	61	1	62
05:00 PM	0	0	0	0	0	5	0	0	1	6	0	6
05:15 PM	0	0	1	0	0	12	0	0	6	19	0	19
05:30 PM	0	0	0	0	0	1	0	0	4	5	0	5
05:45 PM	0	0	0	0	0	11	0	0	7	18	0	18
Total	0	0	1	0	0	29	0	0	18	48	0	48
Grand Total	2	0	7	0	0	97	0	0	59	163	2	165
Apprch %	100	0		0	0		0	0				
Total %	100	0		0	0		0	0		98.8	1.2	

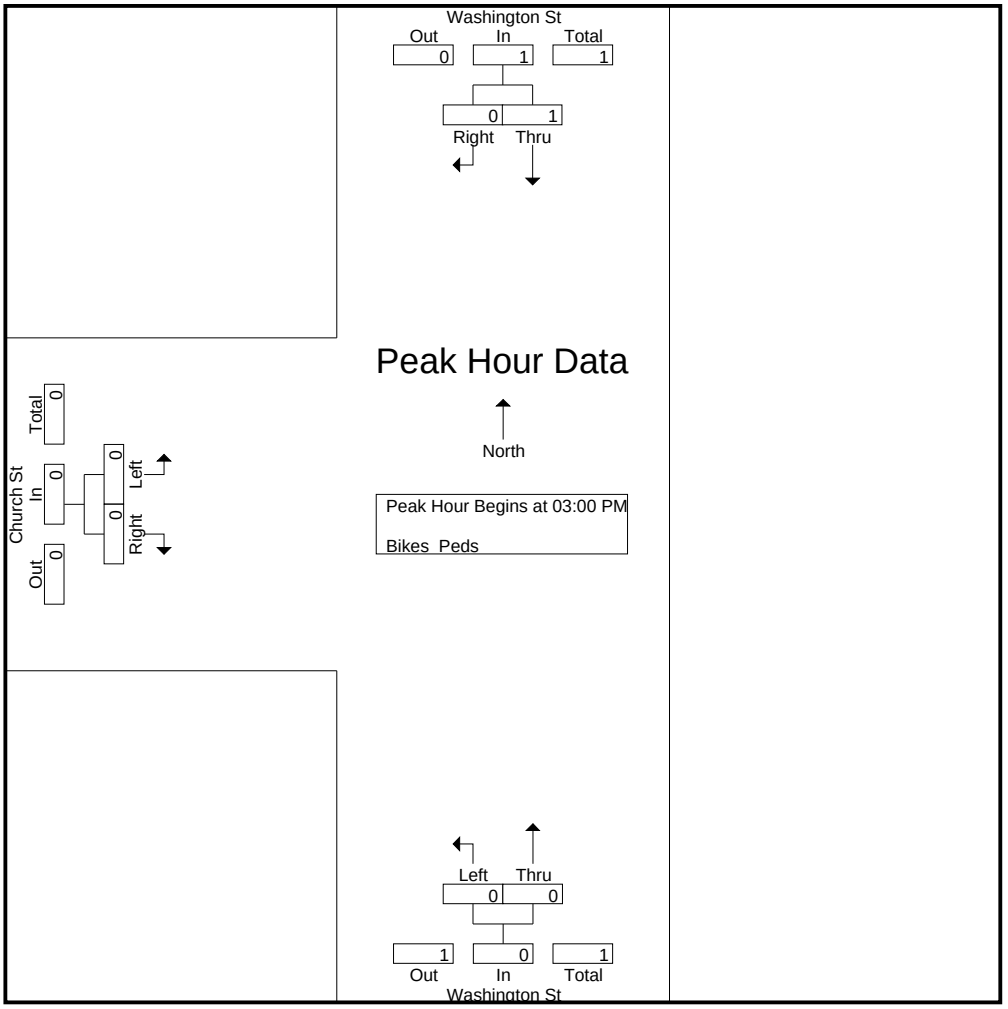
	Washington St From North			Washington St From South			Church St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 11



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

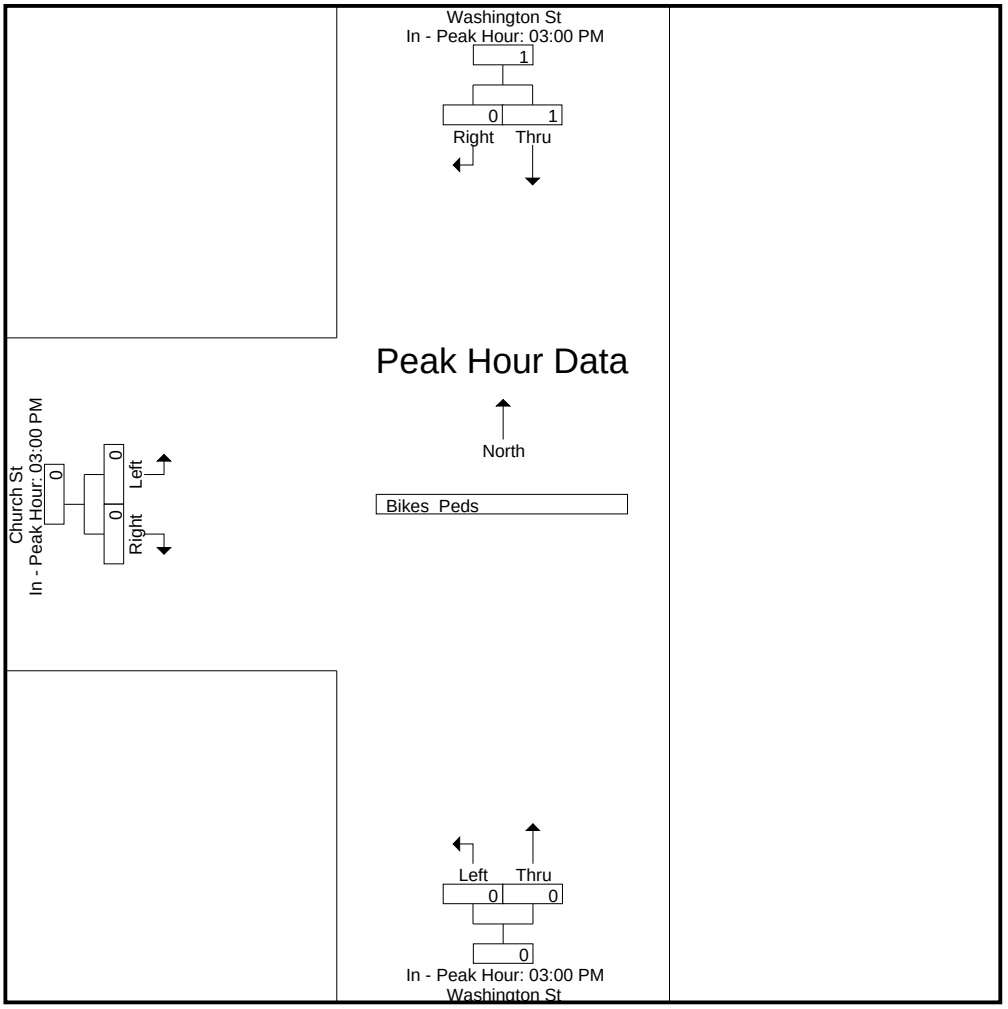
	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Church Street
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509002
Site Code : 10509002
Start Date : 10/22/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 1

Groups Printed- Cars - Trucks

	Washington St From North			Denton Rd From East			Washington St From South			Weston Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	29	1	1	0	0	80	121	0	0	0	31	263
07:15 AM	0	39	1	1	1	0	106	122	2	1	1	32	306
07:30 AM	0	37	3	1	3	0	114	134	1	0	0	42	335
07:45 AM	0	47	3	1	0	1	104	119	0	2	0	59	336
Total	0	152	8	4	4	1	404	496	3	3	1	164	1240
08:00 AM	0	46	3	3	1	1	102	137	1	5	0	42	341
08:15 AM	1	67	9	3	2	1	94	112	1	5	1	30	326
08:30 AM	2	51	4	3	2	0	102	86	2	5	0	49	306
08:45 AM	1	53	1	1	1	1	85	93	1	5	0	40	282
Total	4	217	17	10	6	3	383	428	5	20	1	161	1255
Grand Total	4	369	25	14	10	4	787	924	8	23	2	325	2495
Apprch %	1	92.7	6.3	50	35.7	14.3	45.8	53.8	0.5	6.6	0.6	92.9	
Total %	0.2	14.8	1	0.6	0.4	0.2	31.5	37	0.3	0.9	0.1	13	
Cars	4	362	24	14	10	4	776	905	8	23	2	319	2451
% Cars	100	98.1	96	100	100	100	98.6	97.9	100	100	100	98.2	98.2
Trucks	0	7	1	0	0	0	11	19	0	0	0	6	44
% Trucks	0	1.9	4	0	0	0	1.4	2.1	0	0	0	1.8	1.8

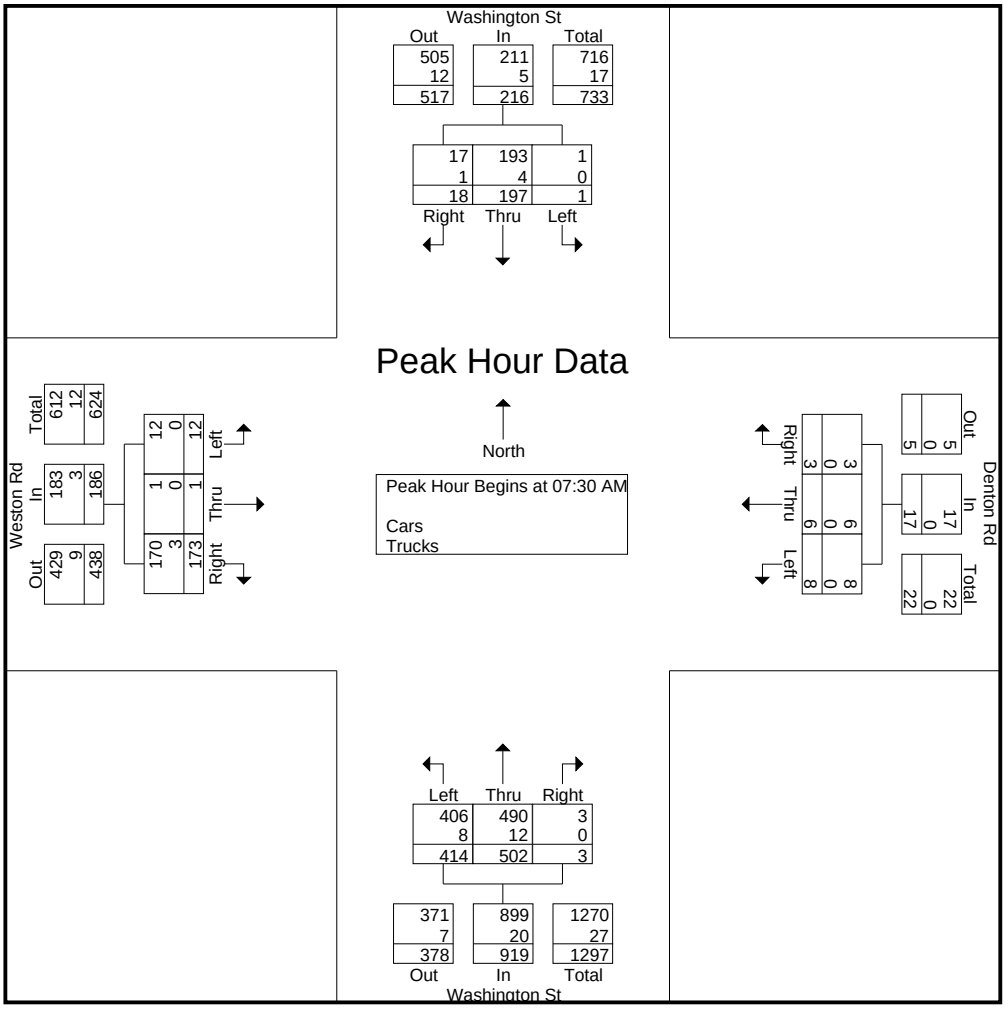
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	37	3	40	1	**3**	0	4	**114**	134	**1**	**249**	0	0	42	42	335
07:45 AM	0	47	3	50	1	0	**1**	2	104	119	0	223	2	0	**59**	**61**	336
08:00 AM	0	46	3	49	**3**	1	1	5	102	**137**	1	240	**5**	0	42	47	**341**
08:15 AM	**1**	**67**	**9**	**77**	3	2	1	**6**	94	112	1	207	5	**1**	30	36	326
Total Volume	1	197	18	216	8	6	3	17	414	502	3	919	12	1	173	186	1338
% App. Total	0.5	91.2	8.3		47.1	35.3	17.6		45	54.6	0.3		6.5	0.5	93		
PHF	.250	.735	.500	.701	.667	.500	.750	.708	.908	.916	.750	.923	.600	.250	.733	.762	.981
Cars	1	193	17	211	8	6	3	17	406	490	3	899	12	1	170	183	1310
% Cars	100	98.0	94.4	97.7	100	100	100	100	98.1	97.6	100	97.8	100	100	98.3	98.4	97.9
Trucks	0	4	1	5	0	0	0	0	8	12	0	20	0	0	3	3	28
% Trucks	0	2.0	5.6	2.3	0	0	0	0	1.9	2.4	0	2.2	0	0	1.7	1.6	2.1

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
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:

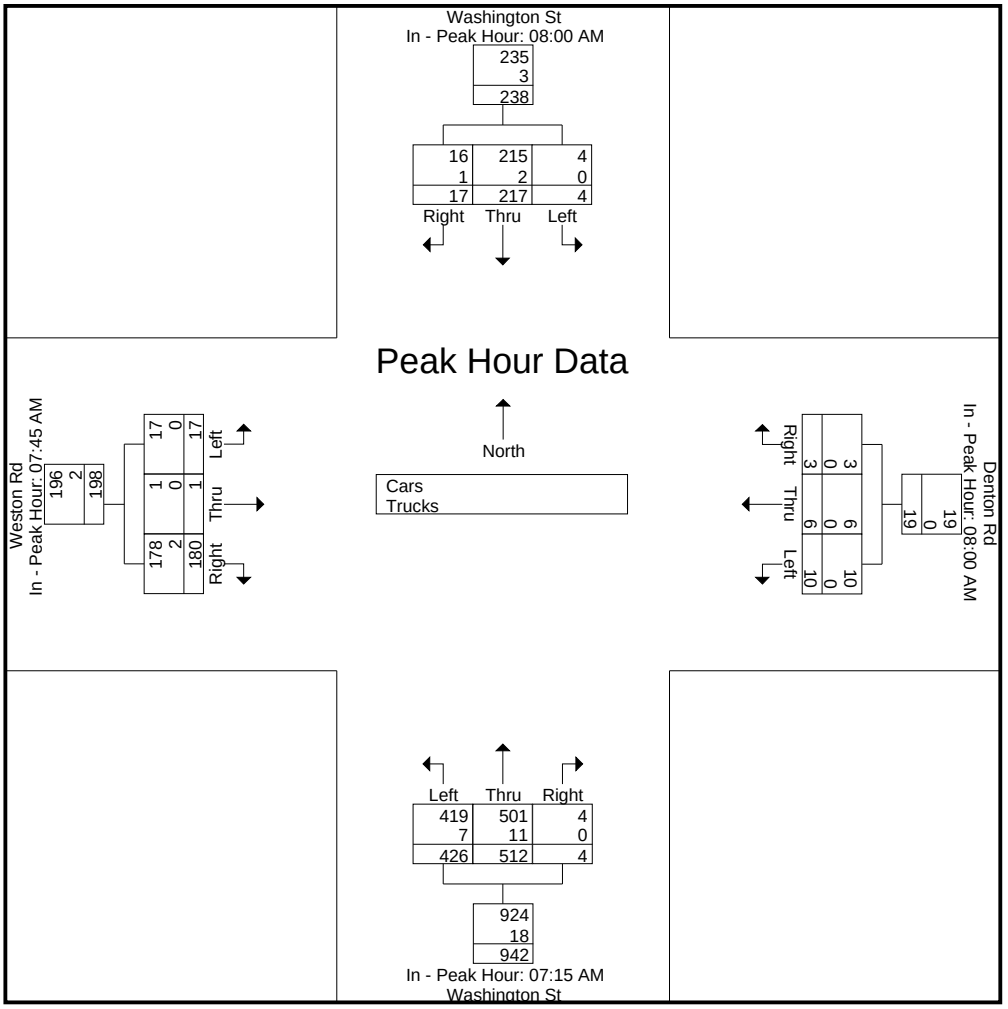
	08:00 AM				08:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	46	3	49	**3**	1	**1**	5	106	122	**2**	230	2	0	**59**	**61**
+15 mins.	1	**67**	**9**	**77**	3	**2**	1	**6**	**114**	134	1	**249**	**5**	0	42	47
+30 mins.	**2**	51	4	57	3	2	0	5	104	119	0	223	5	**1**	30	36
+45 mins.	1	53	1	55	1	1	1	3	102	**137**	1	240	5	0	49	54
Total Volume	4	217	17	238	10	6	3	19	426	512	4	942	17	1	180	198
% App. Total	1.7	91.2	7.1		52.6	31.6	15.8		45.2	54.4	0.4		8.6	0.5	90.9	
PHF	.500	.810	.472	.773	.833	.750	.750	.792	.934	.934	.500	.946	.850	.250	.763	.811
Cars	4	215	16	235	10	6	3	19	419	501	4	924	17	1	178	196
% Cars	100	99.1	94.1	98.7	100	100	100	100	98.4	97.9	100	98.1	100	100	98.9	99
Trucks	0	2	1	3	0	0	0	0	7	11	0	18	0	0	2	2
% Trucks	0	0.9	5.9	1.3	0	0	0	0	1.6	2.1	0	1.9	0	0	1.1	1

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025

Groups Printed- Cars

	Washington St From North			Denton Rd From East			Washington St From South			Weston Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	27	1	1	0	0	80	120	0	0	0	29	258
07:15 AM	0	39	1	1	1	0	105	119	2	1	1	31	301
07:30 AM	0	35	3	1	3	0	110	132	1	0	0	41	326
07:45 AM	0	46	3	1	0	1	102	116	0	2	0	58	329
Total	0	147	8	4	4	1	397	487	3	3	1	159	1214
08:00 AM	0	46	3	3	1	1	102	134	1	5	0	41	337
08:15 AM	1	66	8	3	2	1	92	108	1	5	1	30	318
08:30 AM	2	50	4	3	2	0	101	85	2	5	0	49	303
08:45 AM	1	53	1	1	1	1	84	91	1	5	0	40	279
Total	4	215	16	10	6	3	379	418	5	20	1	160	1237
Grand Total	4	362	24	14	10	4	776	905	8	23	2	319	2451
Apprch %	1	92.8	6.2	50	35.7	14.3	45.9	53.6	0.5	6.7	0.6	92.7	
Total %	0.2	14.8	1	0.6	0.4	0.2	31.7	36.9	0.3	0.9	0.1	13	

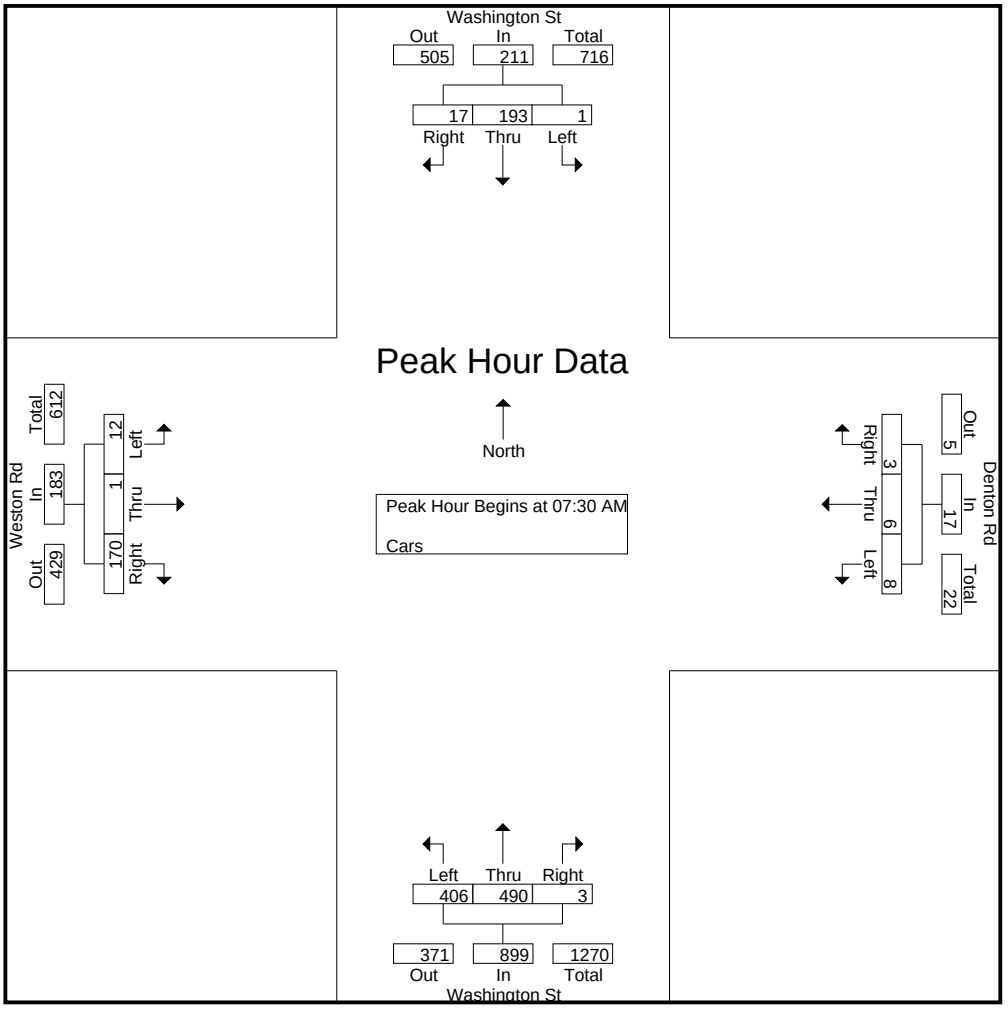
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	35	3	38	1	**3**	0	4	**110**	132	**1**	**243**	0	0	41	41	326
07:45 AM	0	46	3	49	1	0	**1**	2	102	116	0	218	2	0	**58**	**60**	329
08:00 AM	0	46	3	49	**3**	1	1	5	102	**134**	1	237	**5**	0	41	46	**337**
08:15 AM	**1**	**66**	**8**	**75**	3	2	1	**6**	92	108	1	201	5	**1**	30	36	318
Total Volume	1	193	17	211	8	6	3	17	406	490	3	899	12	1	170	183	1310
% App. Total	0.5	91.5	8.1		47.1	35.3	17.6		45.2	54.5	0.3		6.6	0.5	92.9		
PHF	.250	.731	.531	.703	.667	.500	.750	.708	.923	.914	.750	.925	.600	.250	.733	.763	.972

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 5



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

Peak Hour for Each Approach Begins at:

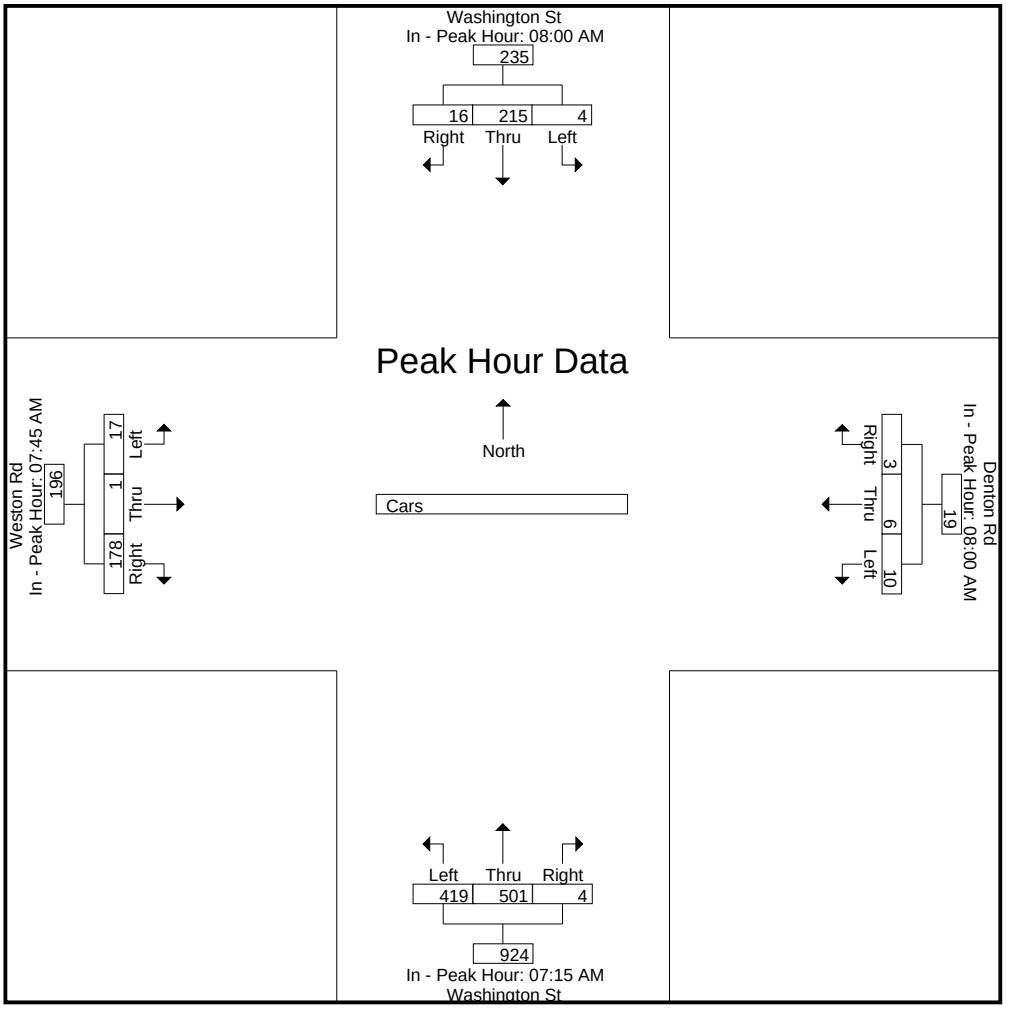
	08:00 AM				08:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	46	3	49	**3**	1	**1**	5	105	119	**2**	226	2	0	**58**	**60**
+15 mins.	1	**66**	**8**	**75**	3	**2**	1	**6**	**110**	132	1	**243**	**5**	0	41	46
+30 mins.	**2**	50	4	56	3	2	0	5	102	116	0	218	5	**1**	30	36
+45 mins.	1	53	1	55	1	1	1	3	102	**134**	1	237	5	0	49	54
Total Volume	4	215	16	235	10	6	3	19	419	501	4	924	17	1	178	196
% App. Total	1.7	91.5	6.8		52.6	31.6	15.8		45.3	54.2	0.4		8.7	0.5	90.8	
PHF	.500	.814	.500	.783	.833	.750	.750	.792	.952	.935	.500	.951	.850	.250	.767	.817

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 7

Groups Printed- Trucks

	Washington St From North			Denton Rd From East			Washington St From South			Weston Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	0	0	0	2	5
07:15 AM	0	0	0	0	0	0	1	3	0	0	0	1	5
07:30 AM	0	2	0	0	0	0	4	2	0	0	0	1	9
07:45 AM	0	1	0	0	0	0	2	3	0	0	0	1	7
Total	0	5	0	0	0	0	7	9	0	0	0	5	26
08:00 AM	0	0	0	0	0	0	0	3	0	0	0	1	4
08:15 AM	0	1	1	0	0	0	2	4	0	0	0	0	8
08:30 AM	0	1	0	0	0	0	1	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
Total	0	2	1	0	0	0	4	10	0	0	0	1	18
Grand Total	0	7	1	0	0	0	11	19	0	0	0	6	44
Apprch %	0	87.5	12.5	0	0	0	36.7	63.3	0	0	0	100	
Total %	0	15.9	2.3	0	0	0	25	43.2	0	0	0	13.6	

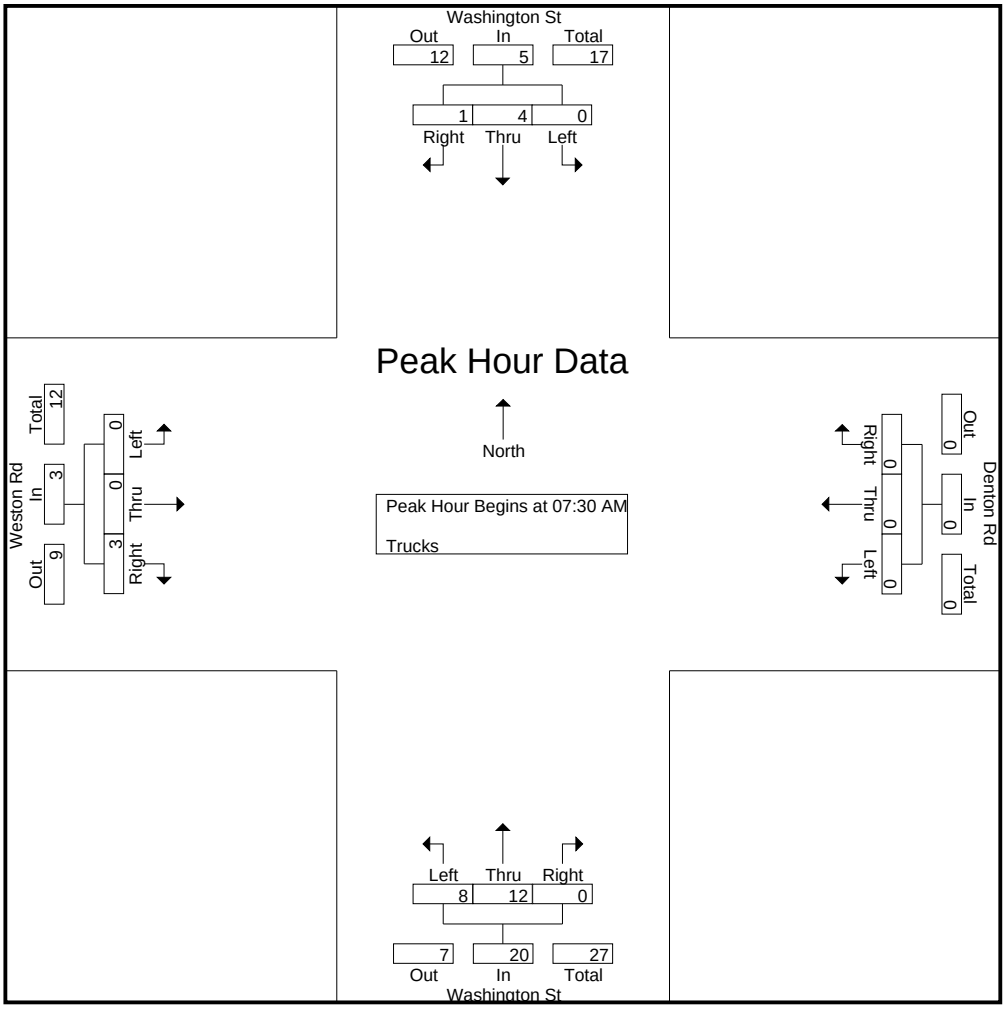
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	**2**	0	0	0	0	**4**	2	0	**6**	0	0	**1**	**1**	**9**
07:45 AM	0	1	0	1	0	0	0	0	2	3	0	5	0	0	1	1	7
08:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
08:15 AM	0	1	**1**	2	0	0	0	0	2	**4**	0	6	0	0	0	0	8
Total Volume	0	4	1	5	0	0	0	0	8	12	0	20	0	0	3	3	28
% App. Total	0	80	20		0	0	0		40	60	0		0	0	100		
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.500	.750	.000	.833	.000	.000	.750	.750	.778

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 8



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

Peak Hour for Each Approach Begins at:

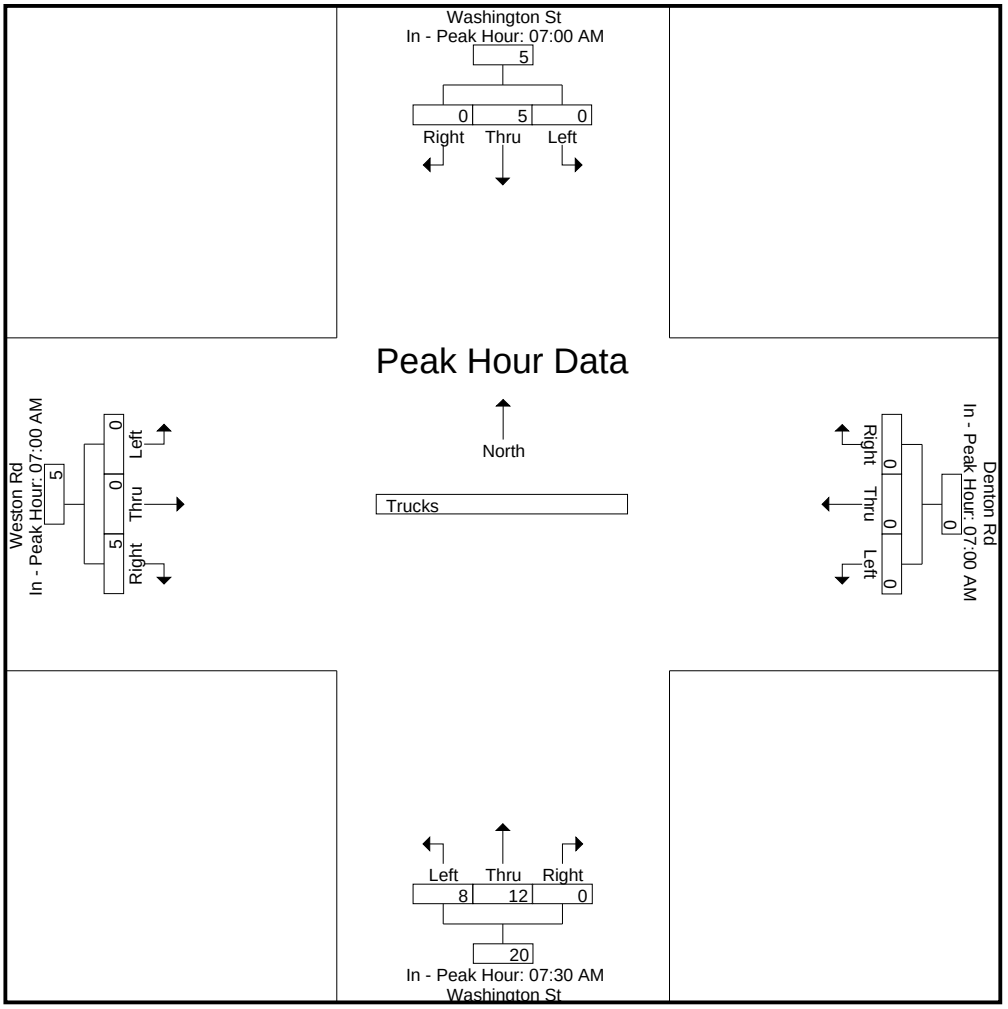
	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	**4**	2	0	**6**	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	2	3	0	5	0	0	1	1
+30 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	2	**4**	0	6	0	0	1	1
Total Volume	0	5	0	5	0	0	0	0	8	12	0	20	0	0	5	5
% App. Total	0	100	0		0	0	0		40	60	0		0	0	100	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.500	.750	.000	.833	.000	.000	.625	.625

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025

Groups Printed- Bikes Peds

	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd 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	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2
07:15 AM	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	1	6	0	6
07:30 AM	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	6	0	6
07:45 AM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	0	4
Total	0	0	0	5	0	0	0	10	0	0	0	2	0	0	0	1	18	0	18
08:00 AM	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4	0	4
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	9	0	9
08:45 AM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	6	0	0	0	12	0	0	0	0	0	0	0	0	18	0	18
Grand Total	0	0	0	11	0	0	0	22	0	0	0	2	0	0	0	1	36	0	36
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

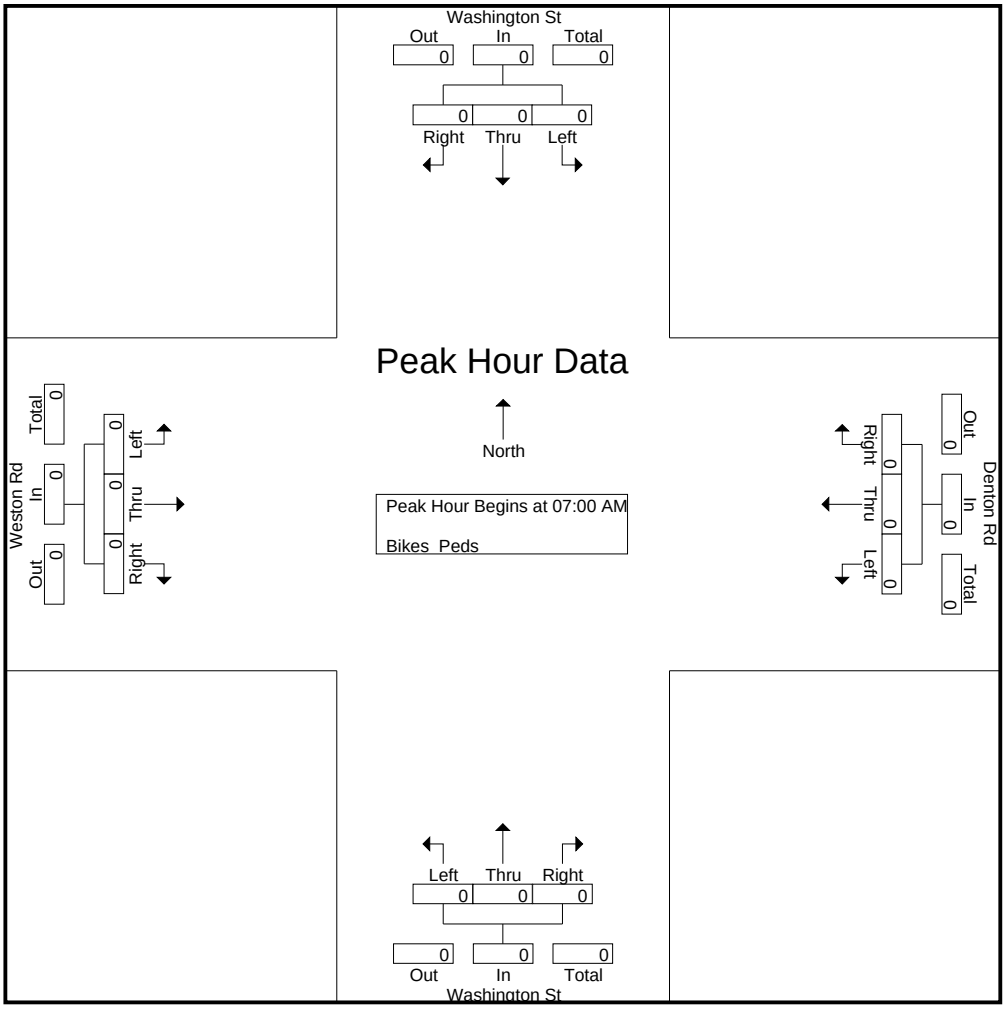
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 11



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

Peak Hour for Each Approach Begins at:

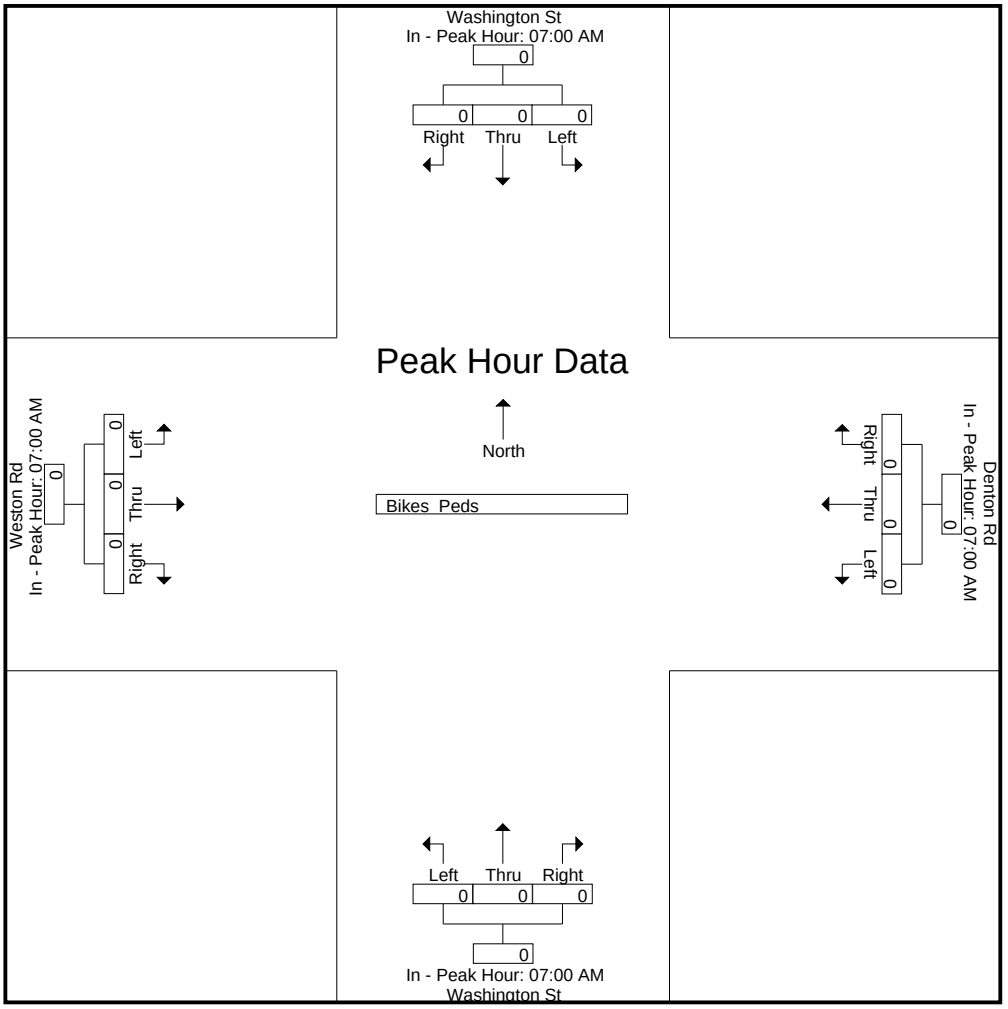
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 1

Groups Printed- Cars - Trucks

	Washington St From North			Denton Rd From East			Washington St From South			Weston Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	1	87	7	0	2	0	53	54	1	4	0	79	288
03:15 PM	1	77	2	0	2	2	92	52	0	2	1	61	292
03:30 PM	2	97	6	1	1	2	59	64	0	3	1	65	301
03:45 PM	1	87	2	1	1	1	84	59	0	7	0	82	325
Total	5	348	17	2	6	5	288	229	1	16	2	287	1206
04:00 PM	0	90	6	0	2	2	61	57	2	4	2	81	307
04:15 PM	0	97	4	0	0	0	69	54	1	5	0	74	304
04:30 PM	0	101	6	0	0	0	99	57	0	0	0	68	331
04:45 PM	1	95	5	0	0	1	73	66	0	2	1	66	310
Total	1	383	21	0	2	3	302	234	3	11	3	289	1252
05:00 PM	1	101	9	0	1	3	59	77	0	1	1	76	329
05:15 PM	0	91	4	0	0	1	65	63	2	2	1	73	302
05:30 PM	0	102	12	1	0	0	69	58	0	3	0	58	303
05:45 PM	1	104	6	0	0	0	70	49	1	4	0	55	290
Total	2	398	31	1	1	4	263	247	3	10	2	262	1224
Grand Total	8	1129	69	3	9	12	853	710	7	37	7	838	3682
Apprch %	0.7	93.6	5.7	12.5	37.5	50	54.3	45.2	0.4	4.2	0.8	95	
Total %	0.2	30.7	1.9	0.1	0.2	0.3	23.2	19.3	0.2	1	0.2	22.8	
Cars	8	1118	65	3	9	12	849	703	7	37	7	827	3645
% Cars	100	99	94.2	100	100	100	99.5	99	100	100	100	98.7	99
Trucks	0	11	4	0	0	0	4	7	0	0	0	11	37
% Trucks	0	1	5.8	0	0	0	0.5	1	0	0	0	1.3	1

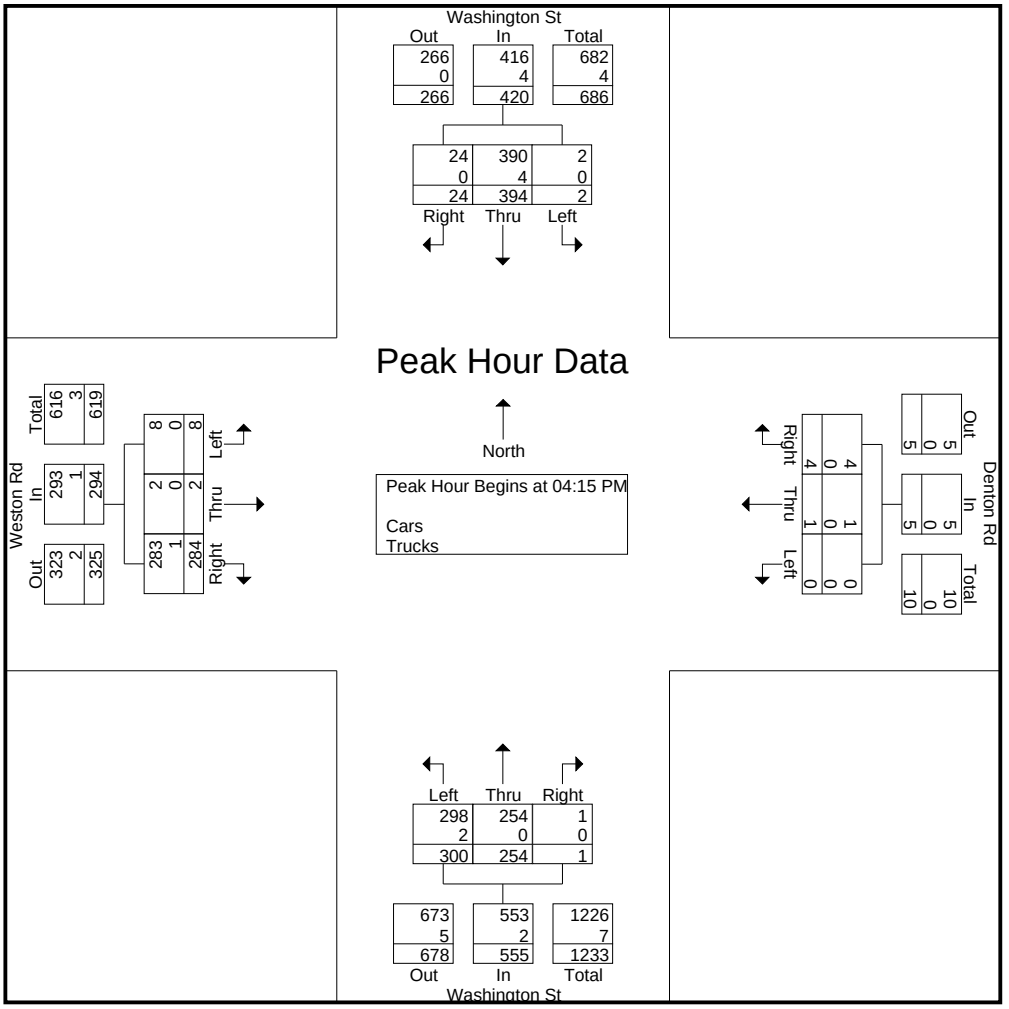
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	97	4	101	0	0	0	0	69	54	**1**	124	**5**	0	74	**79**	304
04:30 PM	0	**101**	6	107	0	0	0	0	**99**	57	0	**156**	0	0	68	68	**331**
04:45 PM	**1**	95	5	101	0	0	1	1	73	66	0	139	2	**1**	66	69	310
05:00 PM	1	101	**9**	**111**	0	**1**	**3**	**4**	59	**77**	0	136	1	1	**76**	78	329
Total Volume	2	394	24	420	0	1	4	5	300	254	1	555	8	2	284	294	1274
% App. Total	0.5	93.8	5.7		0	20	80		54.1	45.8	0.2		2.7	0.7	96.6		
PHF	.500	.975	.667	.946	.000	.250	.333	.313	.758	.825	.250	.889	.400	.500	.934	.930	.962
Cars	2	390	24	416	0	1	4	5	298	254	1	553	8	2	283	293	1267
% Cars	100	99.0	100	99.0	0	100	100	100	99.3	100	100	99.6	100	100	99.6	99.7	99.5
Trucks	0	4	0	4	0	0	0	0	2	0	0	2	0	0	1	1	7
% Trucks	0	1.0	0	1.0	0	0	0	0	0.7	0	0	0.4	0	0	0.4	0.3	0.5

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

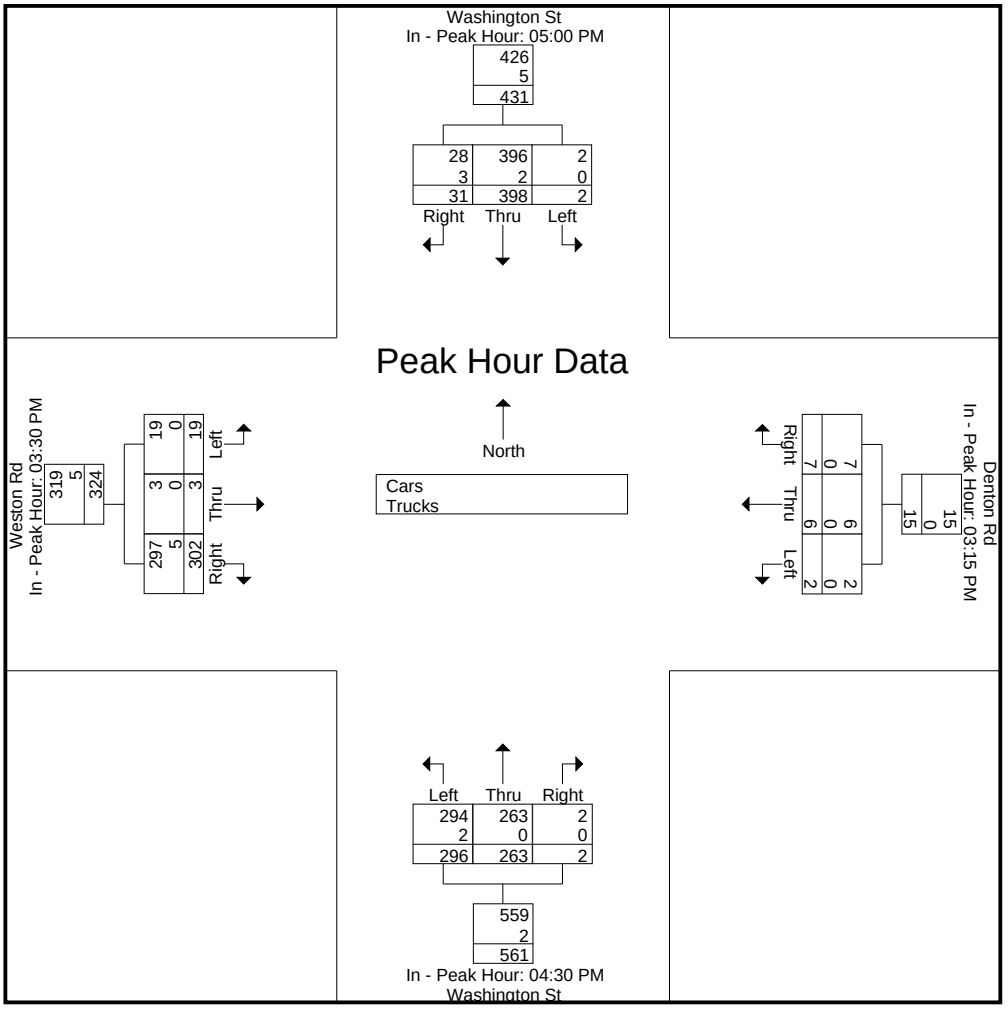
	05:00 PM				03:15 PM				04:30 PM				03:30 PM			
+0 mins.	**1**	101	9	111	0	**2**	**2**	**4**	**99**	57	0	**156**	3	1	65	69
+15 mins.	0	91	4	95	**1**	1	2	4	73	66	0	139	**7**	0	**82**	**89**
+30 mins.	0	102	**12**	**114**	1	1	1	3	59	**77**	0	136	4	**2**	81	87
+45 mins.	1	**104**	6	111	0	2	2	4	65	63	**2**	130	5	0	74	79
Total Volume	2	398	31	431	2	6	7	15	296	263	2	561	19	3	302	324
% App. Total	0.5	92.3	7.2		13.3	40	46.7		52.8	46.9	0.4		5.9	0.9	93.2	
PHF	.500	.957	.646	.945	.500	.750	.875	.938	.747	.854	.250	.899	.679	.375	.921	.910
Cars	2	396	28	426	2	6	7	15	294	263	2	559	19	3	297	319
% Cars	100	99.5	90.3	98.8	100	100	100	100	99.3	100	100	99.6	100	100	98.3	98.5
Trucks	0	2	3	5	0	0	0	0	2	0	0	2	0	0	5	5
% Trucks	0	0.5	9.7	1.2	0	0	0	0	0.7	0	0	0.4	0	0	1.7	1.5

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 4

Groups Printed- Cars

	Washington St From North			Denton Rd From East			Washington St From South			Weston Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	1	84	6	0	2	0	53	54	1	4	0	77	282
03:15 PM	1	75	2	0	2	2	91	50	0	2	1	61	287
03:30 PM	2	97	6	1	1	2	59	63	0	3	1	63	298
03:45 PM	1	87	2	1	1	1	83	58	0	7	0	81	322
Total	5	343	16	2	6	5	286	225	1	16	2	282	1189
04:00 PM	0	89	6	0	2	2	61	57	2	4	2	79	304
04:15 PM	0	95	4	0	0	0	69	54	1	5	0	74	302
04:30 PM	0	100	6	0	0	0	98	57	0	0	0	67	328
04:45 PM	1	95	5	0	0	1	72	66	0	2	1	66	309
Total	1	379	21	0	2	3	300	234	3	11	3	286	1243
05:00 PM	1	100	9	0	1	3	59	77	0	1	1	76	328
05:15 PM	0	91	3	0	0	1	65	63	2	2	1	72	300
05:30 PM	0	101	10	1	0	0	69	56	0	3	0	56	296
05:45 PM	1	104	6	0	0	0	70	48	1	4	0	55	289
Total	2	396	28	1	1	4	263	244	3	10	2	259	1213
Grand Total	8	1118	65	3	9	12	849	703	7	37	7	827	3645
Apprch %	0.7	93.9	5.5	12.5	37.5	50	54.5	45.1	0.4	4.2	0.8	94.9	
Total %	0.2	30.7	1.8	0.1	0.2	0.3	23.3	19.3	0.2	1	0.2	22.7	

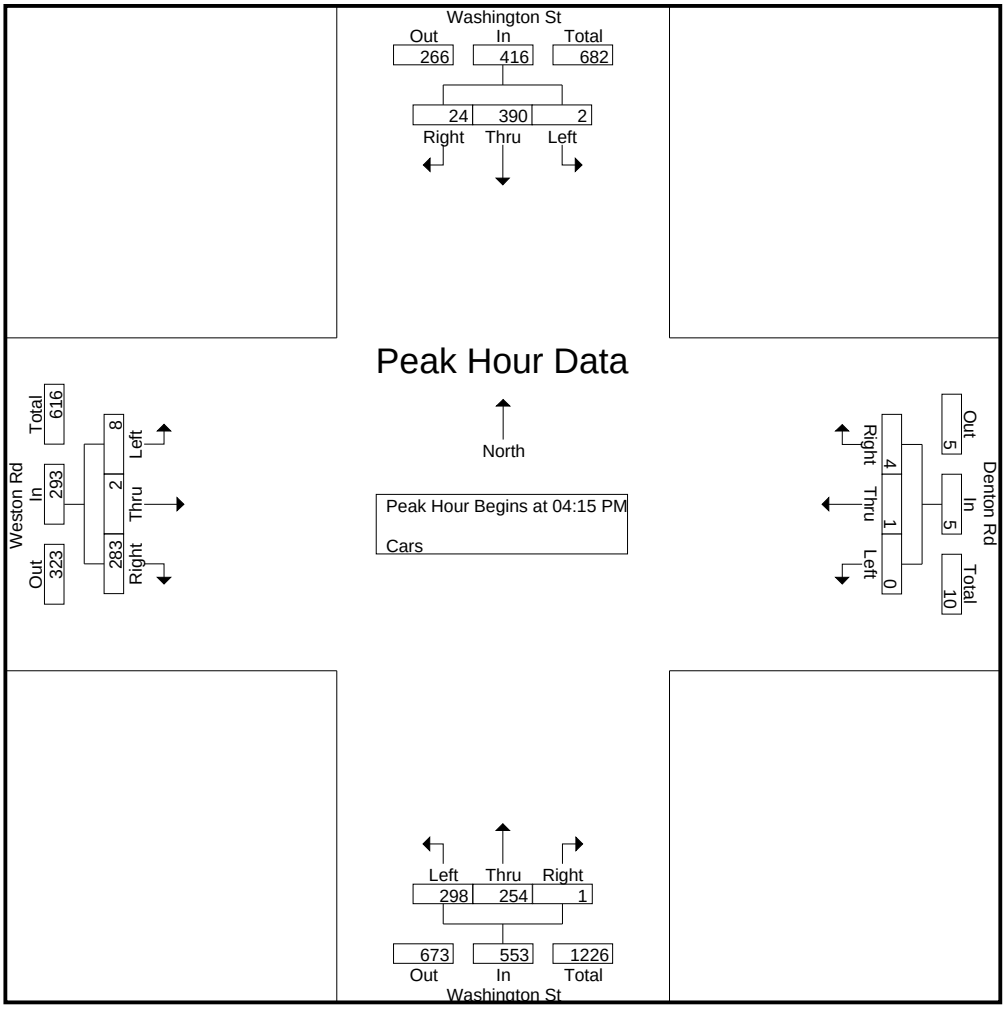
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	95	4	99	0	0	0	0	69	54	**1**	124	**5**	0	74	**79**	302
04:30 PM	0	**100**	6	106	0	0	0	0	**98**	57	0	**155**	0	0	67	67	**328**
04:45 PM	**1**	95	5	101	0	0	1	1	72	66	0	138	2	**1**	66	69	309
05:00 PM	1	100	**9**	**110**	0	**1**	**3**	**4**	59	**77**	0	136	1	1	**76**	78	328
Total Volume	2	390	24	416	0	1	4	5	298	254	1	553	8	2	283	293	1267
% App. Total	0.5	93.8	5.8		0	20	80		53.9	45.9	0.2		2.7	0.7	96.6		
PHF	.500	.975	.667	.945	.000	.250	.333	.313	.760	.825	.250	.892	.400	.500	.931	.927	.966

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

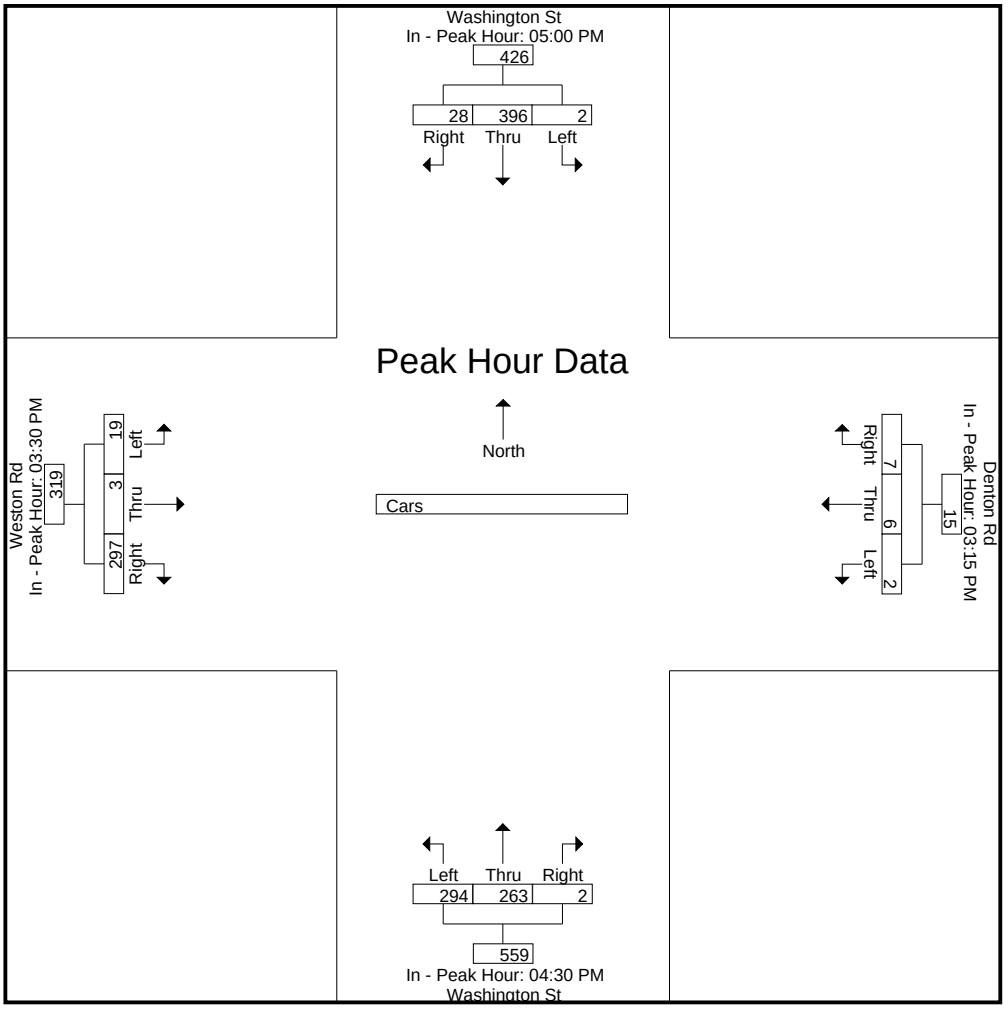
	05:00 PM				03:15 PM				04:30 PM				03:30 PM			
+0 mins.	**1**	100	9	110	0	**2**	**2**	**4**	**98**	57	0	**155**	3	1	63	67
+15 mins.	0	91	3	94	**1**	1	2	4	72	66	0	138	**7**	0	**81**	**88**
+30 mins.	0	101	**10**	**111**	1	1	1	3	59	**77**	0	136	4	**2**	79	85
+45 mins.	1	**104**	6	111	0	2	2	4	65	63	**2**	130	5	0	74	79
Total Volume	2	396	28	426	2	6	7	15	294	263	2	559	19	3	297	319
% App. Total	0.5	93	6.6		13.3	40	46.7		52.6	47	0.4		6	0.9	93.1	
PHF	.500	.952	.700	.959	.500	.750	.875	.938	.750	.854	.250	.902	.679	.375	.917	.906

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025

Groups Printed- Trucks

	Washington St From North			Denton Rd From East			Washington St From South			Weston Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	0	3	1	0	0	0	0	0	0	0	0	2	6
03:15 PM	0	2	0	0	0	0	1	2	0	0	0	0	5
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	3
03:45 PM	0	0	0	0	0	0	1	1	0	0	0	1	3
Total	0	5	1	0	0	0	2	4	0	0	0	5	17
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	2	3
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	0	0	0	1	0	0	0	0	1	3
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	4	0	0	0	0	2	0	0	0	0	3	9
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
05:30 PM	0	1	2	0	0	0	0	2	0	0	0	2	7
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	3	0	0	0	0	3	0	0	0	3	11
Grand Total	0	11	4	0	0	0	4	7	0	0	0	11	37
Apprch %	0	73.3	26.7	0	0	0	36.4	63.6	0	0	0	100	
Total %	0	29.7	10.8	0	0	0	10.8	18.9	0	0	0	29.7	

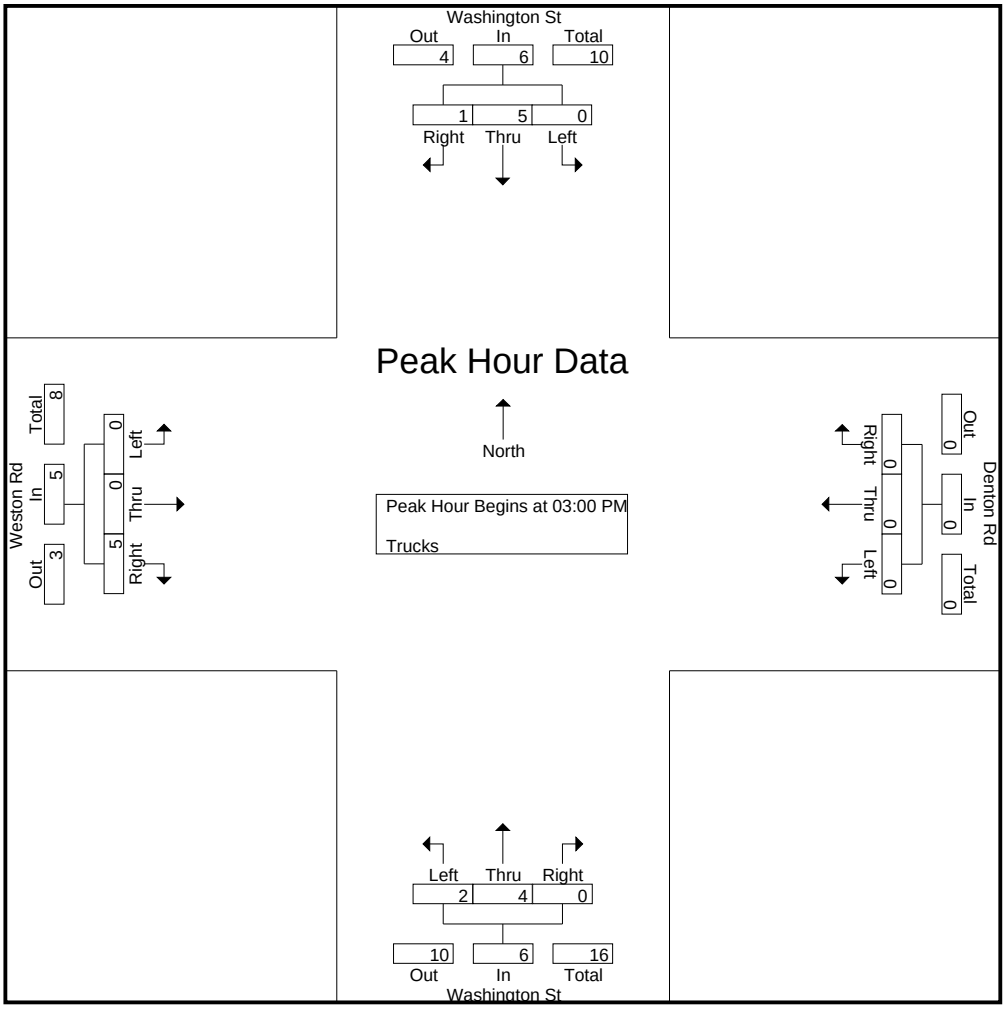
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**6**
03:15 PM	0	2	0	2	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	5
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
Total Volume	0	5	1	6	0	0	0	0	2	4	0	6	0	0	5	5	17
% App. Total	0	83.3	16.7		0	0	0		33.3	66.7	0		0	0	100		
PHF	.000	.417	.250	.375	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.625	.625	.708

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

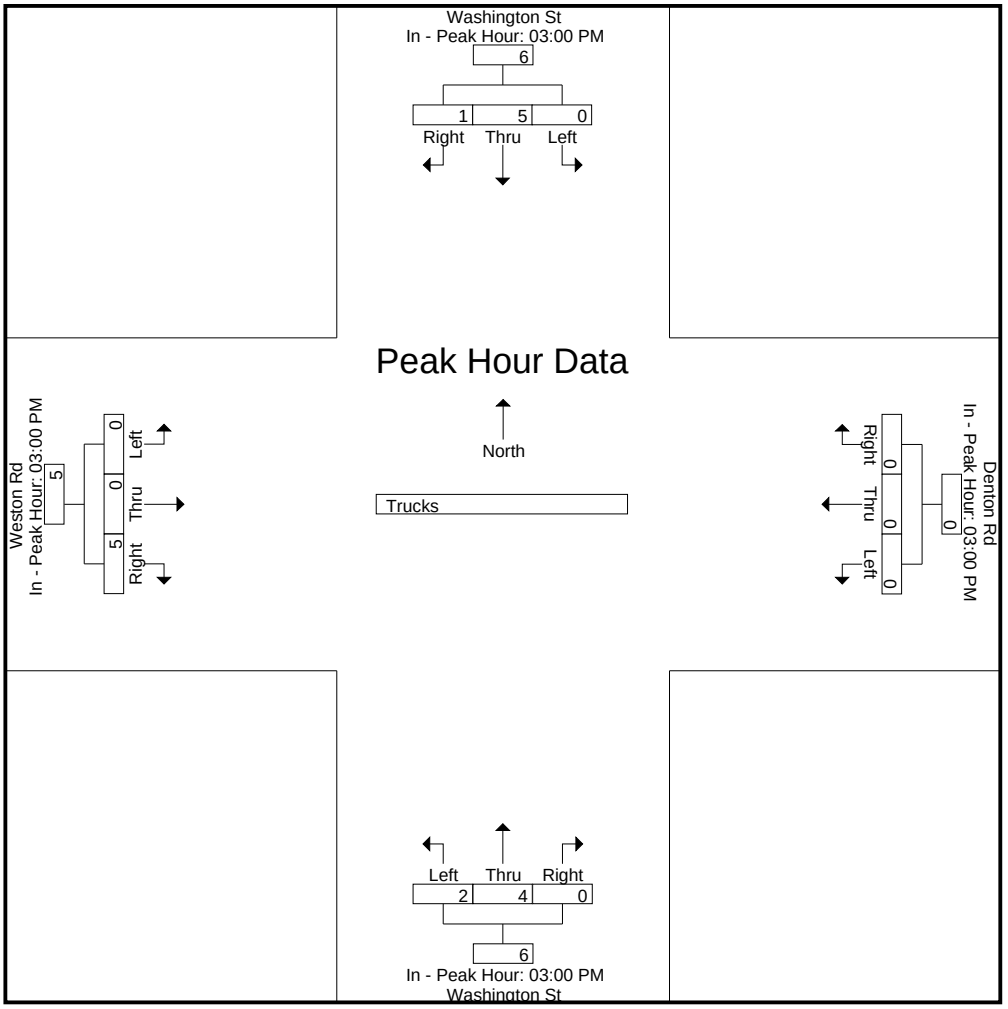
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	2	0	2	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1
Total Volume	0	5	1	6	0	0	0	0	2	4	0	6	0	0	5	5
% App. Total	0	83.3	16.7		0	0	0		33.3	66.7	0		0	0	100	
PHF	.000	.417	.250	.375	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.625	.625

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 10

Groups Printed- Bikes Peds

	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd 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
03:00 PM	0	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	10	0	10
03:15 PM	0	0	0	2	0	0	0	11	0	0	0	0	0	0	0	1	14	0	14
03:30 PM	0	0	0	6	0	0	0	9	0	0	0	0	0	0	0	4	19	0	19
03:45 PM	0	0	0	4	0	0	0	7	0	0	0	0	0	0	0	2	13	0	13
Total	0	0	0	16	0	0	0	33	0	0	0	0	0	0	0	7	56	0	56
04:00 PM	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	0	11	0	11
04:15 PM	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	7	0	7
04:30 PM	0	0	0	4	0	0	0	9	0	0	0	0	0	0	0	1	14	0	14
04:45 PM	0	0	0	6	0	0	0	11	0	0	0	0	0	0	0	3	20	0	20
Total	0	0	0	14	0	0	0	33	0	0	0	1	0	0	0	4	52	0	52
05:00 PM	0	0	0	6	0	0	0	5	1	0	0	0	0	0	0	0	11	1	12
05:15 PM	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	2	10	0	10
05:30 PM	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	2	9	0	9
05:45 PM	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	5	1	6
Total	0	0	0	14	0	0	0	15	2	0	0	1	0	0	0	5	35	2	37
Grand Total	0	0	0	44	0	0	0	81	2	0	0	2	0	0	0	16	143	2	145
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0				
Total %	0	0	0		0	0	0		100	0	0		0	0	0		98.6	1.4	

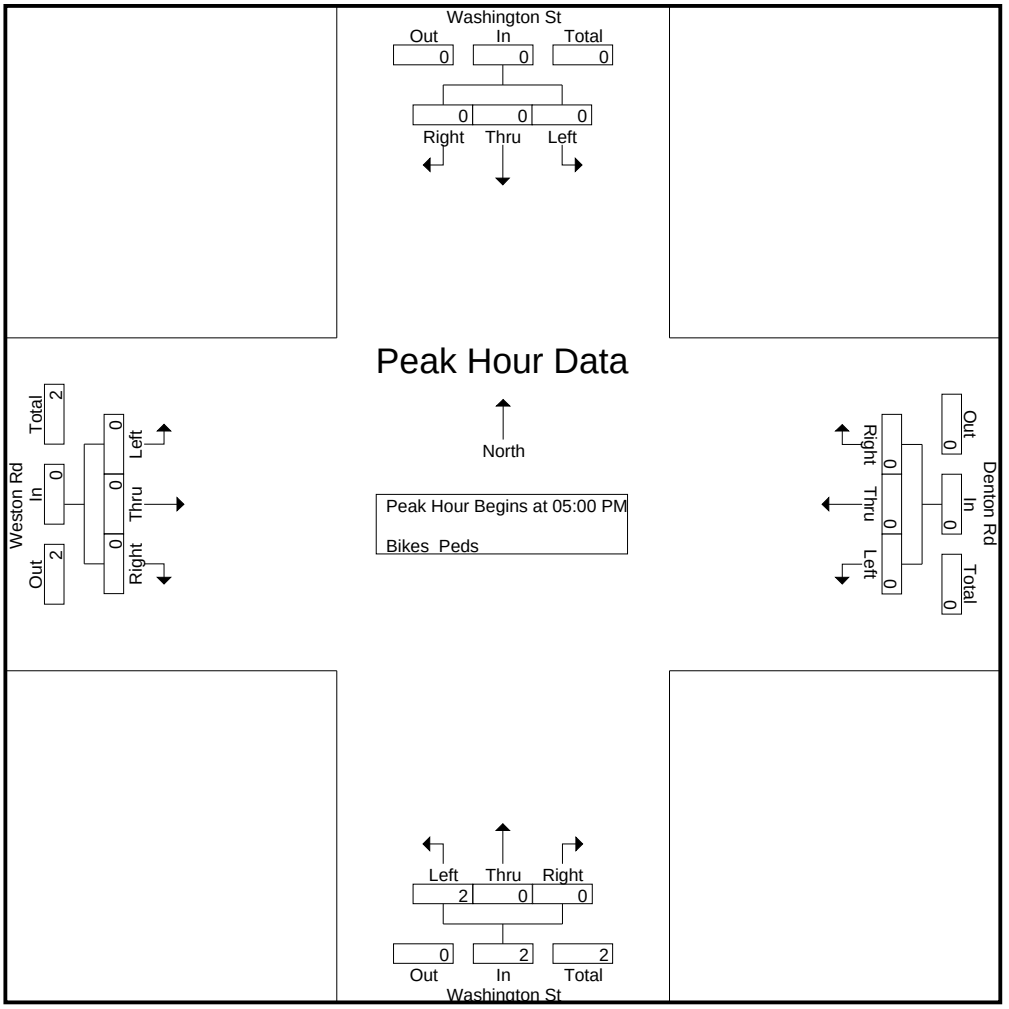
	Washington St From North				Denton Rd From East				Washington St From South				Weston Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 11



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

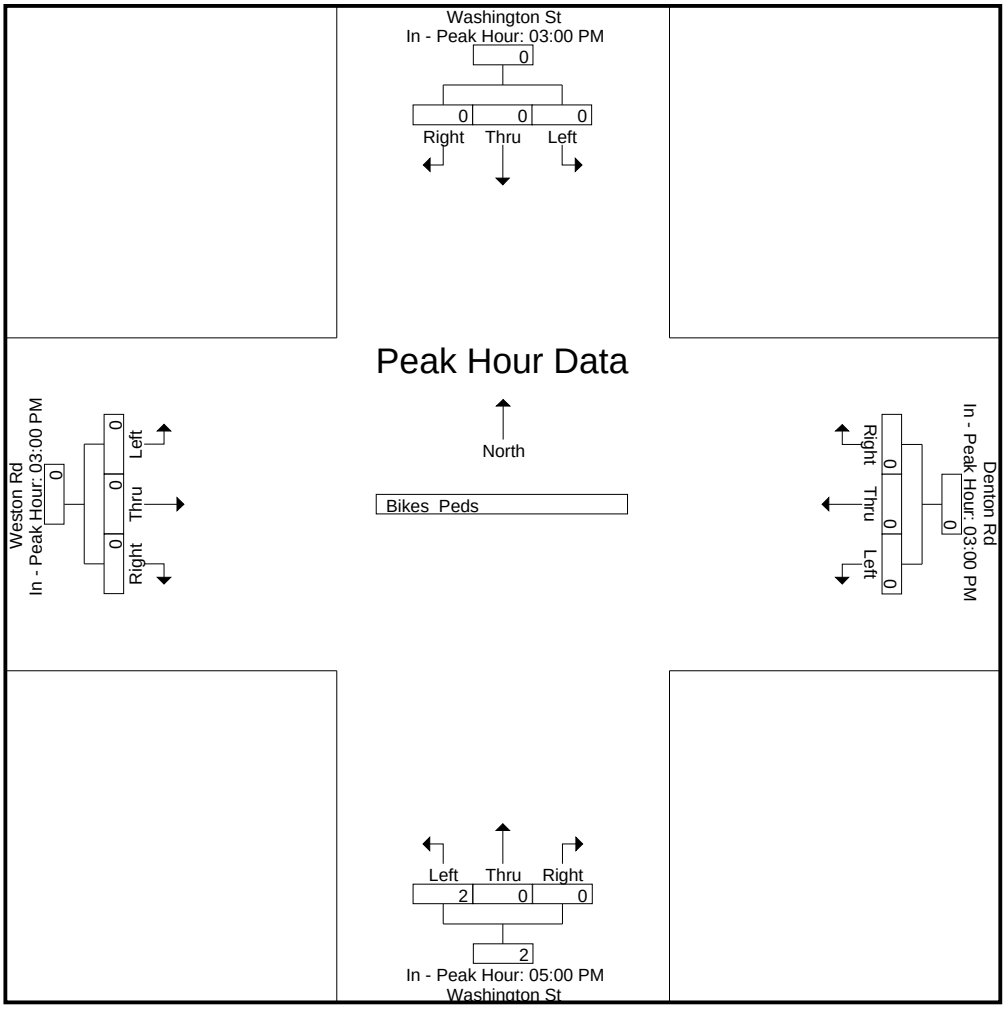
	03:00 PM				03:00 PM				05:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Washington Street
E/W Street : Denton Road / Weston Road
City/State : Wellesley, MA
Weather : Rain / Clear

File Name : 10509003
Site Code : 10509003
Start Date : 10/22/2025
Page No : 12



SEASONAL ADJUSTMENT DATA

Massachusetts Highway Department
Statewide Traffic Data Collection
2024 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.17	1.12	1.11	1.06	1.00	0.96	0.94	0.92	1.00	0.98	1.06	1.07	0.78
R3	1.10	1.04	1.04	1.02	0.91	0.88	0.88	0.87	0.92	0.92	0.99	1.01	0.98
R4-R7	1.16	1.12	1.08	1.03	0.92	0.89	0.88	0.89	0.92	0.94	1.04	1.10	0.98
U1-Boston	1.07	1.03	0.98	0.97	0.94	0.91	0.94	0.91	0.94	0.94	0.98	1.02	0.94
U1-Essex	1.13	1.09	1.06	1.04	0.95	0.89	0.88	0.87	0.95	0.95	1.03	1.05	0.96
U1-Southeast	1.14	1.10	1.04	0.99	0.93	0.86	0.87	0.85	0.91	0.93	0.99	1.02	0.96
U1-West	1.10	1.02	0.98	0.96	0.95	0.92	0.94	0.91	0.91	0.91	0.96	1.00	0.83
U1-Worcester	1.08	1.03	0.99	0.98	0.94	0.91	0.93	0.91	0.92	0.91	0.95	1.00	0.93
U3	1.06	1.02	0.98	0.96	0.93	0.91	0.95	0.94	0.93	0.93	0.96	1.00	0.98
U4-U7	1.04	1.02	0.96	0.95	0.91	0.90	0.94	0.94	0.93	0.94	0.98	1.02	0.99
UR2	1.08	1.02	0.98	0.97	0.93	0.90	0.93	0.90	0.92	0.92	0.97	1.01	0.98
Rec - East	1.21	1.20	1.09	1.01	0.91	0.81	0.77	0.79	0.91	0.95	1.05	1.13	0.99
Rec - West	1.46	1.38	1.32	1.06	0.94	0.79	0.59	0.69	0.97	0.99	1.18	1.28	0.99

Round off:
0-999 = 10
>1000 = 100

U = Urban
R = Rural

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

UR2 Group - Combination of Urban Freeways and Expressways and Rural Freeways and Expressways.

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113, 1114,1116,2196,2197 and 2198.

PUBLIC TRANSPORTATION SCHEDULES

FRAMINGHAM / WORCESTER LINE

FALL/WINTER SCHEDULE
Effective October 27, 2025

Monday to Friday

Inbound to Boston

ZONE	STATION		AM												PM													
	TRAIN #		502	506	510	1512	514	1516	518	520	1522	526	530	534	538	542	546	550	554	556	1558	560	1562	568	1574	576	580	584	592
	Bikes Allowed		🚲										🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
8	Worcester	♿	4:15	5:00	5:45	-	6:30	-	7:07	7:35	-	8:11	9:05	10:00	11:00	12:00	1:05	2:00	3:00	3:47	-	4:30	-	5:45	-	6:35	7:55	8:55	10:50
8	Grafton	♿	4:27	5:12	5:57	-	6:42	-	7:19	-	-	8:23	9:17	10:12	11:12	12:12	1:17	2:12	3:12	3:59	-	4:42	-	5:57	-	6:47	8:07	9:07	11:02
7	Westborough	♿	4:32	5:17	6:02	-	6:47	-	7:24	-	-	8:28	9:22	10:17	11:17	12:17	1:22	2:17	3:17	4:04	-	4:47	-	6:02	-	6:52	8:12	9:12	11:07
6	Southborough	♿	4:41	5:26	6:11	-	6:56	-	7:33	-	-	8:37	9:31	10:26	11:26	12:26	1:31	2:26	3:26	4:13	-	4:56	-	6:11	-	7:01	8:21	9:21	11:16
6	Ashland	♿	4:45	5:30	6:16	-	7:01	-	7:38	-	-	8:41	9:35	10:30	11:30	12:30	1:35	2:30	3:30	4:17	-	5:00	-	6:15	-	7:05	8:25	9:25	11:20
5	Framingham	♿	4:55	5:40	6:26	6:35	7:11	7:25	7:48	8:04	8:15	8:51	9:45	10:40	11:40	12:40	1:45	2:40	3:40	4:27	4:40	5:10	5:20	6:25	7:00	7:15	8:35	9:35	11:30
4	West Natick	♿	5:00	5:45	6:32	6:40	7:17	7:30	7:54	-	8:20	8:56	9:50	10:45	11:45	12:45	1:50	2:45	3:45	-	4:45	-	5:25	6:30	7:05	7:20	8:40	9:40	11:35
4	Natick Center	♿	5:05	5:50	-	6:45	-	7:35	-	-	8:25	9:03	9:57	10:52	11:52	12:52	1:57	2:52	3:50	-	4:50	-	5:30	6:35	7:10	7:25	8:45	9:45	11:40
3	Wellesley Square	♿	5:09	5:54	-	6:50	-	7:40	-	-	8:29	9:09	10:03	10:58	11:58	12:58	2:03	2:58	3:54	-	4:54	-	5:34	6:39	7:14	7:29	8:49	9:49	11:44
3	Wellesley Hills		5:13	5:58	-	6:54	-	7:44	-	-	8:33	9:12	10:06	11:01	12:01	1:01	2:06	3:01	3:57	-	4:57	-	5:37	6:42	7:17	7:32	8:52	9:52	11:47
3	Wellesley Farms		5:16	6:01	-	6:57	-	7:47	-	-	8:36	9:15	10:09	11:04	12:04	1:04	2:09	3:04	4:00	-	5:00	-	5:40	6:45	7:20	7:35	8:55	9:55	11:50
2	Auburndale		5:21	6:06	-	7:02	-	7:52	-	-	8:41	9:20	10:14	11:09	-	1:09	-	-	4:05	-	-	-	5:45	-	7:25	-	9:00	10:00	-
2	West Newton		5:24	6:09	-	7:05	-	7:55	-	-	8:44	9:23	10:17	11:12	-	1:12	-	-	4:08	-	-	-	5:48	-	7:28	-	9:03	10:03	-
1	Newtonville		5:27	6:13	-	7:09	-	7:59	-	-	8:48	9:26	10:20	11:15	-	1:15	-	-	4:11	-	-	-	5:51	-	7:31	-	9:06	10:06	-
1A	Boston Landing	♿	5:32	6:18	6:49	7:14	7:35	8:04	8:12	-	8:53	9:32	10:26	11:21	12:16	1:21	2:21	3:16	4:16	4:44	5:11	5:27	5:56	6:55	7:36	7:45	9:11	10:11	11:59
1A	Lansdowne	♿	5:37	6:23	6:54	7:19	7:40	8:09	8:17	8:28	8:58	9:37	10:31	11:26	12:21	1:26	2:26	3:21	4:21	4:49	5:16	5:32	6:01	7:00	7:41	7:50	9:16	10:16	12:04
1A	Back Bay	♿	L 5:44	L 6:30	L 7:04	L 7:27	L 7:50	L 8:17	L 8:27	L 8:39	L 9:05	L 9:53	L 10:47	L 11:42	L 12:37	L 1:42	L 2:42	L 3:37	L 4:34	L 5:01	L 5:23	L 5:44	L 6:07	L 7:07	L 7:47	L 7:57	L 9:25	L 10:25	L 12:12
1A	South Station	♿	5:50	6:36	7:10	7:33	7:56	8:23	8:33	8:45	9:11	9:59	10:53	11:48	12:43	1:48	2:48	3:43	4:40	5:07	5:29	5:50	6:13	7:13	7:53	8:03	9:30	10:30	12:18

Monday to Friday

Outbound from Boston

ZONE	STATION		AM												PM													
	TRAIN #		503	505	509	1511	515	1517	519	521	525	529	533	537	541	545	549	1551	553	1555	559	1561	565	1567	571	573	577	581	585	593
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲									🚲	🚲	🚲	🚲
1A	South Station	♿	4:45	5:25	6:02	6:15	6:52	7:10	7:30	7:57	8:55	9:50	10:50	11:45	12:55	1:45	2:40	3:25	4:00	4:10	4:45	4:55	5:30	5:45	6:15	6:40	7:40	9:00	10:00	11:45
1A	Back Bay	♿	4:51	5:31	6:08	6:21	6:58	7:16	7:36	8:03	9:01	9:56	10:56	11:51	1:01	1:51	2:46	3:31	4:06	4:16	4:51	5:01	5:36	5:51	6:21	6:46	7:46	9:06	10:06	11:51
1A	Lansdowne	♿	4:56	5:36	6:13	6:26	7:03	7:21	7:41	8:08	9:06	10:01	11:01	11:56	1:06	1:56	2:51	3:36	4:11	4:21	4:56	5:06	5:41	5:56	6:26	6:51	7:51	9:11	10:11	11:56
1A	Boston Landing	♿	5:01	5:41	6:18	6:31	-	7:26	7:46	8:13	9:12	10:07	11:07	12:02	1:12	2:02	2:56	3:41	4:16	4:26	5:01	5:11	5:46	6:01	6:31	6:56	7:56	9:16	10:16	12:01
1	Newtonville		-	-	-	6:35	-	-	-	8:18	-	-	-	12:07	-	2:07	3:01	3:46	-	4:31	-	5:17	-	6:06	-	7:01	8:01	9:21	10:21	12:06
2	West Newton		-	-	-	6:38	-	-	-	8:21	-	-	-	12:10	-	2:10	3:04	3:50	-	4:35	-	5:21	-	6:10	-	7:05	8:05	9:24	10:24	12:09
2	Auburndale		-	-	-	6:41	-	-	-	8:24	-	-	-	12:13	-	2:13	3:07	3:53	-	4:38	-	5:24	-	6:13	-	7:08	8:08	9:27	10:27	12:12
3	Wellesley Farms		5:11	5:51	-	6:46	-	7:36	-	8:29	9:23	10:18	11:18	12:18	1:23	2:18	3:11	3:57	-	4:42	-	5:29	-	6:17	-	7:11	8:11	9:31	10:31	12:16
3	Wellesley Hills		5:13	5:53	-	6:48	-	7:38	-	8:31	9:26	10:21	11:21	12:21	1:26	2:21	3:13	4:00	-	4:45	-	5:32	-	6:20	-	7:13	8:13	9:33	10:33	12:18
3	Wellesley Square	♿	5:16	5:56	6:31	6:51	-	7:41	-	8:34	9:29	10:24	11:24	12:24	1:29	2:24	3:16	4:03	-	4:48	-	5:36	-	6:23	-	7:16	8:16	9:36	10:36	12:21
4	Natick Center	♿	5:20	6:00	-	6:55	-	7:45	-	8:39	9:35	10:30	11:30	12:30	1:35	2:30	3:20	4:07	-	4:52	-	5:41	-	6:27	-	7:20	8:20	9:40	10:40	12:25
4	West Natick	♿	5:25	6:05	-	7:00	-	7:50	-	8:44	9:40	10:35	11:35	12:35	1:40	2:35	3:25	4:12	4:33	4:57	5:18	5:46	6:03	6:32	6:48	7:25	8:25	9:45	10:45	12:30
5	Framingham	♿	5:30	6:10	6:43	7:09	7:26	7:59	8:07	8:49	9:46	10:41	11:41	12:41	1:46	2:41	3:30	4:21	4:38	5:06	5:23	5:56	6:08	6:42	6:53	7:30	8:30	9:50	10:50	12:35
6	Ashland	♿	5:36	6:16	6:49	-	-	-	8:13	8:55	9:51	10:46	11:46	12:46	1:51	2:46	3:36	-	4:44	-	5:29	-	6:14	-	6:59	7:36	8:35	9:56	10:56	12:41
6	Southborough	♿	5:41	6:21	6:54	-	-	-	8:18	9:00	9:57	10:52	11:52	12:52	1:57	2:52	3:41	-	4:49	-	5:34	-	6:19	-	7:04	7:41	8:41	10:01	11:01	12:46
7	Westborough	♿	5:50	6:30	7:03	-	-	-	8:27	9:09	10:06	11:01	12:01	1:01	2:06	3:01	3:50	-	4:58	-	5:43	-	6:28	-	7:13	7:50	8:50	10:10	11:10	12:55
8	Grafton	♿	5:55	6:35	7:08	-	-	-	8:32	9:14	10:11	11:06	12:06	1:06	2:11	3:06	3:55	-	5:04	-	5:49	-	6:34	-	7:19	7:55	8:55	10:15	11:15	1:00
8	Worcester	♿	6:14	6:55	7:28	-	7:59	-	8:52	9:36	10:39	11:34	12:34	1:34	2:39	3:34	4:17	-	5:25	-	6:13	-	6:58	-	7:42	8:18	9:17	10:37	11:37	1:22

Weekend

Inbound to Boston

ZONE	STATION		AM				PM					
	TRAIN #		5508	5520	5530	5538	5546	5554	5566	5576	5584	5594
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
8	Worcester	♿	5:10	7:10	9:10	11:10	1:10	3:10	5:10	6:55	9:10	11:25
8	Grafton	♿	5:22	7:22	9:22	11:22	1:22	3:22	5:22	7:07	9:22	11:37
7	Westborough	♿	5:27	7:27	9:27	11:27	1:27	3:27	5:27	7:12	9:27	11:42
6	Southborough	♿	5:36	7:36	9:36	11:36	1:36	3:36	5:36	7:21	9:36	11:51
6	Ashland	♿	5:40	7:40	9:40	11:40	1:40	3:40	5:40	7:25	9:40	11:55
5	Framingham	♿	5:50	7:50	9:50	11:50	1:50	3:50	5:50	7:35	9:50	12:05
4	West Natick	♿	5:55	7:55	9:55	11:55	1:55	3:55	5:55	7:40	9:55	12:10
4	Natick Center	♿	6:00	8:00	10:00	12:00	2:00	4:00	6:00	7:45	10:00	12:15
3	Wellesley Square	♿	6:04	8:04	10:04	12:04	2:04	4:04	6:04	7:49	10:04	12:19
3	Wellesley Hills		6:07	8:07	10:07	12:07	2:07	4:07	6:07	7:52	10:07	12:22
3	Wellesley Farms		6:10	8:10	10:10	12:10	2:10	4:10	6:10	7:55	10:10	12:25
2	Auburndale		6:15	8:15	10:15	12:15	2:15	4:15	6:15	8:00	10:15	12:30
2	West Newton		6:18	8:18	10:18	12:18	2:18	4:18	6:18	8:03	10:18	12:33
1	Newtonville		6:21	8:21	10:21	12:21	2:21	4:21	6:21	8:06	10:21	12:36
1A	Boston Landing	♿	6:26	8:26	10:26	12:26	2:26	4:26	6:26	8:11	10:26	12:41
1A	Lansdowne	♿	6:31	8:31	10:31	12:31	2:31	4:31	6:31	8:16	10:31	12:46
1A	Back Bay	♿	L 6:40	L 8:40	L 10:40	L 12:40	L 2:40	L 4:40	L 6:40	L 8:25	L 10:40	L 12:55
1A	South Station	♿	6:45	8:45	10:45	12:45	2:45	4:45	6:45	8:30	10:45	1:00

Weekend

Outbound from Boston

ZONE	STATION		AM				PM					
	TRAIN #		5503	5515	5525	5533	5541	5549	5561	5573	5581	5591
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
1A	South Station	♿	5:00	7:00	9:00	11:00	1:00	3:00	5:00	6:45	9:00	11:15
1A	Back Bay	♿	5:06	7:06	9:06	11:06	1:06	3:06	5:06	6:51	9:06	11:21
1A	Lansdowne	♿	5:11	7:11	9:11	11:11	1:11	3:11	5:11	6:56	9:11	11:26
1A	Boston Landing	♿	5:16	7:16	9:16	11:16	1:16	3:16	5:16	7:01	9:16	11:31
1	Newtonville		5:21	7:21	9:21	11:21	1:21	3:21	5:21	7:06	9:21	11:36
2	West Newton		5:24	7:24	9:24	11:24	1:24	3:24	5:24	7:09	9:24	11:39
2	Auburndale		5:27	7:27	9:27	11:27	1:27	3:27	5:27	7:12	9:27	11:42
3	Wellesley Farms		5:31	7:31	9:31	11:31	1:31	3:31	5:31	7:16	9:31	11:46
3	Wellesley Hills		5:33	7:33	9:33	11:33	1:33	3:33	5:33	7:18	9:33	11:48
3	Wellesley Square	♿	5:36	7:36	9:36	11:36	1:36	3:36	5:36	7:21	9:36	11:51
4	Natick Center	♿	5:40	7:40	9:40	11:40	1:40	3:40	5:40	7:25	9:40	11:55
4	West Natick	♿	5:45	7:45	9:45	11:45	1:45	3:45	5:45	7:30	9:45	12:00
5	Framingham	♿	5:50	7:50	9:50	11:50	1:50	3:50	5:50	7:35	9:50	12:05
6	Ashland	♿	5:56	7:56	9:56	11:56	1:56	3:56	5:56	7:41	9:56	12:11
6	Southborough	♿	6:01	8:01	10:01	12:01	2:01	4:01	6:01	7:46	10:01	12:16
7	Westborough	♿	6:10	8:10	10:10	12:10	2:10	4:10	6:10	7:55	10:10	12:25
8	Grafton	♿	6:15	8:15	10:15	12:15	2:15	4:15	6:15	8:00	10:15	12:30
8	Worcester	♿	6:36	8:36	10:36	12:36	2:36	4:36	6:36	8:21	10:36	12:49

Keep in Mind:

This schedule will be effective from October 27, 2025 and will replace the schedule of March 24, 2025.

HOLIDAY SERVICE:
The following holidays will operate on a WEEKEND schedule:

- Thursday, November 27, 2025 (Thanksgiving Day)
- Thursday, December 25, 2025 (Christmas Day)
- Thursday, January 1, 2026 (New Year's Day)
- Monday, February 16, 2026 (President's Day)

The following holidays will operate on a WEEKDAY schedule:

- Tuesday, November 11, 2025 (Veterans Day)
- Friday, November 28, 2025 (Day after Thanksgiving)
- Monday, January 19 2026 (Martin Luther King Jr. Day)
- Monday, April 20, 2026 (Patriots' Day)

For all holiday schedules, please check mbta.com/holidays or call 617-222-3200.

Times in blue indicate an early departure (L stop): The train may leave ahead of schedule at these stops.

Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.

High-level platforms and bridge plates are available. Visit **mbta.com/accessibility** for more information.

Massachusetts Bay Transportation Authority
KEOLIS
Visit MBTA.com
Customer Service 617-222-3200
Follow @MBTA_CR
Download the mTicket App

1 ROUTE 1 WEEKDAY

MetroWest Regional Transportation Authority

ROUTE 1 WEEKDAY

Fare Information

	Cash	CatchCard	Monthly Pass
Adult:	$1.50	$1.25	$20.00
Senior (65+) / Disabled*:	$0.75	$0.70	$10.00
Student with valid student ID:	$1.00	N/A	N/A
Children under 6 (with adult):	Free		
Active Duty men & women in uniform:	Free		

*To recieve Reduced Fare, please present:
- a photo ID with birth date listed, **OR**
- MBTA Access Card or Medicare Card
Children under 12 years old may not ride unaccompanied.
Catch Cards can be obtained from drivers on the bus, or at the MWRTA Blandin Hub.

Transfers / Connections

Transfer slips are available on all MWRTA buses and are good for one transfer going in the same direction within the MWRTA bus system only. One transfer per paid fare is issued upon request, and must be presented to the next driver within 90 minutes.

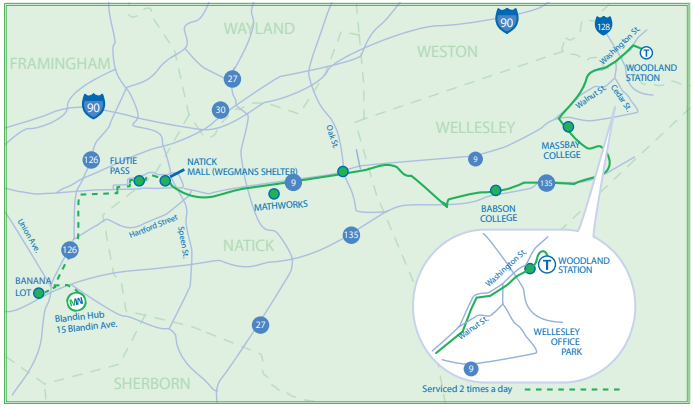
Holidays

No Service: New Year's Day, Patriots's Day, Memorial Day, Independence Day, Thanksgiving Day, Christmas Day

Reduced Service: MLK Day, Presidents Day, Juneteenth, Columbus Day, Veterans Day, Black Friday

Service will end around 7:30 PM on Christmas and New Years Eve.

See the full Holiday Policy at www.mwrta.com/holidays.



MWRTA Customer Service:
(508) 935-2222
Blandin Hub: 15 Blandin Ave.
Framingham, MA 01702

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1

ROUTE 1 Weekday Service

v 9.2024

		AM							PM									
Eastbound	Blandin Hub	5:22	6:02	~	~	~	~	~	~	12:30	~	2:45	~	~	~	~	~	~
	MathWorks Lakeside	~	~	~	~	~	~	~	~	~	~	3:00	~	~	~	~	~	~
	Natick Mall (Wegmans)	5:42	6:22	7:05	7:50	8:40	9:28	10:15	11:40	12:50	2:18	3:05	3:55	4:42	5:32	6:21	7:14	7:54
	MathWorks Apple Hill	5:47	6:28	7:11	7:56	8:46	9:34	10:21	11:46	12:56	2:24	3:11	4:01	4:48	5:38	6:27	7:20	8:00
	Oak St.	5:49	6:31	7:14	7:59	8:49	9:37	10:24	11:49	12:59	2:27	3:14	4:04	4:51	5:41	6:30	7:23	8:03
	Cross St.	5:58	6:40	7:21	8:07	9:00	9:44	10:30	11:55	1:05	2:34	3:21	4:11	4:58	5:49	6:37	7:29	8:09
	Babson College - Knight Lot	6:02	6:45	7:26	8:13	9:06	9:50	10:36	12:01	1:10	2:40	3:27	4:17	5:04	5:55	6:43	7:34	8:14
	MassBay Wellesley	6:07	6:51	7:35	8:22	9:12	9:56	10:42	12:07	1:21	2:51	3:38	4:28	5:15	6:06	6:54	7:45	8:20
	Wellesley Lower Falls	6:12	6:56	7:40	8:27	9:17	10:01	10:47	12:12	1:26	2:56	3:43	4:33	5:20	6:11	6:59	7:50	8:25
	Woodland T Station	6:17	7:01	7:45	8:32	9:23	10:06	10:52	12:17	1:31	3:01	3:48	4:38	5:25	6:17	7:04	7:54	8:30
Westbound	Woodland T Station	6:21	7:03	7:48	8:36	9:25	10:10	10:55	12:20	1:35	3:07	3:54	4:44	5:33	6:24	7:09	7:56	8:34
	Wellesley Lower Falls	6:26	7:08	7:53	8:41	9:30	10:15	11:00	12:25	1:40	3:12	3:59	4:49	5:38	6:29	7:14	8:01	8:39
	MassBay Wellesley	6:29	7:13	7:58	8:46	9:36	10:20	11:05	12:30	1:45	3:17	4:04	4:54	5:43	6:34	7:19	8:06	8:44
	Babson College - Knight Lot	6:35	7:20	8:05	8:53	9:42	10:26	11:11	12:36	1:51	3:23	4:10	5:00	5:49	6:40	7:25	8:12	8:50
	Cross St.	6:39	7:25	8:10	8:58	9:48	10:32	11:17	12:42	1:57	3:29	4:16	5:06	5:55	6:46	7:31	8:18	8:56
	Oak St.	6:46	7:32	8:18	9:07	9:57	10:42	11:25	12:50	2:04	3:38	4:25	5:14	6:03	6:55	7:38	8:25	9:02
	MathWorks Lakeside	6:52	7:38	8:24	9:13	10:03	10:48	11:31	12:56	2:09	3:45	4:32	5:21	6:10	7:01	7:44	8:30	9:08
	Natick Mall (Wegmans)	6:57	7:43	8:29	9:18	10:08	10:53	11:36	1:01	2:14	3:50	4:37	5:27	6:15	7:06	7:49	8:35	9:14
	Blandin Hub	~	~	~	~	~	11:05	~	1:14	~	~	~	~	~	~	~	8:49	9:24

Route 1 Connections:

- MassBay Shuttles: MassBay Wellesley Campus
- Routes 2, 3, 4N, 9, 10, 11: Natick Mall (Wegmans)

Riders can also connect to the Wellesley Catch Connect service at any stop in Wellesley, and the Framingham/Natick Night Catch Connect service at any stop in Framingham or Natick.

Additional Information:

- Please wait for the bus 10 minutes in advance of scheduled times to ensure not missing the bus.
- For Vehicle Tracking: www.mwrta.com, or download the MWRTA Catch App.
- MWRTA uses the Flag Down system, allowing busses to stop anywhere along the route where it is safe to do so. Riders can hail the bus by waving.
- Babson College Knight Lot Gate may occasionally be closed - during these instances, Route 1 will service Babson from Wellesley Ave.

ROUTE 1 WEEKEND

MetroWest Regional Transportation Authority

Fare Information

	Cash	CatchCard	Monthly Pass
Adult:	$1.50	$1.25	$20.00
Senior (65+) / Disabled*:	$0.75	$0.70	$10.00
Student with valid student ID:	$1.00	N/A	N/A
Children under 6 (with adult):	Free		
Active Duty men & women in uniform:	Free		

*To recieve Reduced Fare, please present:
- a photo ID with birth date listed, **OR**
- MBTA Access Card or Medicare Card

Children under 12 years old may not ride unaccompanied.
Catch Cards can be obtained from drivers on the bus, or at the MWRTA Blandin Hub.

Transfers / Connections

Transfer slips are available on all MWRTA buses and are good for one transfer going in the same direction within the MWRTA bus system only. One transfer per paid fare is issued upon request, and must be presented to the next driver within 90 minutes.

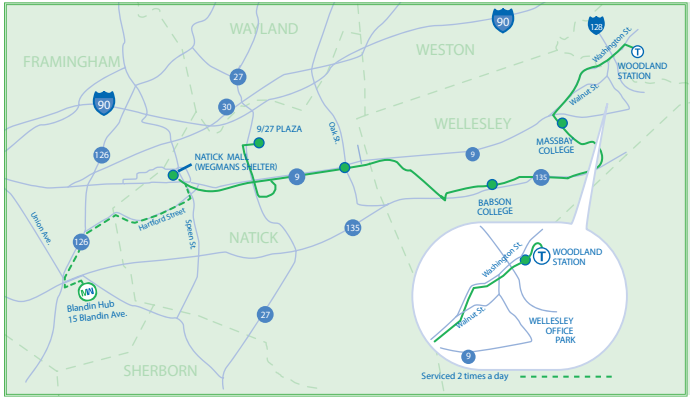
Holidays

No Service: New Year's Day, Patriots's Day, Memorial Day, Independence Day, Thanksgiving Day, Christmas Day

Reduced Service: MLK Day, Presidents Day, Juneteenth, Columbus Day, Veterans Day, Black Friday

Service will end around 7:30 PM on Christmas and New Years Eve.

See the full Holiday Policy at www.mwrta.com/holidays.



MWRTA Customer Service:
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Blandin Hub: 15 Blandin Ave.
Framingham, MA 01702

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ROUTE 1 Weekend Service

v 1.2025

		AM		PM		
Eastbound	Blandin Hub	8:15	~	~	~	~
	Natick Mall (Wegmans)	8:30	10:12	12:00	1:43	3:29
	9/27 Plaza	8:39	10:21	12:09	1:52	3:38
	Oak St.	8:44	10:26	12:14	1:57	3:43
	Cross St.	8:52	10:34	12:22	2:05	3:51
	Babson College	8:58	10:40	12:28	2:11	3:57
	MassBay Wellesley	9:04	10:50	12:34	2:21	4:03
	Wellesley Lower Falls	9:09	10:55	12:39	2:26	4:08
	Woodland T Station	9:14	11:00	12:44	2:31	4:13
Westbound	Woodland T Station	9:20	11:05	12:48	2:36	4:18
	Wellesley Lower Falls	9:25	11:10	12:53	2:41	4:23
	MassBay Wellesley	9:30	11:15	12:58	2:46	4:28
	Babson College	9:36	11:21	1:04	2:52	4:34
	Cross St.	9:42	11:27	1:10	2:58	4:40
	Oak St.	9:47	11:32	1:16	3:04	4:45
	9/27 Plaza	9:52	11:37	1:21	3:09	4:50
	Natick Mall (Wegmans)	10:02	11:47	1:31	3:19	5:00
	Blandin Hub	~	~	~	~	5:15

Route 1 Connections:

- Route 11: 9/27 Plaza
- Routes 2, 3, 4N, 9, 11: Natick Mall (Wegmans)

Riders can also connect to the Framingham / Natick Weekend Catch Connect service at the Natick Mall or 9/27 Plaza.

Additional Information:

- Please wait for the bus 10 minutes in advance of scheduled times to ensure not missing the bus.
- For Vehicle Tracking: www.mwrta.com, or download the MWRTA Catch App.
- MWRTA uses the Flag Down system, allowing busses to stop anywhere along the route where it is safe to do so. Riders can hail the bus by waving.
- Route 1 will service Babson from Wellesley Ave.

VEHICLE TRAVEL SPEED DATA

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA
Direction: NB,

10/22/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	1	6	5	4	0	0	0	0	0	0	0	0	16
1:00	0	0	4	2	0	0	0	0	0	0	0	0	0	6
2:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4
3:00	0	0	3	3	3	0	0	0	0	0	0	0	0	9
4:00	0	2	12	21	2	2	0	0	0	0	0	0	0	39
5:00	0	2	45	71	12	1	0	0	0	0	0	0	0	131
6:00	135	63	113	79	27	1	0	0	0	0	0	0	0	418
7:00	182	94	143	59	2	1	0	0	0	0	0	0	0	481
8:00	323	38	25	12	0	0	0	0	0	0	0	0	0	398
9:00	55	114	205	35	1	0	0	0	0	0	0	0	0	410
10:00	47	98	133	18	2	0	0	0	0	0	0	0	0	298
11:00	27	95	121	24	0	0	0	0	0	0	0	0	0	267
12:00 PM	38	89	119	21	0	0	0	0	0	0	0	0	0	267
1:00	35	72	116	22	5	0	0	0	0	0	0	0	0	250
2:00	34	73	100	35	1	0	0	0	0	0	0	0	0	243
3:00	20	81	127	18	0	1	0	0	0	0	0	0	0	247
4:00	11	95	108	20	2	0	0	0	0	0	0	0	0	236
5:00	23	93	113	30	1	0	0	0	0	0	0	0	0	260
6:00	45	110	75	14	0	0	0	0	0	0	0	0	0	244
7:00	17	48	64	14	0	0	0	0	0	0	0	0	0	143
8:00	5	34	51	17	1	0	0	0	0	0	0	0	0	108
9:00	0	14	24	19	2	0	0	0	0	0	0	0	0	59
10:00	1	6	6	14	5	1	0	0	0	0	0	0	0	33
11:00	0	0	9	5	4	0	0	0	0	0	0	0	0	18
Total	998	1222	1722	559	76	8	0	0	0	0	0	0	0	4585

Percentile	15th	50th	85th	95th
Speed	11	20	24	27

Mean Speed (Average)	19.2
10 MPH Pace Speed	16-25
Number in Pace	2944
Percent in Pace	64.0%
Number > 20 MPH	2365
Percent > 20 MPH	51.6%

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA
Direction: NB,

10/23/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	1	1	5	1	4	1	0	0	0	0	0	0	0	13
1:00	0	0	1	2	2	0	0	0	0	0	0	0	0	5
2:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
3:00	0	0	4	8	7	2	0	0	0	0	0	0	0	21
4:00	0	0	7	25	6	2	0	0	0	0	0	0	0	40
5:00	1	9	48	50	10	1	0	0	0	0	0	0	0	119
6:00	137	43	122	120	17	1	0	0	0	0	0	0	0	440
7:00	205	102	125	49	5	0	0	0	0	0	0	0	0	486
8:00	186	70	108	42	7	0	0	0	0	0	0	0	0	413
9:00	19	84	184	97	6	0	0	0	0	0	0	0	0	390
10:00	28	78	145	47	4	1	0	0	0	0	0	0	0	303
11:00	17	78	132	59	2	0	0	0	0	0	0	0	0	288
12:00 PM	49	95	100	19	2	0	0	0	0	0	0	0	0	265
1:00	22	86	132	24	3	0	0	0	0	0	0	0	0	267
2:00	8	69	129	51	3	0	0	0	0	0	0	0	0	260
3:00	30	86	117	35	2	0	0	0	0	0	0	0	0	270
4:00	17	72	113	31	4	0	0	0	0	0	0	0	0	237
5:00	33	97	106	27	1	0	0	0	0	0	0	0	0	264
6:00	42	91	68	14	2	0	0	0	0	0	0	0	0	217
7:00	14	52	58	15	2	0	0	1	0	0	0	0	0	142
8:00	21	44	58	14	1	0	0	0	0	0	0	0	0	138
9:00	19	34	24	12	0	0	0	0	0	0	0	0	0	89
10:00	11	15	18	15	2	0	0	0	0	0	0	0	0	61
11:00	0	15	8	10	1	0	0	0	0	0	0	0	0	34
Total	860	1221	1812	767	94	10	0	1	0	0	0	0	0	4765
			Percentile	15th	50th	85th	95th							
			Speed	13	20	24	28							
		Mean Speed (Average)		20.1										
		10 MPH Pace Speed		16-25										
		Number in Pace		2977										
		Percent in Pace		64.0%										
		Number > 20 MPH		2684										
		Percent > 20 MPH		56.3%										
Grand Total	1858	2443	3534	1326	170	18	0	1	0	0	0	0	0	9350
Stats			Percentile	15th	50th	85th	95th							
			Speed	12	20	24	27							
		Mean Speed (Average)		19.7										
		10 MPH Pace Speed		16-25										
		Number in Pace		5954										
		Percent in Pace		64.0%										
		Number > 20 MPH		5049										
		Percent > 20 MPH		54.0%										

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA
Direction: SB,

10/22/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	5	20	17	6	0	1	0	0	0	0	0	49
1:00	0	0	2	5	2	0	0	0	0	0	0	0	0	9
2:00	0	0	1	1	2	0	0	0	0	0	0	0	0	4
3:00	0	0	1	0	1	0	0	1	0	0	0	0	0	3
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	2	0	7	24	9	0	0	0	0	0	0	0	0	42
6:00	3	3	31	27	9	1	0	0	0	0	0	0	0	74
7:00	5	3	52	78	7	0	0	0	0	0	0	0	0	145
8:00	6	32	124	59	4	0	0	0	0	0	0	0	0	225
9:00	4	25	132	58	5	0	0	0	0	0	0	0	0	224
10:00	10	31	135	51	8	0	0	0	0	0	0	0	0	235
11:00	16	62	137	37	1	0	1	0	0	0	0	0	0	254
12:00 PM	27	63	156	54	4	0	0	0	0	0	0	0	0	304
1:00	50	74	167	36	3	0	0	0	0	0	0	0	0	330
2:00	14	50	171	76	4	0	1	0	0	0	0	0	0	316
3:00	17	75	225	69	1	0	0	0	0	0	0	0	0	387
4:00	11	83	221	93	3	0	0	0	0	0	0	0	0	411
5:00	46	62	239	103	15	0	0	0	0	0	0	0	0	465
6:00	31	125	240	22	2	0	0	0	0	0	0	0	0	420
7:00	9	94	194	33	0	0	0	0	0	0	0	0	0	330
8:00	9	35	143	59	1	0	0	0	0	0	0	0	0	247
9:00	8	5	66	65	7	0	0	0	0	0	0	0	0	151
10:00	2	1	22	68	20	1	1	0	0	0	0	0	0	115
11:00	0	1	7	28	19	3	0	0	0	0	0	0	0	58
Total	270	824	2478	1066	145	11	3	2	0	0	0	0	0	4799

Percentile	15th	50th	85th	95th
Speed	18	22	26	28

Mean Speed (Average)	22.8
10 MPH Pace Speed	21-30
Number in Pace	3544
Percent in Pace	74.0%
Number > 20 MPH	3705
Percent > 20 MPH	77.2%

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA
Direction: SB,

10/23/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	1	4	11	9	2	1	0	0	0	0	0	0	28
1:00	0	0	5	7	0	0	1	0	0	0	0	0	0	13
2:00	0	0	2	5	1	2	0	0	0	0	0	0	0	10
3:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
4:00	0	0	1	4	0	1	0	0	0	0	0	0	0	6
5:00	1	1	5	17	10	3	0	0	0	0	0	0	0	37
6:00	2	4	30	42	16	2	0	0	0	0	0	0	0	96
7:00	0	13	62	65	14	0	0	3	0	0	0	0	0	157
8:00	3	37	112	77	5	0	0	0	0	0	0	0	0	234
9:00	2	21	117	99	10	0	0	0	0	0	0	0	0	249
10:00	7	29	126	70	4	0	0	0	0	0	0	0	0	236
11:00	8	34	108	98	5	0	0	1	0	0	0	0	0	254
12:00 PM	11	62	157	73	2	1	0	0	0	0	0	0	0	306
1:00	22	64	190	56	2	2	0	0	0	0	0	0	0	336
2:00	14	47	151	82	12	2	0	0	0	0	0	0	0	308
3:00	5	53	210	84	11	1	0	0	0	0	0	0	0	364
4:00	13	49	220	124	6	0	0	0	0	0	0	0	0	412
5:00	16	58	269	100	7	3	0	0	0	0	0	0	0	453
6:00	45	132	209	39	1	0	0	0	0	0	0	0	0	426
7:00	12	79	187	30	0	0	0	0	0	0	0	0	0	308
8:00	11	45	150	52	2	0	0	0	0	0	0	0	0	260
9:00	56	32	54	30	0	0	0	0	0	0	0	0	0	172
10:00	2	11	50	60	6	0	0	0	0	0	0	0	0	129
11:00	0	1	21	38	6	1	0	0	0	0	0	0	0	67
Total	230	773	2440	1265	131	20	2	4	0	0	0	0	0	4865
			Percentile	15th	50th	85th	95th							
			Speed	18	23	26	28							
		Mean Speed (Average)		23.2										
		10 MPH Pace Speed		21-30										
		Number in Pace		3536										
		Percent in Pace		76.0%										
		Number > 20 MPH		3862										
		Percent > 20 MPH		79.4%										
Grand Total	500	1597	4918	2331	276	31	5	6	0	0	0	0	0	9664
Stats			Percentile	15th	50th	85th	95th							
			Speed	18	23	26	28							
		Mean Speed (Average)		23.0										
		10 MPH Pace Speed		21-30										
		Number in Pace		7190										
		Percent in Pace		75.0%										
		Number > 20 MPH		7567										
		Percent > 20 MPH		78.3%										

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA
Direction: Combined

10/22/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	1	11	25	21	6	0	1	0	0	0	0	0	65
1:00	0	0	6	7	2	0	0	0	0	0	0	0	0	15
2:00	0	0	1	2	4	1	0	0	0	0	0	0	0	8
3:00	0	0	4	3	4	0	0	1	0	0	0	0	0	12
4:00	0	2	12	21	3	2	0	0	0	0	0	0	0	40
5:00	2	2	52	95	21	1	0	0	0	0	0	0	0	173
6:00	138	66	144	106	36	2	0	0	0	0	0	0	0	492
7:00	187	97	195	137	9	1	0	0	0	0	0	0	0	626
8:00	329	70	149	71	4	0	0	0	0	0	0	0	0	623
9:00	59	139	337	93	6	0	0	0	0	0	0	0	0	634
10:00	57	129	268	69	10	0	0	0	0	0	0	0	0	533
11:00	43	157	258	61	1	0	1	0	0	0	0	0	0	521
12:00 PM	65	152	275	75	4	0	0	0	0	0	0	0	0	571
1:00	85	146	283	58	8	0	0	0	0	0	0	0	0	580
2:00	48	123	271	111	5	0	1	0	0	0	0	0	0	559
3:00	37	156	352	87	1	1	0	0	0	0	0	0	0	634
4:00	22	178	329	113	5	0	0	0	0	0	0	0	0	647
5:00	69	155	352	133	16	0	0	0	0	0	0	0	0	725
6:00	76	235	315	36	2	0	0	0	0	0	0	0	0	664
7:00	26	142	258	47	0	0	0	0	0	0	0	0	0	473
8:00	14	69	194	76	2	0	0	0	0	0	0	0	0	355
9:00	8	19	90	84	9	0	0	0	0	0	0	0	0	210
10:00	3	7	28	82	25	2	1	0	0	0	0	0	0	148
11:00	0	1	16	33	23	3	0	0	0	0	0	0	0	76
Total	1268	2046	4200	1625	221	19	3	2	0	0	0	0	0	9384

Percentile	15th	50th	85th	95th
Speed	15	21	25	28

Mean Speed (Average)	21.1
10 MPH Pace Speed	16-25
Number in Pace	6246
Percent in Pace	67.0%
Number > 20 MPH	6070
Percent > 20 MPH	64.7%

Accurate Counts
978-664-2565

Location : Route 16 Site Code: 10509001
Location : South of #592 Washington Street
City/State: Wellesley, MA
Direction: Combined

10/23/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	1	2	9	12	13	3	1	0	0	0	0	0	0	41
1:00	0	0	6	9	2	0	1	0	0	0	0	0	0	18
2:00	0	0	2	5	2	4	0	0	0	0	0	0	0	13
3:00	0	0	4	10	9	2	0	0	0	0	0	0	0	25
4:00	0	0	8	29	6	3	0	0	0	0	0	0	0	46
5:00	2	10	53	67	20	4	0	0	0	0	0	0	0	156
6:00	139	47	152	162	33	3	0	0	0	0	0	0	0	536
7:00	205	115	187	114	19	0	0	3	0	0	0	0	0	643
8:00	189	107	220	119	12	0	0	0	0	0	0	0	0	647
9:00	21	105	301	196	16	0	0	0	0	0	0	0	0	639
10:00	35	107	271	117	8	1	0	0	0	0	0	0	0	539
11:00	25	112	240	157	7	0	0	1	0	0	0	0	0	542
12:00 PM	60	157	257	92	4	1	0	0	0	0	0	0	0	571
1:00	44	150	322	80	5	2	0	0	0	0	0	0	0	603
2:00	22	116	280	133	15	2	0	0	0	0	0	0	0	568
3:00	35	139	327	119	13	1	0	0	0	0	0	0	0	634
4:00	30	121	333	155	10	0	0	0	0	0	0	0	0	649
5:00	49	155	375	127	8	3	0	0	0	0	0	0	0	717
6:00	87	223	277	53	3	0	0	0	0	0	0	0	0	643
7:00	26	131	245	45	2	0	0	1	0	0	0	0	0	450
8:00	32	89	208	66	3	0	0	0	0	0	0	0	0	398
9:00	75	66	78	42	0	0	0	0	0	0	0	0	0	261
10:00	13	26	68	75	8	0	0	0	0	0	0	0	0	190
11:00	0	16	29	48	7	1	0	0	0	0	0	0	0	101
Total	1090	1994	4252	2032	225	30	2	5	0	0	0	0	0	9630
			Percentile	15th	50th	85th	95th							
			Speed	16	21	25	28							
		Mean Speed (Average)		21.7										
		10 MPH Pace Speed		18-27										
		Number in Pace		6136										
		Percent in Pace		66.0%										
		Number > 20 MPH		6546										
		Percent > 20 MPH		68.0%										
Grand Total	2358	4040	8452	3657	446	49	5	7	0	0	0	0	0	19014
Stats			Percentile	15th	50th	85th	95th							
			Speed	15	21	25	28							
		Mean Speed (Average)		21.4										
		10 MPH Pace Speed		16-25										
		Number in Pace		12447										
		Percent in Pace		66.0%										
		Number > 20 MPH		12616										
		Percent > 20 MPH		66.4%										

MASSDOT CRASH DATA

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	RPA Abbre	Traffic Control Device Type
4514981	WELLESLEY	03/15/2018	Thu	Property damage only (none injured)	Closed	11:07 AM	2018	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	MAPC	Traffic control signal
4557169	WELLESLEY	06/22/2018	Fri	Property damage only (none injured)	Closed	5:53 PM	2018	D1: (Inattention)	D1: Not Distracted	Collision with other light pole or other post/support	Daylight	Single vehicle crash	Dry	T-intersection	MAPC	No controls
4589232	WELLESLEY	09/04/2018	Tue	Property damage only (none injured)	Closed	6:22 PM	2018	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	T-intersection	MAPC	No controls
4595755	WELLESLEY	09/14/2018	Fri	Property damage only (none injured)	Closed	5:07 PM	2018	D1: (No improper driving) / D2: (Other improper action)		Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Y-intersection	MAPC	Traffic control signal
4606550	WELLESLEY	09/14/2018	Fri	Property damage only (none injured)	Closed	5:07 PM	2018	D1: (No improper driving) / D2: (Other improper action)		Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Y-intersection	MAPC	Traffic control signal
4609018	WELLESLEY	09/16/2018	Sun	Non-fatal injury	Closed	12:28 PM	2018	D1: (No improper driving) / D2: (Operating defective equipment),(Other improper action)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Five-point or more	MAPC	Stop signs
4602156	WELLESLEY	09/24/2018	Mon	Property damage only (none injured)	Closed	6:54 PM	2018	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Not at junction	MAPC	No controls
4663683	WELLESLEY	02/10/2019	Sun	Non-fatal injury	Closed	1:37 PM	2019	D1: (No improper driving)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Single vehicle crash	Dry	Not at junction	MAPC	No controls
4677267	WELLESLEY	03/12/2019	Tue	Property damage only (none injured)	Closed	9:05 AM	2019	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	MAPC	Traffic control signal
4686990	WELLESLEY	03/30/2019	Sat	Property damage only (none injured)	Closed	9:16 AM	2019	D1: (Failure to keep in proper lane or running off road) / D2: (Followed too closely)	D1: Talking on hand-held electronic device	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	MAPC	Traffic control signal
4710709	WELLESLEY	06/10/2019	Mon	Property damage only (none injured)	Closed	4:17 PM	2019	D1: (No improper driving) / D2: (Other improper action)	D1: Not Distracted	Collision with parked motor vehicle	Daylight	Sideswipe, same direction	Dry	Five-point or more	MAPC	Traffic control signal
4730715	WELLESLEY	07/10/2019	Wed	Property damage only (none injured)	Closed	12:15 PM	2019	D1: (No improper driving) / D2: (Other improper action)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end		Not at junction	MAPC	No controls
4733472	WELLESLEY	07/23/2019	Tue	Property damage only (none injured)	Closed	3:21 PM	2019	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction		Not at junction	MAPC	No controls
4773656	WELLESLEY	11/08/2019	Fri	Property damage only (none injured)	Closed	7:47 PM	2019	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	D1: Not Distracted	Collision with motor vehicle in traffic	Dark - lighted roadway	Head-on	Dry	Five-point or more	MAPC	Traffic control signal
4815915	WELLESLEY	02/07/2020	Fri	Property damage only (none injured)	Closed	11:21 AM	2020	D1: (Unknown) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	T-intersection	MAPC	Stop signs
4851179	WELLESLEY	06/16/2020	Tue	Property damage only (none injured)	Closed	3:58 PM	2020	D1: (Failed to yield right of way) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	MAPC	No controls
4852900	WELLESLEY	06/17/2020	Wed	Property damage only (none injured)	Closed	4:50 PM	2020	D1: (Inattention) / D2: (Other improper action)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	On-ramp	MAPC	Traffic control signal
4864174	WELLESLEY	07/28/2020	Tue	Property damage only (none injured)	Closed	4:03 PM	2020	D1: (Emotional)	D1: Not Distracted	Collision with cyclist	Daylight	Rear-end	Dry	Five-point or more	MAPC	Traffic control signal
4877839	WELLESLEY	08/24/2020	Mon	Property damage only (none injured)	Closed	12:10 PM	2020	D1: (Unknown) / D2: (Unknown)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Five-point or more	MAPC	Traffic control signal
4879044	WELLESLEY	09/17/2020	Thu	Property damage only (none injured)	Closed	5:34 PM	2020	D1: (Other improper action) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Five-point or more	MAPC	Traffic control signal
4937491	WELLESLEY	10/18/2020	Sun	Property damage only (none injured)	Closed	12:54 PM	2020	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	MAPC	No controls
4894611	WELLESLEY	11/03/2020	Tue	Property damage only (none injured)	Closed	6:08 PM	2020	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Five-point or more	MAPC	Traffic control signal
4906534	WELLESLEY	12/03/2020	Thu	Property damage only (none injured)	Closed	10:30 AM	2020	D1: (Glare) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	MAPC	Traffic control signal
4945344	WELLESLEY	03/10/2021	Wed	Property damage only (none injured)	Closed	3:16 PM	2021	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	MAPC	No controls
4954709	WELLESLEY	04/10/2021	Sat	Property damage only (none injured)	Closed	1:38 PM	2021	D1: (No improper driving) / D2: (Other improper action)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	MAPC	Traffic control signal
4954711	WELLESLEY	04/16/2021	Fri	Property damage only (none injured)	Closed	2:17 PM	2021	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Wet	Four-way intersection	MAPC	Traffic control signal
4964986	WELLESLEY	05/17/2021	Mon	Non-fatal injury	Closed	12:55 PM	2021	D1: (No improper driving) / D2: (No improper driving) / D3: (Other improper action)	D1: Not Distracted / D2: Not Distracted / D3: Other activity (searching, eating, personal hygiene, etc.)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	MAPC	Traffic control signal
4980066	WELLESLEY	07/01/2021	Thu	Non-fatal injury	Closed	9:56 PM	2021	D1: (Disregarded traffic signs, signals, road markings),(Physical impairment) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Four-way intersection	MAPC	Traffic control signal
5024088	WELLESLEY	10/21/2021	Thu	Property damage only (none injured)	Closed	10:43 AM	2021	D1: (No improper driving) / D2: (Unknown)		Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	MAPC	No controls
5032389	WELLESLEY	11/05/2021	Fri	Property damage only (none injured)	Closed	4:16 PM	2021	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road) / D3: (Failure to keep in proper lane or running off road)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	MAPC	No controls
5045870	WELLESLEY	12/04/2021	Sat	Property damage only (none injured)	Closed	3:55 PM	2021	D1: (No improper driving) / D2: (Inattention) / D3: (No improper driving)	D1: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Daylight	Sideswipe, opposite direction	Dry	Not at junction	MAPC	Traffic control signal
5088649	WELLESLEY	04/01/2022	Fri	Property damage only (none injured)	Closed	9:27 AM	2022	D1: (Made an improper turn) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Five-point or more	MAPC	Traffic control signal
5098594	WELLESLEY	04/25/2022	Mon	Property damage only (none injured)	Closed	12:30 PM	2022	D1: (Unknown) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	T-intersection	MAPC	Traffic control signal
5136718	WELLESLEY	07/26/2022	Tue	Property damage only (none injured)	Closed	1:51 PM	2022	D1: (Unknown) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	MAPC	No controls
5179142	WELLESLEY	11/17/2022	Thu	Property damage only (none injured)	Closed	10:49 PM	2022	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Driveway	MAPC	Traffic control signal

Crash Number	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	First Harmful Event Location	Geocoding Method	Vehicle Sequence of Events (All Vehicles)	Street Number	Roadway	Near Intersection Roadway	Distance and Direction From Intersection
4514981	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: W / V2: W	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / GROVE ST		
4557169	V1: Making U-turn	V1: E	Clear	Roadside	At Intersection	V1:(Collision with light pole or other post/support)		WASHINGTON ST / CHURCH ST		
4589232	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: W / V2: W	Clear	Unknown	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / CHURCH ST		
4595755	V1: Travelling straight ahead / V2: Leaving traffic lane	V1: W / V2: W	Clear	Unknown	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / GROVE ST		
4606550	V1: Travelling straight ahead / V2: Leaving traffic lane	V1: W / V2: W	Clear	Unknown	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON STREET / GROVE STREET		
4609018	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: E	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		GROVE ST / WASHINGTON ST		
4602156	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	555	WASHINGTON ST		
4663683	V1: Travelling straight ahead	V1: W	Clear	Roadway	At Address	V1:(Collision with pedestrian)	555	WASHINGTON ST		
4677267	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: E / V2: E	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	570	WASHINGTON ST Rte 16 E		
4686990	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	552	WASHINGTON ST		
4710709	V1: Parked / V2: Leaving traffic lane	V1: N / V2: N	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with parked motor vehicle)		GROVE ST / WASHINGTON ST		
4730715	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	555	WASHINGTON ST Rte 16 W		
4733472	V1: Travelling straight ahead / V2: Entering traffic lane	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	555	WASHINGTON ST Rte 16 W		
4773696	V1: Slowing or stopped in traffic / V2: Turning right	V1: N / V2: S	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST Rte 16 E / GROVE ST		
4815915	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: S / V2: S	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / CHURCH ST		
4851179	V1: Entering traffic lane / V3: Parked / V2: Travelling straight ahead	V1: W / V3: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	555	WASHINGTON ST		
4852900	V1: Travelling straight ahead / V2: Overtaking/passing	V1: W / V2: W	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST Rte 16 W / GROVE ST		
4864174	V1: Travelling straight ahead	V1: E	Clear	Roadway	At Intersection	V1:(Collision with cyclist)		CENTRAL ST Rte 135 E / WASHINGTON ST Rte 16 E / GROVE ST		
4877839	V1: Entering traffic lane / V2: Backing	V1: N / V2: S	Cloudy	Roadside	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	24	GROVE ST		
4879044	V1: Overtaking/passing / V2: Slowing or stopped in traffic	V1: W / V2: W	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST Rte 16 W / GROVE ST / CENTRAL ST Rte 135		
4937491	V1: Changing lanes / V2: Travelling straight ahead	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	542	WASHINGTON ST		
4894611	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: W	Clear	Roadway	Off Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic),(Collision with tree)	2	CENTRAL ST	GROVE ST	
4906534	V1: Travelling straight ahead / V2: Turning left	V1: S / V2: W	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / GROVE ST		
4945344	V1: Travelling straight ahead / V2: Entering traffic lane	V1: N / V2: N	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	22	GROVE ST		
4954709	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	555	WASHINGTON ST		
4954711	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: W	Rain	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / GROVE ST		
4964986	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1: N / V2: N / V3: N	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with pedestrian),(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)		GROVE ST / WASHINGTON ST		
4980066	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: W	Rain	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic),(Collision with light pole or other post/support) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST Rte 16 W / GROVE ST		
5024088	V1: Travelling straight ahead / V2: Entering traffic lane	V1: E / V2: E	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / CHURCH ST		
5032389	V1: Travelling straight ahead / V2: Changing lanes / V3: Changing lanes	V1: E / V2: E / V3: Not Reported	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	542	WASHINGTON ST Rte 16 E	GROVE ST	50 feet E of
5045870	V1: Backing / V2: Changing lanes / V3: Travelling straight ahead	V1: E / V2: E / V3: E	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	572	WASHINGTON ST Rte 16 E		
5088649	V1: Turning left / V2: Travelling straight ahead	V1: N / V2: W	Rain	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST Rte 16 W / GROVE ST		
5098594	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	571	WASHINGTON ST		
5136718	V1: Entering traffic lane / V2: Travelling straight ahead	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	555	WASHINGTON ST		
5179142	V1: Changing lanes / V2: Travelling straight ahead	V1: W / V2: W	Clear	Roadway	At Intersection	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / GROVE ST		

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	RPA Abbre	Traffic Control Device Type
4540071	WELLESLEY	05/15/2018	Tue	Property damage only (none injured)	Closed	6:12 PM	2018	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Not at junction	MAPC	No controls
4847995	WELLESLEY	05/29/2020	Fri	Property damage only (none injured)	Closed	1:01 PM	2020	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	MAPC	No controls
4876874	WELLESLEY	09/03/2020	Thu	Property damage only (none injured)	Closed	9:30 AM	2020	D1: (Other improper action) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	MAPC	No controls
4936995	WELLESLEY	03/01/2021	Mon	Property damage only (none injured)	Closed	4:32 PM	2021	D1: (Over-correcting/over-steering)		Collision with curb	Daylight	Single vehicle crash	Dry	Not at junction	MAPC	No controls
5030953	WELLESLEY	11/04/2021	Thu	Property damage only (none injured)	Closed	5:37 PM	2021	D1: (Made an improper turn) / D2: (No improper driving) / D3: (No improper driving)	D2: Not Distracted / D3: Not Distracted	Collision with parked motor vehicle	Dusk	Rear-end	Dry	T-intersection	MAPC	Stop signs

Crash Number	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	First Harmful Event Location	Geocoding Method	Vehicle Sequence of Events (All Vehicles)	Street Number	Roadway	Near Intersection Roadway	Distance and Direction From Intersection
4540071	V1: Changing lanes / V2: Entering traffic lane	V1: W / V2: W	Rain	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	572	WASHINGTON ST		
4847995	V1: Travelling straight ahead / V2: Entering traffic lane	V1: W / V2: W	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	571	WASHINGTON ST		
4876874	V1: Backing / V2: Travelling straight ahead	V1: E / V2: E	Clear	Roadway	At Address	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	572	WASHINGTON ST Rte 16 E		
4936995	V1: Leaving traffic lane	V1: E	Clear	Roadway	At Address	V1:(Collision with curb),(Ran off road right),(Collision with other fixed object(wall, building, tunnel, etc.))	572	WASHINGTON ST Rte 16 E	CHURCH ST	20 feet E of
5030953	V1: Turning left / V2: Parked / V3: Parked	V1: E / V2: W / V3: W	Clear	Roadway	At Intersection	V1:(Ran off road right),(Collision with parked motor vehicle) V2:(Collision with parked motor vehicle) V3:(Collision with parked motor vehicle)		WASHINGTON ST Rte 16 E / CHURCH ST		

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type
4642645	WELLESLEY	12/18/2018	Tue	Property damage only (none injured)	Closed	6:48 AM	2018	D1: (No improper driving) / D2: (Driving too fast for conditions)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Ice	T-intersection	No controls
4653877	WELLESLEY	01/20/2019	Sun	Property damage only (none injured)	Closed	6:11 PM	2019	D1: (No improper driving) / D2: (Failed to yield right of way)		Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Snow	T-intersection	No controls
4658242	WELLESLEY	01/27/2019	Sun	Property damage only (none injured)	Closed	4:33 PM	2019	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	T-intersection	No controls
4663682	WELLESLEY	02/09/2019	Sat	Property damage only (none injured)	Closed	9:03 AM	2019	D1: (No improper driving) / D2: (Inattention)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	T-intersection	No controls
4714688	WELLESLEY	06/13/2019	Thu	Property damage only (none injured)	Closed	6:47 PM	2019	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Not at junction	Warning signs
4790580	WELLESLEY	12/17/2019	Tue	Property damage only (none injured)	Closed	10:02 AM	2019	D1: (Unknown)	D1: Not Distracted	Collision with other light pole or other post/support	Daylight	Single vehicle crash	Ice	Not at junction	Flashing traffic control signal
4869766	WELLESLEY	08/16/2020	Sun	Non-fatal injury	Closed	5:22 AM	2020	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)		Other	Dark - lighted roadway	Single vehicle crash	Dry	T-intersection	No controls
4918480	WELLESLEY	01/07/2021	Thu	Property damage only (none injured)	Closed	11:52 AM	2021	D1: (No improper driving) / D2: (Over-correcting/over-steering)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	No controls

Crash Number	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Vehicle Sequence of Events (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4642645	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: E / V2: E	Rain	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / WESTON RD	
4653877	V1: Travelling straight ahead / V2: Turning left	V1: W / V2: E	Snow	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / WESTON RD	
4658242	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: E / V2: E	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		WASHINGTON ST / WESTON RD	
4663682	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: E / V2: E	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	629	WASHINGTON ST	
4714688	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1: W / V2: W / V3: W	Cloudy	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)		WASHINGTON ST / DENTON RD	
4790580	V1: Travelling straight ahead	V1: W	Snow/Sleet, hail (freezing rain or drizzle)	V1:(Collision with light pole or other post/support)	629	WASHINGTON ST Rte 16 W	
4869766	V1: Travelling straight ahead	V1: E	Clear	V1:(Collision with curb),(Collision with other fixed object(wall, building, tunnel, etc.))	626	WASHINGTON ST	
4918480	V1: Slowing or stopped in traffic / V2: Turning left	V1: S / V2: N	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	629	WASHINGTON ST	WESTON RD

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAP

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 10/22/2025

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : Washington Street (Route 16)

MINOR STREET(S) : Central Street

Grove Street

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB	NWB	
PEAK HOURLY VOLUMES (PM) :	426	818	291	75	191	**1,801**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **20,011**

TOTAL # OF CRASHES : 27

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **5.40**

CRASH RATE CALCULATION : **0.74**

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

Comments : Below/Above MassDOT statewide and District average crash rates (0.78/0.71)

Project Title & Date: Proposed Multifamily Residential Development - 592 Washington Street

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 10/22/2025

DISTRICT : 6 UNSIGNALIZED : X SIGNALIZED :

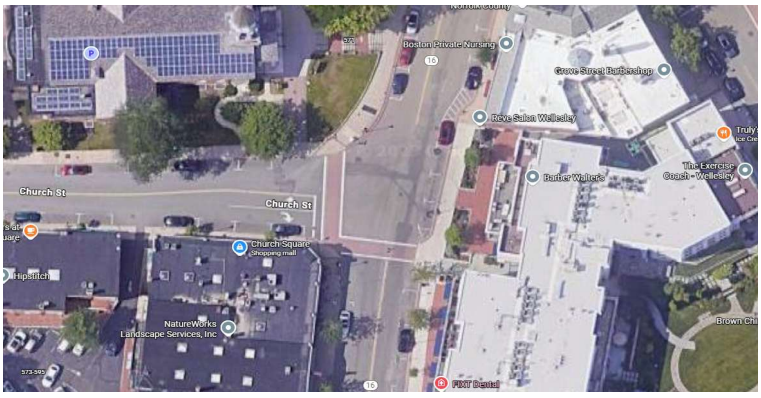
~ INTERSECTION DATA ~

MAJOR STREET : Washington Street (Route 16)

MINOR STREET(S) : Church Street

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB	NWB	
PEAK HOURLY VOLUMES (PM) :	124		274	419		**817**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **9,078**

TOTAL # OF CRASHES : 5

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **1.00**

CRASH RATE CALCULATION : **0.30**

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

Comments : Below MassDOT statewide and District average crash rates (0.57/0.52)

Project Title & Date: Proposed Multifamily Residential Development - 592 Washington Street

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 10/22/2025

DISTRICT : 6 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

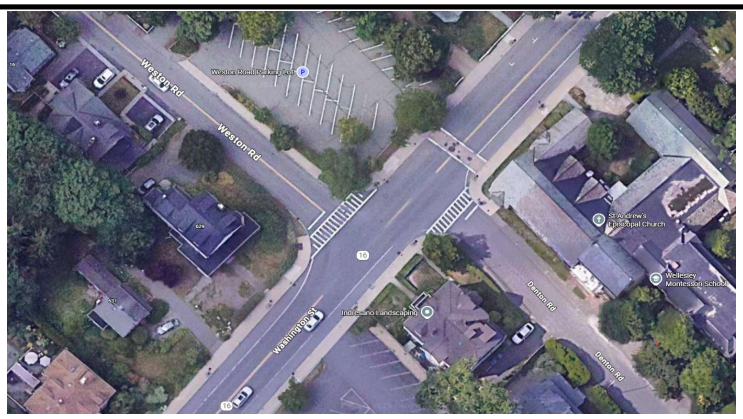
MAJOR STREET : Washington Street (Route 16)

MINOR STREET(S) : Weston Road

Denton Road

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB	NWB	
PEAK HOURLY VOLUMES (PM) :	294	5	585	420		**1,304**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **14,489**

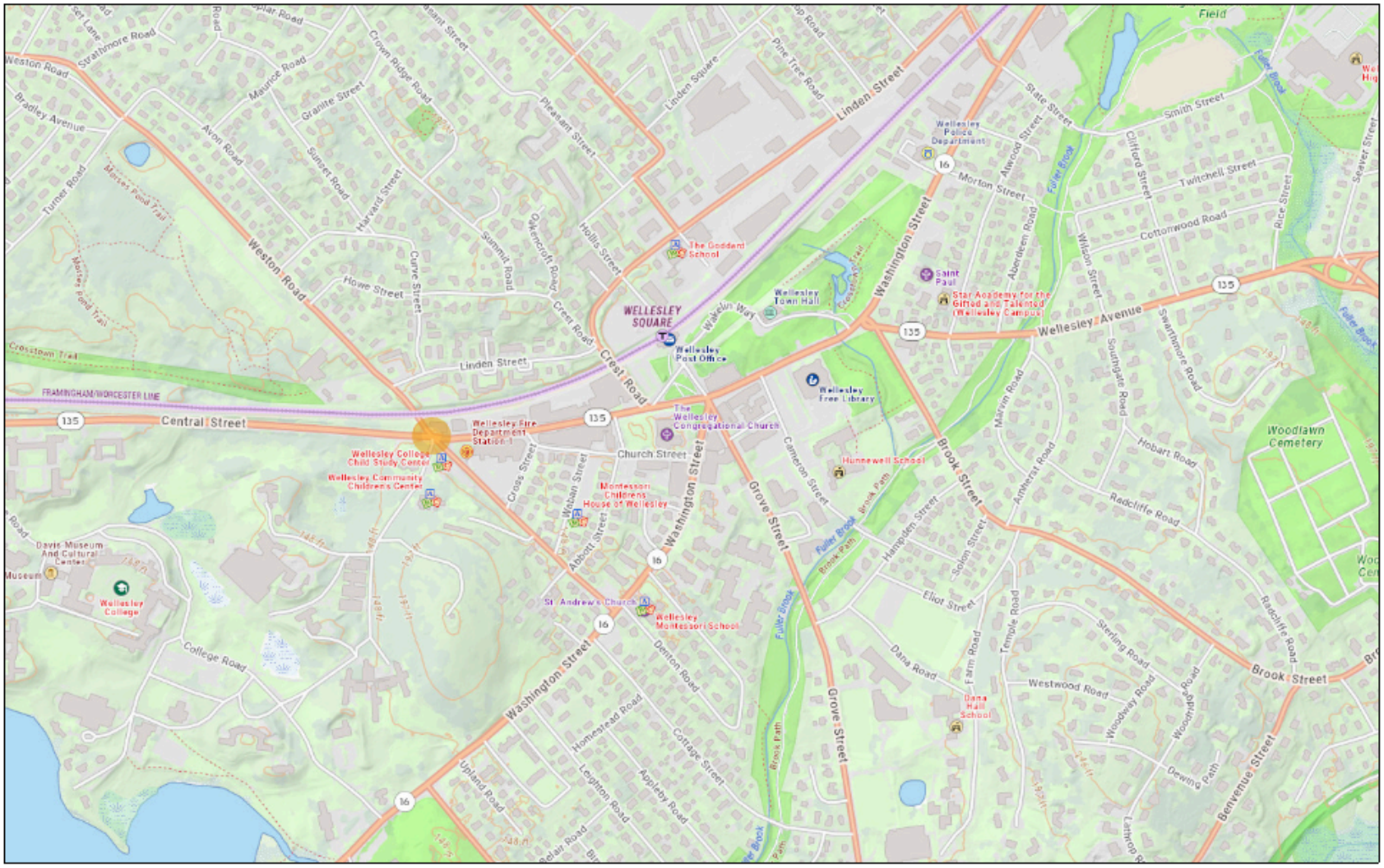
TOTAL # OF CRASHES : 8 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.60**

CRASH RATE CALCULATION : **0.30** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT statewide and District average crash rates (0.57/0.52)

Project Title & Date: Proposed Multifamily Residential Development - 592 Washington Street

ArcGIS Web Map



November 21, 2025

1:13,166

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

MassGIS

GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth - Daily Traffic Volumes

CITY/TOWN	ROUTE/STREET	LOCATION	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Average Annual Growth Rate
Weston	Park Road	at Mass Pike Underpass (north of Orchard Ave.)	7,800	7,782	7,942	7,805	7,997	8,245	8,223	8,733	8,881	8,175	8,142	**0.49%**
Newton	Yankee Division Highway			133,000				135,214	143,462	154,652	154,188	144,627	145,999	**1.67%**
Needham	Wellesley Avenue	at August Way	5,624	5,500	6,917	6,612	6,675	6,882	7,040	7,476	7,603	7,626	7,595	**3.33%**
Wellesley	Yankee Division Highway	at Route 9		168,500		152,715	147,472	158,110	149,193	192,397	191,820	160,580	159,018	**1.36%**
Needham	Highland Avenue	at Gould Street	19,125	19,335	19,458	19,039	19,541	18,819	19,026	19,273	19,518	19,791	19,870	**0.40%**
Wellesley	Washington Street	at Forest Street	18,627	18,832	20,784	20,551	20,801	20,910	21,140	21,415	20,905	21,198	21,283	**1.39%**
Newton	Washington Street	at Route I-95/128 and Grove Street	22,400	22,479		21,839	22,286	23,512	20,986	21,259	21,493	21,482	21,568	**-0.80%**
Newton	Elliot Street	over Charles River									13,250	13,290	13,237	**-0.05%**
Newton	Washington Street	at I-95								37,800	38,216	38,751	38,906	**0.97%**
Newton	Grove Street	at Route I-95/128									14,581	14,625	14,567	**-0.05%**
														0.87%

TRIP-GENERATION CALCULATIONS

Graph Look Up

Query | Filter

DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 220

LAND USE GROUP: (200-299) Residential

LAND USE : 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

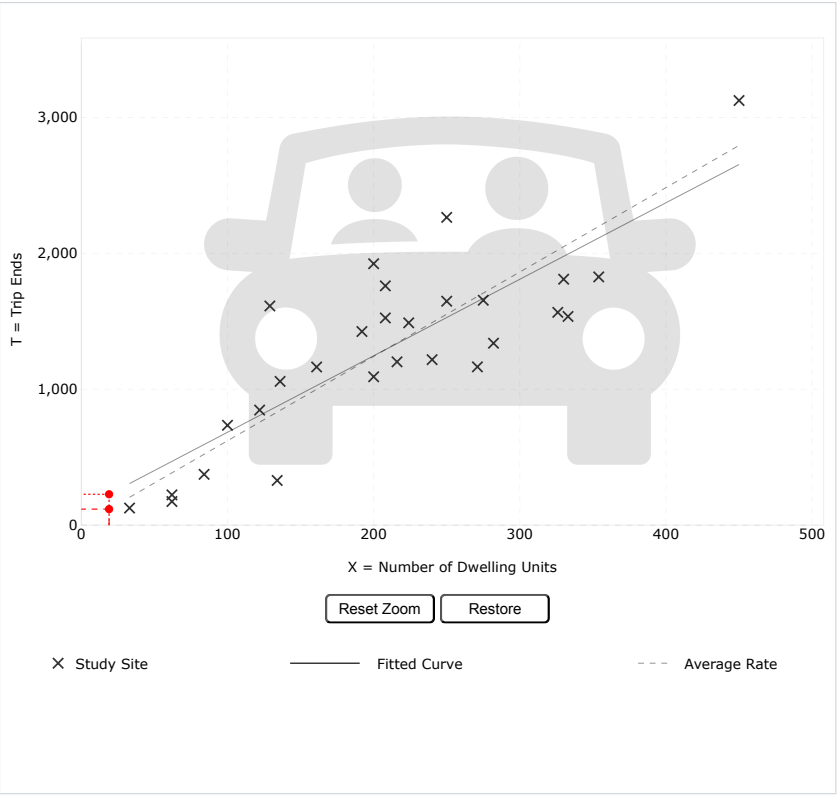
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 19 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
28

Avg. Num. of Dwelling Units:
208

Average Rate:
6.21

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.87

Fitted Curve Equation:
T = 5.63(X) + 120.45

R^2:
0.70

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 118 (Total), 59 (Entry), 59 (Exit)
Fitted Curve: 227 (Total), 114 (Entry), 113 (Exit)

Graph Look Up

Query | Filter

DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 220

LAND USE GROUP: (200-299) Residential

LAND USE : 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

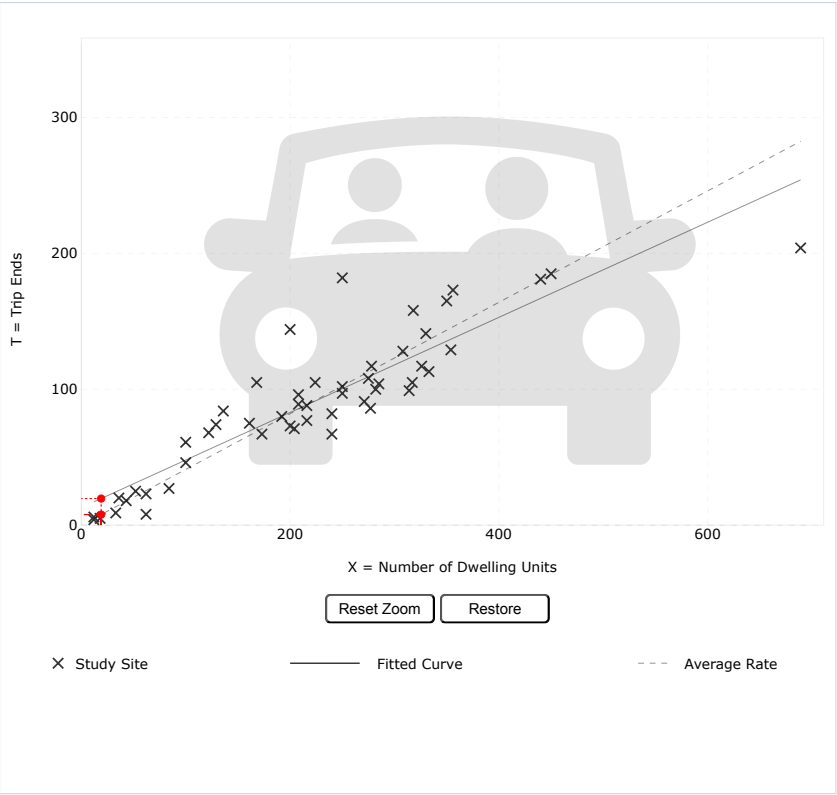
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Stree

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 19 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
219

Average Rate:
0.41

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.10

Fitted Curve Equation:
T = 0.35(X) + 12.93

R^2:
0.81

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 8 (Total), 2 (Entry), 6 (Exit)
Fitted Curve: 20 (Total), 5 (Entry), 15 (Exit)

Graph Look Up

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

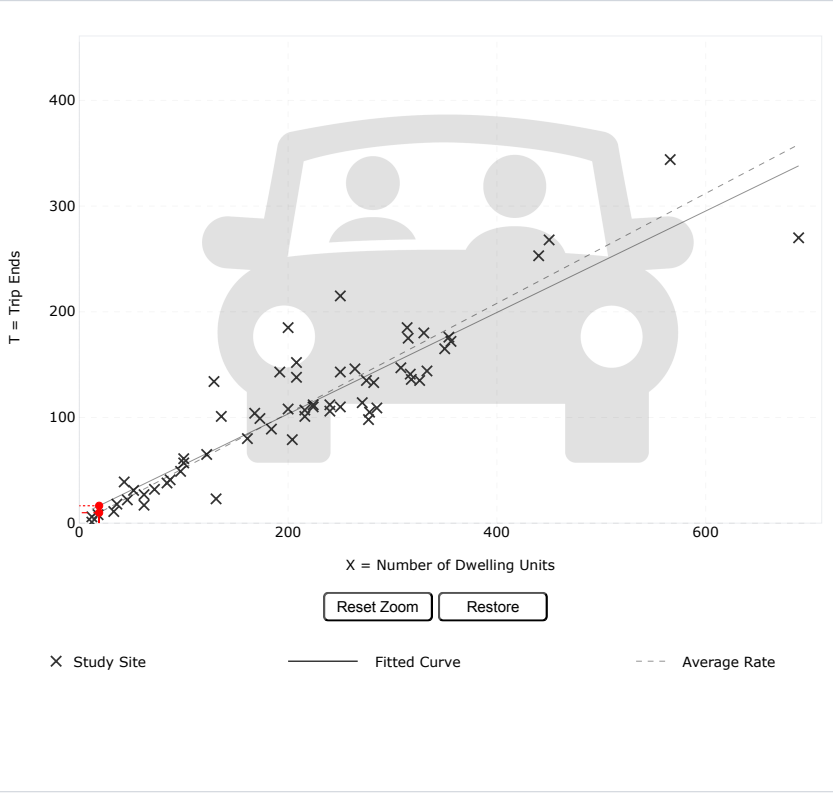
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stree

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
19 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
61

Avg. Num. of Dwelling Units:
215

Average Rate:
0.52

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.13

Fitted Curve Equation:
T = 0.48(X) + 7.35

R^2:
0.83

Directional Distribution:
62% entering, 38% exiting

Calculated Trip Ends:
Average Rate: 10 (Total), 6 (Entry), 4 (Exit)
Fitted Curve: 16 (Total), 10 (Entry), 6 (Exit)

TRIP DISTRIBUTION DATA

Proposed Multifamily Residential Development

Wellesley, MA

Residence	Workplace	Number	Washington St. (East)		Washington St. (South)		Central Street (West) via Church St.		Grove St. South)		Weston Rd. (West)	
Wellesley town	Boston city (Suffolk, MA)	3,878	80%	3102		0	10%	388		0	10%	388
Wellesley town	Wellesley town (Norfolk, MA)	1,464	10%	146	40%	586	20%	293	20%	293	10%	146
Wellesley town	Cambridge city (Middlesex, MA)	823	90%	741		0		0		0	10%	82
Wellesley town	Newton city (Middlesex, MA)	481	100%	481		0		0		0		0
Wellesley town	Waltham city (Middlesex, MA)	401	50%	201		0		0		0	50%	201
Wellesley town	Framingham city (Middlesex, MA)	249		0		0		0		0	100%	249
Wellesley town	Needham town (Norfolk, MA)	234	50%	117	50%	117		0		0		0
Wellesley town	Natick town (Middlesex, MA)	225		0	50%	113		0		0	50%	113
Wellesley town	Burlington town (Middlesex, MA)	175	100%	175		0		0		0		0
Wellesley town	Lexington town (Middlesex, MA)	116	100%	116		0		0		0		0
Wellesley town	Brookline town (Norfolk, MA)	111	100%	111		0		0		0		0
Wellesley town	Marlborough city (Middlesex, MA)	111		0		0		0		0	100%	111
Wellesley town	Quincy city (Norfolk, MA)	108	100%	108		0		0		0		0
Wellesley town	Watertown Town city (Middlesex, MA)	98	100%	98		0		0		0		0
Wellesley town	Woburn city (Middlesex, MA)	92	100%	92		0		0		0		0
Wellesley town	Canton town (Norfolk, MA)	85	100%	85		0		0		0		0
Wellesley town	Worcester city (Worcester, MA)	84		0		0		0		0	100%	84
Wellesley town	Somerville city (Middlesex, MA)	80	100%	80		0		0		0		0
Wellesley town	Medford city (Middlesex, MA)	74	100%	74		0		0		0		0
Wellesley town	Westborough town (Worcester, MA)	73		0	20%	15		0		0	80%	58
Wellesley town	Bedford town (Middlesex, MA)	71	100%	71		0		0		0		0
Wellesley town	Weston town (Middlesex, MA)	70	50%	35		0		0		0	50%	35
Wellesley town	Dedham town (Norfolk, MA)	69	100%	69		0		0		0		0
Wellesley town	Norwood town (Norfolk, MA)	65		0	100%	65		0		0		0
Wellesley town	Braintree Town city (Norfolk, MA)	64	100%	64		0		0		0		0
		9,301		5,966		895		681		293		1,467
				64.1%		9.6%		7.3%		3.1%		15.8%
		SAY		**65%**		**10%**		**7%**		**3%**		**15%**

CAPACITY ANALYSIS WORKSHEETS

2025 Existing
2032 No-Build
2032 Build

2025 Existing

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	598	50	7	8	187	348	11	495	18	20	14	2
Future Volume (vph)	598	50	7	8	187	348	11	495	18	20	14	2
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.987					0.995		0.850			0.984	
Flt Protected					0.950						0.975	
Satd. Flow (prot)	3377	0	0	0	1712	1738	0	2783	0	0	2014	0
Flt Permitted					0.390						0.817	
Satd. Flow (perm)	3377	0	0	0	703	1738	0	2783	0	0	1687	0
Satd. Flow (RTOR)												
Adj. Flow (vph)	629	53	7	9	208	387	12	563	20	27	19	3
Lane Group Flow (vph)	689	0	0	0	217	399	0	583	0	0	52	0
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Detector Phase	2			1	1	6		1		4	4	
Switch Phase												
Minimum Initial (s)	10.0			10.0	10.0	10.0		10.0		5.0	5.0	
Minimum Split (s)	15.0			15.0	15.0	15.0		15.0		10.0	10.0	
Total Split (s)	31.0			24.0	24.0	55.0		24.0		22.0	22.0	
Total Split (%)	29.2%			22.6%	22.6%	51.9%		22.6%		20.8%	20.8%	
Maximum Green (s)	26.0			19.0	19.0	50.0		19.0		17.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	-1.0				-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0				4.0	4.0		4.0			4.0	
Lead/Lag	Lead			Lag	Lag			Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0		3.0	3.0	
Recall Mode	Min			Min	Min	None		Min		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.72				1.17	0.38		0.79			0.13	
Control Delay (s/veh)	31.1				151.6	11.2		38.5			29.3	
Queue Delay	0.0				0.0	0.0		0.0			0.0	
Total Delay (s/veh)	31.1				151.6	11.2		38.5			29.3	
Queue Length 50th (ft)	141				~116	75		136			18	
Queue Length 95th (ft)	306				#368	271		#371			53	
Internal Link Dist (ft)	1181					944					323	
Turn Bay Length (ft)								140				
Base Capacity (vph)	1203				185	1170		735			400	
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	0.57				1.17	0.34		0.79			0.13	

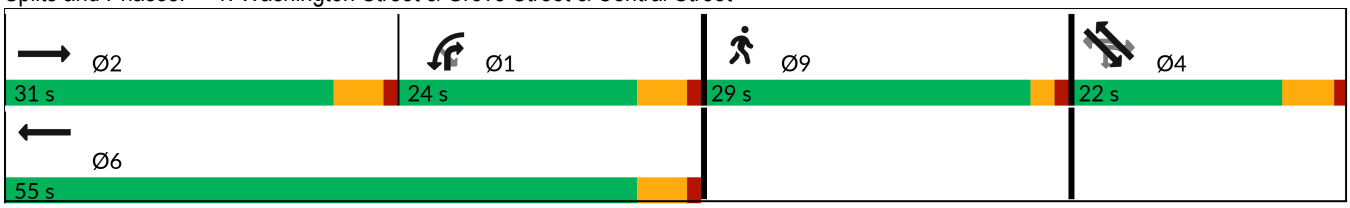
Intersection Summary
Cycle Length: 106

Lane Group	SER2	NWL2	NWL	NWT	NWR	Ø9
Lane Configurations						
Traffic Volume (vph)	2	21	137	10	75	
Future Volume (vph)	2	21	137	10	75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt				0.958		
Flt Protected				0.968		
Satd. Flow (prot)	0	0	0	1648	0	
Flt Permitted				0.787		
Satd. Flow (perm)	0	0	0	1340	0	
Satd. Flow (RTOR)						
Adj. Flow (vph)	3	25	165	12	90	
Lane Group Flow (vph)	0	0	0	292	0	
Turn Type		Perm	Perm	NA		
Protected Phases				4		9
Permitted Phases		4	4			
Detector Phase		4	4	4		
Switch Phase						
Minimum Initial (s)		5.0	5.0	5.0		5.0
Minimum Split (s)		10.0	10.0	10.0		29.0
Total Split (s)		22.0	22.0	22.0		29.0
Total Split (%)		20.8%	20.8%	20.8%		27%
Maximum Green (s)		17.0	17.0	17.0		26.0
Yellow Time (s)		4.0	4.0	4.0		2.0
All-Red Time (s)		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				-1.0		
Total Lost Time (s)				4.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		3.0
Recall Mode		None	None	None		None
Walk Time (s)						7.0
Flash Don't Walk (s)						19.0
Pedestrian Calls (#/hr)						14
v/c Ratio				0.92		
Control Delay (s/veh)				66.9		
Queue Delay				0.0		
Total Delay (s/veh)				66.9		
Queue Length 50th (ft)				126		
Queue Length 95th (ft)				#375		
Internal Link Dist (ft)				635		
Turn Bay Length (ft)						
Base Capacity (vph)				318		
Starvation Cap Reductn				0		
Spillback Cap Reductn				0		
Storage Cap Reductn				0		
Reduced v/c Ratio				0.92		

Intersection Summary

Actuated Cycle Length: 77.8
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
~ 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.
! Phase conflict between lane groups.

Splits and Phases: 1: Washington Street & Grove Street & Central Street



Movement	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	598	50	7	8	187	348	11	495	18	20	14	2
Future Volume (vph)	598	50	7	8	187	348	11	495	18	20	14	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	12	12	16	16	16
Total Lost time (s)	4.0				4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95				1.00	1.00		0.88			1.00	
Frt	0.99				1.00	1.00		0.85			0.98	
Flt Protected	1.00				0.95	1.00		1.00			0.97	
Satd. Flow (prot)	3377				1712	1739		2783			2014	
Flt Permitted	1.00				0.39	1.00		1.00			0.82	
Satd. Flow (perm)	3377				702	1739		2783			1688	
Peak-hour factor, PHF	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.88	0.88	0.73	0.73	0.73
Adj. Flow (vph)	629	53	7	9	208	387	12	562	20	27	19	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	689	0	0	0	217	399	0	583	0	0	52	0
Heavy Vehicles (%)	2%	2%	0%	0%	2%	5%	9%	2%	6%	5%	0%	0%
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Actuated Green, G (s)	21.2				19.6	45.8		19.6			17.5	
Effective Green, g (s)	22.2				20.6	46.8		20.6			18.5	
Actuated g/C Ratio	0.28				0.26	0.58		0.26			0.23	
Clearance Time (s)	5.0				5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0				3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	935				180	1016		715			389	
v/s Ratio Prot	c0.20					0.23		0.21				
v/s Ratio Perm					c0.31						0.03	
v/c Ratio	0.74				1.21	0.39		0.82			0.13	
Uniform Delay, d1	26.3				29.8	9.0		28.0			24.4	
Progression Factor	1.00				1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.1				133.2	0.3		7.1			0.2	
Delay (s)	29.4				163.0	9.2		35.1			24.6	
Level of Service	C				F	A		D			C	
Approach Delay (s/veh)	29.4					63.4					24.6	
Approach LOS	C					E					C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	45.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	80.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SER2	NWL2	NWL	NWT	NWR
Lane Configurations					
Traffic Volume (vph)	2	21	137	10	75
Future Volume (vph)	2	21	137	10	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width	16	11	11	11	11
Total Lost time (s)				4.0	
Lane Util. Factor				1.00	
Frt				0.96	
Flt Protected				0.97	
Satd. Flow (prot)				1649	
Flt Permitted				0.79	
Satd. Flow (perm)				1341	
Peak-hour factor, PHF	0.73	0.83	0.83	0.83	0.83
Adj. Flow (vph)	3	25	165	12	90
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	292	0
Heavy Vehicles (%)	0%	5%	3%	0%	4%
Turn Type		Perm	Perm	NA	
Protected Phases				4	
Permitted Phases		4	4		
Actuated Green, G (s)				17.5	
Effective Green, g (s)				18.5	
Actuated g/C Ratio				0.23	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				309	
v/s Ratio Prot					
v/s Ratio Perm				c0.22	
v/c Ratio				0.94	
Uniform Delay, d1				30.3	
Progression Factor				1.00	
Incremental Delay, d2				36.5	
Delay (s)				66.8	
Level of Service				E	
Approach Delay (s/veh)				66.8	
Approach LOS				E	

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	34	15	482	205	12
Future Vol, veh/h	31	34	15	482	205	12
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	94	94	72	72
Heavy Vehicles, %	0	3	0	2	2	0
Mvmt Flow	40	44	16	513	285	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	841	299	304	0	-	0
Stage 1	296	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Critical Hdwy	6.4	6.23	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	2.2	-	-	-
Pot Cap-1 Maneuver	338	738	1268	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	734	1265	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.63	0.24	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	54	-	331	734	-	-
HCM Lane V/C Ratio	0.013	-	0.122	0.06	-	-
HCM Ctrl Dly (s/v)	7.9	0	17.4	10.2	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	18.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	1	173	8	6	3	414	502	3	1	197	18
Future Vol, veh/h	12	1	173	8	6	3	414	502	3	1	197	18
Conflicting Peds, #/hr	3	0	2	12	0	13	2	0	12	13	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	71	71	71	92	92	92	70	70	70
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	0	2	6
Mvmt Flow	16	1	228	11	8	4	450	546	3	1	281	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1763	1762	309	1757	1773	573	310	0	0	562	0	0
Stage 1	300	300	-	1460	1460	-	-	-	-	-	-	-
Stage 2	1463	1462	-	297	313	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	66	85	731	67	84	523	1250	-	-	1019	-	-
Stage 1	713	669	-	162	195	-	-	-	-	-	-	-
Stage 2	162	195	-	716	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	40	720	21	40	510	1246	-	-	1007	-	-
Mov Cap-2 Maneuver	28	40	-	21	40	-	-	-	-	-	-	-
Stage 1	710	666	-	77	93	-	-	-	-	-	-	-
Stage 2	69	93	-	482	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	78.18	267.38	4.28	0.04
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	265	32	8	-	-
HCM Lane V/C Ratio	0.361	-	-	0.922	0.755	0.001	-	-
HCM Ctrl Dly (s/v)	9.5	0	-	78.2	267.4	8.6	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	1.7	-	-	8.4	2.6	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	94	94	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1021	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1021	-	-	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	282	94	50	24	326	452	16	272	19	17	43	12
Future Volume (vph)	282	94	50	24	326	452	16	272	19	17	43	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.949					0.995		0.850			0.973	
Flt Protected					0.950						0.989	
Satd. Flow (prot)	3261	0	0	0	1729	1810	0	2842	0	0	2072	0
Flt Permitted					0.476						0.923	
Satd. Flow (perm)	3261	0	0	0	866	1810	0	2842	0	0	1934	0
Satd. Flow (RTOR)												
Adj. Flow (vph)	320	107	57	26	358	497	18	313	22	19	49	14
Lane Group Flow (vph)	484	0	0	0	384	515	0	335	0	0	85	0
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Detector Phase	2			1	1	6		1		4	4	
Switch Phase												
Minimum Initial (s)	10.0			10.0	10.0	10.0		10.0		5.0	5.0	
Minimum Split (s)	15.0			15.0	15.0	15.0		15.0		10.0	10.0	
Total Split (s)	31.0			24.0	24.0	55.0		24.0		22.0	22.0	
Total Split (%)	29.2%			22.6%	22.6%	51.9%		22.6%		20.8%	20.8%	
Maximum Green (s)	26.0			19.0	19.0	50.0		19.0		17.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	-1.0				-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0				4.0	4.0		4.0			4.0	
Lead/Lag	Lead			Lag	Lag			Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0		3.0	3.0	
Recall Mode	Min			Min	Min	None		Min		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.64				1.69	0.52		0.45			0.19	
Control Delay (s/veh)	33.5				353.7	16.7		31.6			32.7	
Queue Delay	0.0				0.0	0.0		0.0			0.0	
Total Delay (s/veh)	33.5				353.7	16.7		31.6			32.7	
Queue Length 50th (ft)	93				~224	101		61			26	
Queue Length 95th (ft)	204				#619	356		165			94	
Internal Link Dist (ft)	1181					944					323	
Turn Bay Length (ft)								140				
Base Capacity (vph)	1157				227	1212		746			457	
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	0.42				1.69	0.42		0.45			0.19	

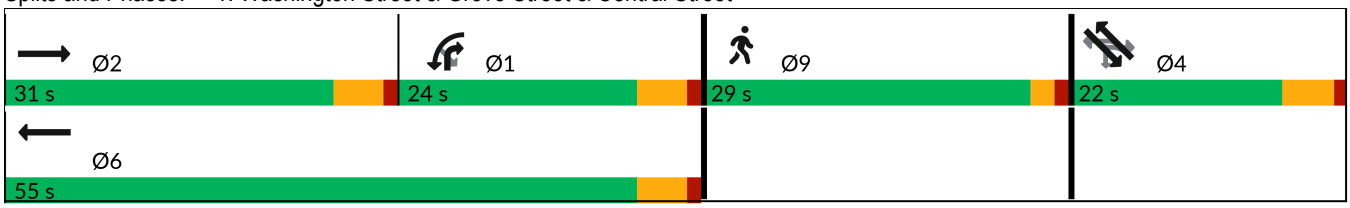
Intersection Summary
Cycle Length: 106

Lane Group	SER2	NWL2	NWL	NWT	NWR	Ø9
Lane Configurations						
Traffic Volume (vph)	3	31	111	13	36	
Future Volume (vph)	3	31	111	13	36	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt				0.975		
Flt Protected				0.964		
Satd. Flow (prot)	0	0	0	1707	0	
Flt Permitted				0.751		
Satd. Flow (perm)	0	0	0	1330	0	
Satd. Flow (RTOR)						
Adj. Flow (vph)	3	38	137	16	44	
Lane Group Flow (vph)	0	0	0	235	0	
Turn Type		Perm	Perm	NA		
Protected Phases				4		9
Permitted Phases		4	4			
Detector Phase		4	4	4		
Switch Phase						
Minimum Initial (s)		5.0	5.0	5.0		5.0
Minimum Split (s)		10.0	10.0	10.0		29.0
Total Split (s)		22.0	22.0	22.0		29.0
Total Split (%)		20.8%	20.8%	20.8%		27%
Maximum Green (s)		17.0	17.0	17.0		26.0
Yellow Time (s)		4.0	4.0	4.0		2.0
All-Red Time (s)		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				-1.0		
Total Lost Time (s)				4.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		3.0
Recall Mode		None	None	None		None
Walk Time (s)						7.0
Flash Don't Walk (s)						19.0
Pedestrian Calls (#/hr)						22
v/c Ratio				0.75		
Control Delay (s/veh)				50.7		
Queue Delay				0.0		
Total Delay (s/veh)				50.7		
Queue Length 50th (ft)				85		
Queue Length 95th (ft)				#278		
Internal Link Dist (ft)				635		
Turn Bay Length (ft)						
Base Capacity (vph)				314		
Starvation Cap Reductn				0		
Spillback Cap Reductn				0		
Storage Cap Reductn				0		
Reduced v/c Ratio				0.75		

Intersection Summary

Actuated Cycle Length: 80.5
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ 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.
! Phase conflict between lane groups.

Splits and Phases: 1: Washington Street & Grove Street & Central Street



Movement	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	282	94	50	24	326	452	16	272	19	17	43	12
Future Volume (vph)	282	94	50	24	326	452	16	272	19	17	43	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	12	12	16	16	16
Total Lost time (s)	4.0				4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95				1.00	1.00		0.88			1.00	
Frt	0.95				1.00	0.99		0.85			0.97	
Flt Protected	1.00				0.95	1.00		1.00			0.99	
Satd. Flow (prot)	3261				1729	1810		2842			2072	
Flt Permitted	1.00				0.48	1.00		1.00			0.92	
Satd. Flow (perm)	3261				866	1810		2842			1935	
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.87	0.87	0.88	0.88	0.88
Adj. Flow (vph)	320	107	57	26	358	497	18	313	22	19	49	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	484	0	0	0	384	515	0	335	0	0	85	0
Heavy Vehicles (%)	2%	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Actuated Green, G (s)	17.6				20.4	43.0		20.4			18.0	
Effective Green, g (s)	18.6				21.4	44.0		21.4			19.0	
Actuated g/C Ratio	0.23				0.26	0.54		0.26			0.23	
Clearance Time (s)	5.0				5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0				3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	739				226	971		741			448	
v/s Ratio Prot	c0.15					0.28		0.12				
v/s Ratio Perm					c0.44						0.04	
v/c Ratio	0.65				1.70	0.53		0.45			0.19	
Uniform Delay, d1	28.8				30.3	12.3		25.4			25.3	
Progression Factor	1.00				1.00	1.00		1.00			1.00	
Incremental Delay, d2	2.1				332.9	0.6		0.4			0.2	
Delay (s)	30.9				363.2	12.9		25.8			25.5	
Level of Service	C				F	B		C			C	
Approach Delay (s/veh)	30.9					162.5					25.5	
Approach LOS	C					F					C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	88.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SER2	NWL2	NWL	NWT	NWR
Lane Configurations					
Traffic Volume (vph)	3	31	111	13	36
Future Volume (vph)	3	31	111	13	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width	16	11	11	11	11
Total Lost time (s)				4.0	
Lane Util. Factor				1.00	
Frt				0.97	
Flt Protected				0.96	
Satd. Flow (prot)				1707	
Flt Permitted				0.75	
Satd. Flow (perm)				1330	
Peak-hour factor, PHF	0.88	0.81	0.81	0.81	0.81
Adj. Flow (vph)	3	38	137	16	44
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	235	0
Heavy Vehicles (%)	0%	0%	0%	0%	6%
Turn Type		Perm	Perm	NA	
Protected Phases				4	
Permitted Phases		4	4		
Actuated Green, G (s)				18.0	
Effective Green, g (s)				19.0	
Actuated g/C Ratio				0.23	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				308	
v/s Ratio Prot					
v/s Ratio Perm				c0.18	
v/c Ratio				0.76	
Uniform Delay, d1				29.4	
Progression Factor				1.00	
Incremental Delay, d2				10.7	
Delay (s)				40.1	
Level of Service				D	
Approach Delay (s/veh)				40.1	
Approach LOS				D	

Intersection Summary

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	88	19	255	366	53
Future Vol, veh/h	36	88	19	255	366	53
Conflicting Peds, #/hr	19	47	47	0	0	19
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	84	84	98	98
Heavy Vehicles, %	0	2	0	1	1	0
Mvmt Flow	39	95	23	304	373	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	815	495	475	0	-	0
Stage 1	448	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	350	575	1098	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	525	1057	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.63	0.59	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	125	-	322	525	-	-
HCM Lane V/C Ratio	0.021	-	0.12	0.18	-	-
HCM Ctrl Dly (s/v)	8.5	0	17.7	13.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.7	-	-

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	2	284	0	1	4	330	254	1	2	394	24
Future Vol, veh/h	8	2	284	0	1	4	330	254	1	2	394	24
Conflicting Peds, #/hr	23	0	5	29	0	47	5	0	29	47	0	23
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	31	31	31	89	89	89	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	2	0	0	0	1	0
Mvmt Flow	9	2	305	0	3	13	371	285	1	2	415	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1530	1530	479	1524	1542	380	463	0	0	334	0	0
Stage 1	455	455	-	1075	1075	-	-	-	-	-	-	-
Stage 2	1076	1075	-	449	467	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	97	118	590	98	116	671	1098	-	-	1237	-	-
Stage 1	589	572	-	268	299	-	-	-	-	-	-	-
Stage 2	268	298	-	593	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	65	561	24	64	613	1072	-	-	1182	-	-
Mov Cap-2 Maneuver	50	65	-	24	64	-	-	-	-	-	-	-
Stage 1	574	557	-	151	168	-	-	-	-	-	-	-
Stage 2	145	168	-	261	550	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	34.95	22.24	5.71	0.04
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	901	-	-	422	225	8	-	-
HCM Lane V/C Ratio	0.346	-	-	0.749	0.072	0.002	-	-
HCM Ctrl Dly (s/v)	10.1	0	-	35	22.2	8.1	0	-
HCM Lane LOS	B	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	1.6	-	-	6.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	84	84	98	98
Heavy Vehicles, %	2	2	1	2	2	1
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

2032 No-Build

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	641	54	8	9	200	373	12	531	19	21	15	2
Future Volume (vph)	641	54	8	9	200	373	12	531	19	21	15	2
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.987					0.995		0.850			0.986	
Flt Protected					0.950						0.975	
Satd. Flow (prot)	3377	0	0	0	1712	1738	0	2783	0	0	2018	0
Flt Permitted					0.371						0.814	
Satd. Flow (perm)	3377	0	0	0	669	1738	0	2783	0	0	1685	0
Satd. Flow (RTOR)												
Adj. Flow (vph)	675	57	8	10	222	414	13	603	22	29	21	3
Lane Group Flow (vph)	740	0	0	0	232	427	0	625	0	0	56	0
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Detector Phase	2			1	1	6		1		4	4	
Switch Phase												
Minimum Initial (s)	10.0			10.0	10.0	10.0		10.0		5.0	5.0	
Minimum Split (s)	15.0			15.0	15.0	15.0		15.0		10.0	10.0	
Total Split (s)	31.0			24.0	24.0	55.0		24.0		22.0	22.0	
Total Split (%)	29.2%			22.6%	22.6%	51.9%		22.6%		20.8%	20.8%	
Maximum Green (s)	26.0			19.0	19.0	50.0		19.0		17.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	-1.0				-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0				4.0	4.0		4.0			4.0	
Lead/Lag	Lead			Lag	Lag			Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0		3.0	3.0	
Recall Mode	Min			Min	Min	None		Min		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.73				1.35	0.40		0.87			0.14	
Control Delay (s/veh)	31.1				220.2	11.4		45.2			30.0	
Queue Delay	0.0				0.0	0.0		0.0			0.0	
Total Delay (s/veh)	31.1				220.2	11.4		45.2			30.0	
Queue Length 50th (ft)	154				~141	82		156			20	
Queue Length 95th (ft)	#356				#399	295		#407			56	
Internal Link Dist (ft)	1181					944					323	
Turn Bay Length (ft)								140				
Base Capacity (vph)	1173				172	1141		716			390	
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				1.35	0.37		0.87			0.14	

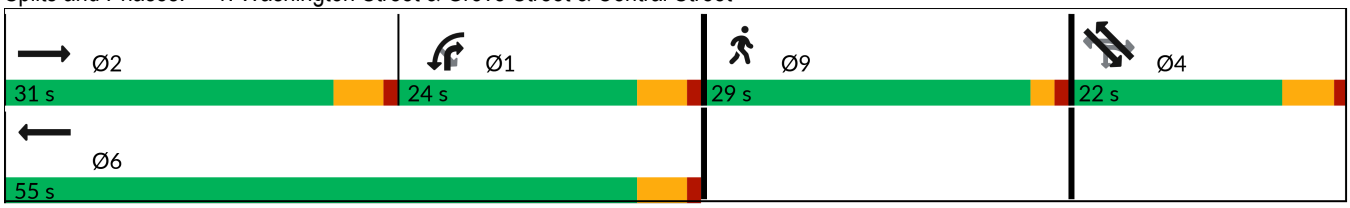
Intersection Summary
Cycle Length: 106

Lane Group	SER2	NWL2	NWL	NWT	NWR	Ø9
Lane Configurations						
Traffic Volume (vph)	2	23	147	11	80	
Future Volume (vph)	2	23	147	11	80	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt				0.959		
Flt Protected				0.968		
Satd. Flow (prot)	0	0	0	1650	0	
Flt Permitted				0.798		
Satd. Flow (perm)	0	0	0	1360	0	
Satd. Flow (RTOR)						
Adj. Flow (vph)	3	28	177	13	96	
Lane Group Flow (vph)	0	0	0	314	0	
Turn Type		Perm	Perm	NA		
Protected Phases				4		9
Permitted Phases		4	4			
Detector Phase		4	4	4		
Switch Phase						
Minimum Initial (s)		5.0	5.0	5.0		5.0
Minimum Split (s)		10.0	10.0	10.0		29.0
Total Split (s)		22.0	22.0	22.0		29.0
Total Split (%)		20.8%	20.8%	20.8%		27%
Maximum Green (s)		17.0	17.0	17.0		26.0
Yellow Time (s)		4.0	4.0	4.0		2.0
All-Red Time (s)		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				-1.0		
Total Lost Time (s)				4.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		3.0
Recall Mode		None	None	None		None
Walk Time (s)						7.0
Flash Don't Walk (s)						19.0
Pedestrian Calls (#/hr)						14
v/c Ratio				1.00		
Control Delay (s/veh)				85.5		
Queue Delay				0.0		
Total Delay (s/veh)				85.5		
Queue Length 50th (ft)				143		
Queue Length 95th (ft)				#406		
Internal Link Dist (ft)				635		
Turn Bay Length (ft)						
Base Capacity (vph)				315		
Starvation Cap Reductn				0		
Spillback Cap Reductn				0		
Storage Cap Reductn				0		
Reduced v/c Ratio				1.00		

Intersection Summary

Actuated Cycle Length: 79.6
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
~ 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.
! Phase conflict between lane groups.

Splits and Phases: 1: Washington Street & Grove Street & Central Street



Movement	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	641	54	8	9	200	373	12	531	19	21	15	2
Future Volume (vph)	641	54	8	9	200	373	12	531	19	21	15	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	12	12	16	16	16
Total Lost time (s)	4.0				4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95				1.00	1.00		0.88			1.00	
Frt	0.99				1.00	1.00		0.85			0.99	
Flt Protected	1.00				0.95	1.00		1.00			0.97	
Satd. Flow (prot)	3377				1712	1739		2783			2016	
Flt Permitted	1.00				0.37	1.00		1.00			0.81	
Satd. Flow (perm)	3377				668	1739		2783			1685	
Peak-hour factor, PHF	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.88	0.88	0.73	0.73	0.73
Adj. Flow (vph)	675	57	8	10	222	414	13	603	22	29	21	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	740	0	0	0	232	427	0	625	0	0	56	0
Heavy Vehicles (%)	2%	2%	0%	0%	2%	5%	9%	2%	6%	5%	0%	0%
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Actuated Green, G (s)	23.0				19.6	47.6		19.6			17.4	
Effective Green, g (s)	24.0				20.6	48.6		20.6			18.4	
Actuated g/C Ratio	0.29				0.25	0.59		0.25			0.22	
Clearance Time (s)	5.0				5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0				3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	989				168	1031		699			378	
v/s Ratio Prot	c0.22					0.25		0.22				
v/s Ratio Perm					c0.35						0.03	
v/c Ratio	0.75				1.38	0.41		0.89			0.15	
Uniform Delay, d1	26.2				30.7	9.0		29.6			25.5	
Progression Factor	1.00				1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.1				204.1	0.3		13.9			0.2	
Delay (s)	29.4				234.7	9.2		43.5			25.6	
Level of Service	C				F	A		D			C	
Approach Delay (s/veh)	29.4					88.6					25.6	
Approach LOS	C					F					C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	SER2	NWL2	NWL	NWT	NWR
Lane Configurations					
Traffic Volume (vph)	2	23	147	11	80
Future Volume (vph)	2	23	147	11	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width	16	11	11	11	11
Total Lost time (s)				4.0	
Lane Util. Factor				1.00	
Frt				0.96	
Flt Protected				0.97	
Satd. Flow (prot)				1650	
Flt Permitted				0.80	
Satd. Flow (perm)				1359	
Peak-hour factor, PHF	0.73	0.83	0.83	0.83	0.83
Adj. Flow (vph)	3	28	177	13	96
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	314	0
Heavy Vehicles (%)	0%	5%	3%	0%	4%
Turn Type		Perm	Perm	NA	
Protected Phases				4	
Permitted Phases		4	4		
Actuated Green, G (s)				17.4	
Effective Green, g (s)				18.4	
Actuated g/C Ratio				0.22	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				305	
v/s Ratio Prot					
v/s Ratio Perm				c0.23	
v/c Ratio				1.03	
Uniform Delay, d1				31.8	
Progression Factor				1.00	
Incremental Delay, d2				59.3	
Delay (s)				91.1	
Level of Service				F	
Approach Delay (s/veh)				91.1	
Approach LOS				F	

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	36	16	517	220	13
Future Vol, veh/h	33	36	16	517	220	13
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	94	94	72	72
Heavy Vehicles, %	0	3	0	2	2	0
Mvmt Flow	43	47	17	550	306	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	902	321	327	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.4	6.23	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	2.2	-	-	-
Pot Cap-1 Maneuver	311	718	1244	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	714	1241	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.4	0.24	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	54	-	304	714	-	-
HCM Lane V/C Ratio	0.014	-	0.141	0.065	-	-
HCM Ctrl Dly (s/v)	7.9	0	18.8	10.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	43.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	185	8	6	3	444	538	3	1	211	19
Future Vol, veh/h	13	1	185	8	6	3	444	538	3	1	211	19
Conflicting Peds, #/hr	3	0	2	12	0	13	2	0	12	13	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	71	71	71	92	92	92	70	70	70
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	0	2	6
Mvmt Flow	17	1	243	11	8	4	483	585	3	1	301	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1888	1887	330	1882	1899	612	332	0	0	601	0	0
Stage 1	321	321	-	1565	1565	-	-	-	-	-	-	-
Stage 2	1567	1566	-	317	334	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	54	71	712	55	70	497	1228	-	-	986	-	-
Stage 1	695	655	-	141	174	-	-	-	-	-	-	-
Stage 2	141	174	-	699	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	29	701	14	29	484	1224	-	-	974	-	-
Mov Cap-2 Maneuver	19	29	-	14	29	-	-	-	-	-	-	-
Stage 1	692	652	-	58	71	-	-	-	-	-	-	-
Stage 2	50	71	-	449	643	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	217.33	$ 480.26	4.44	0.04
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	200	22	8	-	-
HCM Lane V/C Ratio	0.394	-	-	1.31	1.101	0.001	-	-
HCM Ctrl Dly (s/v)	9.8	0	-	217.3	$ 480.3	8.7	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	1.9	-	-	14.5	3.1	0	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	94	94	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1021	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1021	-	-	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	302	101	54	26	350	485	17	292	20	18	46	13
Future Volume (vph)	302	101	54	26	350	485	17	292	20	18	46	13
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.949					0.995		0.850			0.973	
Flt Protected					0.950						0.989	
Satd. Flow (prot)	3261	0	0	0	1729	1810	0	2842	0	0	2072	0
Flt Permitted					0.460						0.922	
Satd. Flow (perm)	3261	0	0	0	837	1810	0	2842	0	0	1932	0
Satd. Flow (RTOR)												
Adj. Flow (vph)	343	115	61	29	385	533	19	336	23	20	52	15
Lane Group Flow (vph)	519	0	0	0	414	552	0	359	0	0	90	0
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Detector Phase	2			1	1	6		1		4	4	
Switch Phase												
Minimum Initial (s)	10.0			10.0	10.0	10.0		10.0		5.0	5.0	
Minimum Split (s)	15.0			15.0	15.0	15.0		15.0		10.0	10.0	
Total Split (s)	31.0			24.0	24.0	55.0		24.0		22.0	22.0	
Total Split (%)	29.2%			22.6%	22.6%	51.9%		22.6%		20.8%	20.8%	
Maximum Green (s)	26.0			19.0	19.0	50.0		19.0		17.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	-1.0				-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0				4.0	4.0		4.0			4.0	
Lead/Lag	Lead			Lag	Lag			Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0		3.0	3.0	
Recall Mode	Min			Min	Min	None		Min		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.67				1.91	0.55		0.49			0.20	
Control Delay (s/veh)	34.0				446.6	17.3		32.5			33.1	
Queue Delay	0.0				0.0	0.0		0.0			0.0	
Total Delay (s/veh)	34.0				446.6	17.3		32.5			33.1	
Queue Length 50th (ft)	101				~259	112		67			29	
Queue Length 95th (ft)	219				#670	391		178			99	
Internal Link Dist (ft)	1181					944					323	
Turn Bay Length (ft)								140				
Base Capacity (vph)	1145				217	1201		739			452	
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	0.45				1.91	0.46		0.49			0.20	

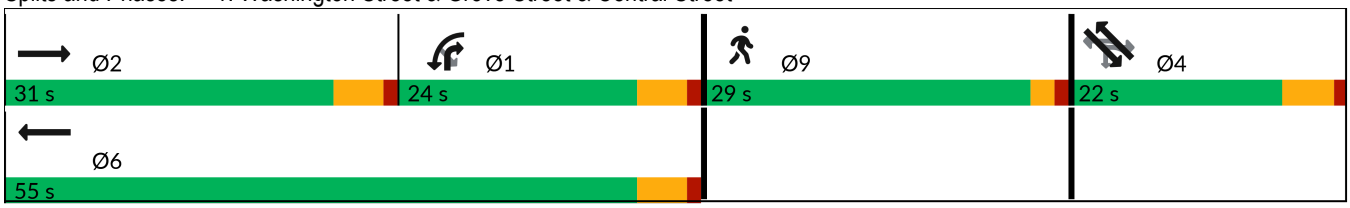
Intersection Summary
Cycle Length: 106

Lane Group	SER2	NWL2	NWL	NWT	NWR	Ø9
Lane Configurations						
Traffic Volume (vph)	3	33	119	14	39	
Future Volume (vph)	3	33	119	14	39	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt				0.974		
Flt Protected				0.964		
Satd. Flow (prot)	0	0	0	1705	0	
Flt Permitted				0.742		
Satd. Flow (perm)	0	0	0	1312	0	
Satd. Flow (RTOR)						
Adj. Flow (vph)	3	41	147	17	48	
Lane Group Flow (vph)	0	0	0	253	0	
Turn Type		Perm	Perm	NA		
Protected Phases				4		9
Permitted Phases		4	4			
Detector Phase		4	4	4		
Switch Phase						
Minimum Initial (s)		5.0	5.0	5.0		5.0
Minimum Split (s)		10.0	10.0	10.0		29.0
Total Split (s)		22.0	22.0	22.0		29.0
Total Split (%)		20.8%	20.8%	20.8%		27%
Maximum Green (s)		17.0	17.0	17.0		26.0
Yellow Time (s)		4.0	4.0	4.0		2.0
All-Red Time (s)		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				-1.0		
Total Lost Time (s)				4.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		3.0
Recall Mode		None	None	None		None
Walk Time (s)						7.0
Flash Don't Walk (s)						19.0
Pedestrian Calls (#/hr)						22
v/c Ratio				0.82		
Control Delay (s/veh)				58.1		
Queue Delay				0.0		
Total Delay (s/veh)				58.1		
Queue Length 50th (ft)				95		
Queue Length 95th (ft)				#307		
Internal Link Dist (ft)				635		
Turn Bay Length (ft)						
Base Capacity (vph)				307		
Starvation Cap Reductn				0		
Spillback Cap Reductn				0		
Storage Cap Reductn				0		
Reduced v/c Ratio				0.82		

Intersection Summary

Actuated Cycle Length: 81.2
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ 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.
! Phase conflict between lane groups.

Splits and Phases: 1: Washington Street & Grove Street & Central Street



Movement	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	302	101	54	26	350	485	17	292	20	18	46	13
Future Volume (vph)	302	101	54	26	350	485	17	292	20	18	46	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	12	12	16	16	16
Total Lost time (s)	4.0				4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95				1.00	1.00		0.88			1.00	
Frt	0.95				1.00	0.99		0.85			0.97	
Flt Protected	1.00				0.95	1.00		1.00			0.99	
Satd. Flow (prot)	3261				1729	1810		2842			2072	
Flt Permitted	1.00				0.46	1.00		1.00			0.92	
Satd. Flow (perm)	3261				837	1810		2842			1931	
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.87	0.87	0.88	0.88	0.88
Adj. Flow (vph)	343	115	61	29	385	533	19	336	23	20	52	15
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	519	0	0	0	414	552	0	359	0	0	90	0
Heavy Vehicles (%)	2%	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Actuated Green, G (s)	18.4				20.3	43.7		20.3			18.0	
Effective Green, g (s)	19.4				21.3	44.7		21.3			19.0	
Actuated g/C Ratio	0.23				0.26	0.54		0.26			0.23	
Clearance Time (s)	5.0				5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0				3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	764				215	978		731			443	
v/s Ratio Prot	c0.16					0.31		0.13				
v/s Ratio Perm					c0.49						0.05	
v/c Ratio	0.68				1.93	0.56		0.49			0.20	
Uniform Delay, d1	28.8				30.7	12.6		26.1			25.7	
Progression Factor	1.00				1.00	1.00		1.00			1.00	
Incremental Delay, d2	2.4				433.3	0.8		0.5			0.2	
Delay (s)	31.2				464.0	13.3		26.6			26.0	
Level of Service	C				F	B		C			C	
Approach Delay (s/veh)	31.2					206.4					26.0	
Approach LOS	C					F					C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	109.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SER2	NWL2	NWL	NWT	NWR
Lane Configurations					
Traffic Volume (vph)	3	33	119	14	39
Future Volume (vph)	3	33	119	14	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width	16	11	11	11	11
Total Lost time (s)				4.0	
Lane Util. Factor				1.00	
Frt				0.97	
Flt Protected				0.96	
Satd. Flow (prot)				1706	
Flt Permitted				0.74	
Satd. Flow (perm)				1312	
Peak-hour factor, PHF	0.88	0.81	0.81	0.81	0.81
Adj. Flow (vph)	3	41	147	17	48
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	253	0
Heavy Vehicles (%)	0%	0%	0%	0%	6%
Turn Type		Perm	Perm	NA	
Protected Phases				4	
Permitted Phases		4	4		
Actuated Green, G (s)				18.0	
Effective Green, g (s)				19.0	
Actuated g/C Ratio				0.23	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				301	
v/s Ratio Prot					
v/s Ratio Perm				c0.19	
v/c Ratio				0.84	
Uniform Delay, d1				30.4	
Progression Factor				1.00	
Incremental Delay, d2				18.6	
Delay (s)				49.0	
Level of Service				D	
Approach Delay (s/veh)				49.0	
Approach LOS				D	

Intersection Summary

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	94	20	273	393	57
Future Vol, veh/h	39	94	20	273	393	57
Conflicting Peds, #/hr	19	47	47	0	0	19
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	84	84	98	98
Heavy Vehicles, %	0	2	0	1	1	0
Mvmt Flow	42	101	24	325	401	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	869	524	506	0	-	0
Stage 1	477	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	325	553	1069	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	505	1029	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.41	0.59	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	123	-	299	505	-	-
HCM Lane V/C Ratio	0.023	-	0.14	0.2	-	-
HCM Ctrl Dly (s/v)	8.6	0	19	13.9	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.7	-	-

Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	2	304	0	1	4	354	272	1	2	422	26
Future Vol, veh/h	9	2	304	0	1	4	354	272	1	2	422	26
Conflicting Peds, #/hr	23	0	5	29	0	47	5	0	29	47	0	23
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	31	31	31	89	89	89	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	2	0	0	0	1	0
Mvmt Flow	10	2	327	0	3	13	398	306	1	2	444	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1635	1634	510	1627	1647	400	495	0	0	354	0	0
Stage 1	485	485	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1150	1149	-	478	499	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	102	567	83	100	654	1069	-	-	1216	-	-
Stage 1	567	555	-	244	276	-	-	-	-	-	-	-
Stage 2	244	275	-	572	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	51	539	16	50	597	1044	-	-	1162	-	-
Mov Cap-2 Maneuver	39	51	-	16	50	-	-	-	-	-	-	-
Stage 1	552	540	-	126	142	-	-	-	-	-	-	-
Stage 2	120	142	-	217	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	57.86	25.9	5.96	0.04
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	377	188	8	-	-
HCM Lane V/C Ratio	0.381	-	-	0.898	0.086	0.002	-	-
HCM Ctrl Dly (s/v)	10.6	0	-	57.9	25.9	8.1	0	-
HCM Lane LOS	B	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	1.8	-	-	9.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	84	84	98	98
Heavy Vehicles, %	2	2	1	2	2	1
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

2032 Build

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	641	54	8	9	203	373	12	541	19	21	15	2
Future Volume (vph)	641	54	8	9	203	373	12	541	19	21	15	2
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.987					0.995		0.850			0.986	
Flt Protected					0.950						0.975	
Satd. Flow (prot)	3377	0	0	0	1712	1738	0	2783	0	0	2018	0
Flt Permitted					0.371						0.814	
Satd. Flow (perm)	3377	0	0	0	669	1738	0	2783	0	0	1685	0
Satd. Flow (RTOR)												
Adj. Flow (vph)	675	57	8	10	226	414	13	615	22	29	21	3
Lane Group Flow (vph)	740	0	0	0	236	427	0	637	0	0	56	0
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Detector Phase	2			1	1	6		1		4	4	
Switch Phase												
Minimum Initial (s)	10.0			10.0	10.0	10.0		10.0		5.0	5.0	
Minimum Split (s)	15.0			15.0	15.0	15.0		15.0		10.0	10.0	
Total Split (s)	31.0			24.0	24.0	55.0		24.0		22.0	22.0	
Total Split (%)	29.2%			22.6%	22.6%	51.9%		22.6%		20.8%	20.8%	
Maximum Green (s)	26.0			19.0	19.0	50.0		19.0		17.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	-1.0				-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0				4.0	4.0		4.0			4.0	
Lead/Lag	Lead			Lag	Lag			Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0		3.0	3.0	
Recall Mode	Min			Min	Min	None		Min		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.73				1.37	0.40		0.89			0.14	
Control Delay (s/veh)	31.1				229.3	11.4		46.9			30.0	
Queue Delay	0.0				0.0	0.0		0.0			0.0	
Total Delay (s/veh)	31.1				229.3	11.4		46.9			30.0	
Queue Length 50th (ft)	154				~145	82		160			20	
Queue Length 95th (ft)	#356				#406	295		#418			56	
Internal Link Dist (ft)	1181					944					323	
Turn Bay Length (ft)								140				
Base Capacity (vph)	1173				172	1141		716			390	
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				1.37	0.37		0.89			0.14	

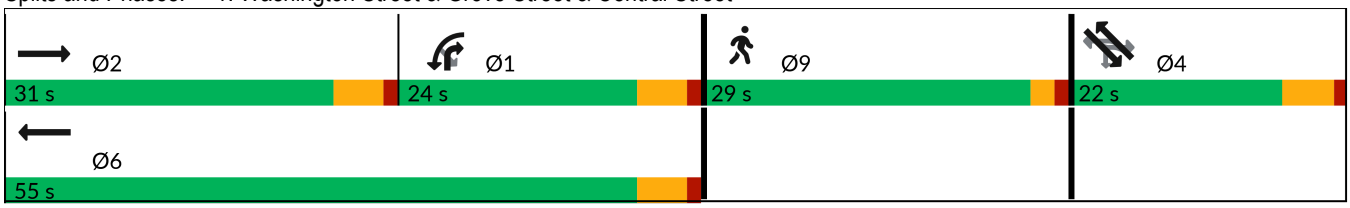
Intersection Summary
Cycle Length: 106

Lane Group	SER2	NWL2	NWL	NWT	NWR	Ø9
Lane Configurations						
Traffic Volume (vph)	2	23	147	11	80	
Future Volume (vph)	2	23	147	11	80	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt				0.959		
Flt Protected				0.968		
Satd. Flow (prot)	0	0	0	1650	0	
Flt Permitted				0.798		
Satd. Flow (perm)	0	0	0	1360	0	
Satd. Flow (RTOR)						
Adj. Flow (vph)	3	28	177	13	96	
Lane Group Flow (vph)	0	0	0	314	0	
Turn Type		Perm	Perm	NA		
Protected Phases				4		9
Permitted Phases		4	4			
Detector Phase		4	4	4		
Switch Phase						
Minimum Initial (s)		5.0	5.0	5.0		5.0
Minimum Split (s)		10.0	10.0	10.0		29.0
Total Split (s)		22.0	22.0	22.0		29.0
Total Split (%)		20.8%	20.8%	20.8%		27%
Maximum Green (s)		17.0	17.0	17.0		26.0
Yellow Time (s)		4.0	4.0	4.0		2.0
All-Red Time (s)		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				-1.0		
Total Lost Time (s)				4.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		3.0
Recall Mode		None	None	None		None
Walk Time (s)						7.0
Flash Don't Walk (s)						19.0
Pedestrian Calls (#/hr)						14
v/c Ratio				1.00		
Control Delay (s/veh)				85.5		
Queue Delay				0.0		
Total Delay (s/veh)				85.5		
Queue Length 50th (ft)				143		
Queue Length 95th (ft)				#406		
Internal Link Dist (ft)				635		
Turn Bay Length (ft)						
Base Capacity (vph)				315		
Starvation Cap Reductn				0		
Spillback Cap Reductn				0		
Storage Cap Reductn				0		
Reduced v/c Ratio				1.00		

Intersection Summary

Actuated Cycle Length: 79.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ 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.
! Phase conflict between lane groups.

Splits and Phases: 1: Washington Street & Grove Street & Central Street



Movement	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	641	54	8	9	203	373	12	541	19	21	15	2
Future Volume (vph)	641	54	8	9	203	373	12	541	19	21	15	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	12	12	16	16	16
Total Lost time (s)	4.0				4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95				1.00	1.00		0.88			1.00	
Frt	0.99				1.00	1.00		0.85			0.99	
Flt Protected	1.00				0.95	1.00		1.00			0.97	
Satd. Flow (prot)	3377				1712	1739		2783			2016	
Flt Permitted	1.00				0.37	1.00		1.00			0.81	
Satd. Flow (perm)	3377				668	1739		2783			1685	
Peak-hour factor, PHF	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.88	0.88	0.73	0.73	0.73
Adj. Flow (vph)	675	57	8	10	226	414	13	615	22	29	21	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	740	0	0	0	236	427	0	637	0	0	56	0
Heavy Vehicles (%)	2%	2%	0%	0%	2%	5%	9%	2%	6%	5%	0%	0%
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Actuated Green, G (s)	23.0				19.6	47.6		19.6			17.4	
Effective Green, g (s)	24.0				20.6	48.6		20.6			18.4	
Actuated g/C Ratio	0.29				0.25	0.59		0.25			0.22	
Clearance Time (s)	5.0				5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0				3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	989				168	1031		699			378	
v/s Ratio Prot	c0.22					0.25		0.23				
v/s Ratio Perm					c0.35						0.03	
v/c Ratio	0.75				1.40	0.41		0.91			0.15	
Uniform Delay, d1	26.2				30.7	9.0		29.8			25.5	
Progression Factor	1.00				1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.1				213.8	0.3		16.1			0.2	
Delay (s)	29.4				244.5	9.2		45.9			25.6	
Level of Service	C				F	A		D			C	
Approach Delay (s/veh)	29.4					93.0					25.6	
Approach LOS	C					F					C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	59.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	SER2	NWL2	NWL	NWT	NWR
Lane Configurations					
Traffic Volume (vph)	2	23	147	11	80
Future Volume (vph)	2	23	147	11	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width	16	11	11	11	11
Total Lost time (s)				4.0	
Lane Util. Factor				1.00	
Frt				0.96	
Flt Protected				0.97	
Satd. Flow (prot)				1650	
Flt Permitted				0.80	
Satd. Flow (perm)				1359	
Peak-hour factor, PHF	0.73	0.83	0.83	0.83	0.83
Adj. Flow (vph)	3	28	177	13	96
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	314	0
Heavy Vehicles (%)	0%	5%	3%	0%	4%
Turn Type		Perm	Perm	NA	
Protected Phases				4	
Permitted Phases		4	4		
Actuated Green, G (s)				17.4	
Effective Green, g (s)				18.4	
Actuated g/C Ratio				0.22	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				305	
v/s Ratio Prot					
v/s Ratio Perm				c0.23	
v/c Ratio				1.03	
Uniform Delay, d1				31.8	
Progression Factor				1.00	
Incremental Delay, d2				59.3	
Delay (s)				91.1	
Level of Service				F	
Approach Delay (s/veh)				91.1	
Approach LOS				F	

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	36	17	527	223	13
Future Vol, veh/h	33	36	17	527	223	13
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	94	94	72	72
Heavy Vehicles, %	0	3	0	2	2	0
Mvmt Flow	43	47	18	561	310	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	919	325	331	0	-	0
Stage 1	322	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.4	6.23	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	2.2	-	-	-
Pot Cap-1 Maneuver	304	714	1240	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	297	710	1237	-	-	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.61	0.25	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	56	-	297	710	-	-
HCM Lane V/C Ratio	0.015	-	0.144	0.066	-	-
HCM Ctrl Dly (s/v)	8	0	19.2	10.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	49.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	1	185	8	6	3	444	539	3	1	213	21
Future Vol, veh/h	14	1	185	8	6	3	444	539	3	1	213	21
Conflicting Peds, #/hr	3	0	2	12	0	13	2	0	12	13	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	71	71	71	92	92	92	70	70	70
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	0	2	6
Mvmt Flow	18	1	243	11	8	4	483	586	3	1	304	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1893	1892	334	1886	1906	614	337	0	0	602	0	0
Stage 1	325	325	-	1566	1566	-	-	-	-	-	-	-
Stage 2	1568	1567	-	320	340	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	54	71	708	54	69	496	1222	-	-	985	-	-
Stage 1	692	653	-	141	174	-	-	-	-	-	-	-
Stage 2	141	173	-	696	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 18	29	697	14	28	484	1218	-	-	973	-	-
Mov Cap-2 Maneuver	~ 18	29	-	14	28	-	-	-	-	-	-	-
Stage 1	688	649	-	57	70	-	-	-	-	-	-	-
Stage 2	50	70	-	446	640	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	257.52	$ 493.06	4.45	0.04
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	188	21	8	-	-
HCM Lane V/C Ratio	0.396	-	-	1.403	1.12	0.001	-	-
HCM Ctrl Dly (s/v)	9.9	0	-	257.5	$ 493.1	8.7	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	1.9	-	-	15.7	3.2	0	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	11	533	2	3	256
Future Vol, veh/h	4	11	533	2	3	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	94	94	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	567	2	4	356

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	932	568	0	0	569	0
Stage 1	568	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	296	522	-	-	1003	-
Stage 1	567	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	294	522	-	-	1003	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.64	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	21	-
HCM Lane V/C Ratio	-	-	0.038	0.004	-
HCM Ctrl Dly (s/v)	-	-	13.6	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	302	101	54	26	357	485	17	296	20	18	46	13
Future Volume (vph)	302	101	54	26	357	485	17	296	20	18	46	13
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.949					0.995		0.850			0.973	
Flt Protected					0.950						0.989	
Satd. Flow (prot)	3261	0	0	0	1729	1810	0	2842	0	0	2072	0
Flt Permitted					0.460						0.922	
Satd. Flow (perm)	3261	0	0	0	837	1810	0	2842	0	0	1932	0
Satd. Flow (RTOR)												
Adj. Flow (vph)	343	115	61	29	392	533	19	340	23	20	52	15
Lane Group Flow (vph)	519	0	0	0	421	552	0	363	0	0	90	0
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Detector Phase	2			1	1	6		1		4	4	
Switch Phase												
Minimum Initial (s)	10.0			10.0	10.0	10.0		10.0		5.0	5.0	
Minimum Split (s)	15.0			15.0	15.0	15.0		15.0		10.0	10.0	
Total Split (s)	31.0			24.0	24.0	55.0		24.0		22.0	22.0	
Total Split (%)	29.2%			22.6%	22.6%	51.9%		22.6%		20.8%	20.8%	
Maximum Green (s)	26.0			19.0	19.0	50.0		19.0		17.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	-1.0				-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0				4.0	4.0		4.0			4.0	
Lead/Lag	Lead			Lag	Lag			Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0		3.0	3.0	
Recall Mode	Min			Min	Min	None		Min		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.67				1.94	0.55		0.49			0.20	
Control Delay (s/veh)	34.0				460.5	17.3		32.5			33.1	
Queue Delay	0.0				0.0	0.0		0.0			0.0	
Total Delay (s/veh)	34.0				460.5	17.3		32.5			33.1	
Queue Length 50th (ft)	101				~265	112		68			29	
Queue Length 95th (ft)	219				#682	391		180			99	
Internal Link Dist (ft)	1181					944					323	
Turn Bay Length (ft)								140				
Base Capacity (vph)	1145				217	1201		739			452	
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	0.45				1.94	0.46		0.49			0.20	

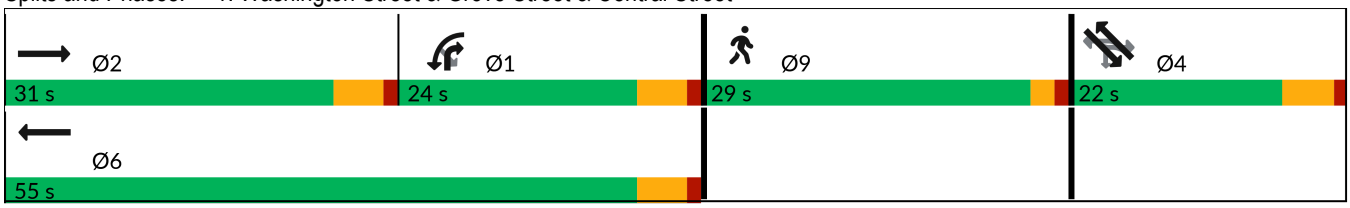
Intersection Summary
Cycle Length: 106

Lane Group	SER2	NWL2	NWL	NWT	NWR	Ø9
Lane Configurations						
Traffic Volume (vph)	3	33	119	14	39	
Future Volume (vph)	3	33	119	14	39	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt				0.974		
Flt Protected				0.964		
Satd. Flow (prot)	0	0	0	1705	0	
Flt Permitted				0.742		
Satd. Flow (perm)	0	0	0	1312	0	
Satd. Flow (RTOR)						
Adj. Flow (vph)	3	41	147	17	48	
Lane Group Flow (vph)	0	0	0	253	0	
Turn Type		Perm	Perm	NA		
Protected Phases				4		9
Permitted Phases		4	4			
Detector Phase		4	4	4		
Switch Phase						
Minimum Initial (s)		5.0	5.0	5.0		5.0
Minimum Split (s)		10.0	10.0	10.0		29.0
Total Split (s)		22.0	22.0	22.0		29.0
Total Split (%)		20.8%	20.8%	20.8%		27%
Maximum Green (s)		17.0	17.0	17.0		26.0
Yellow Time (s)		4.0	4.0	4.0		2.0
All-Red Time (s)		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				-1.0		
Total Lost Time (s)				4.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		3.0
Recall Mode		None	None	None		None
Walk Time (s)						7.0
Flash Don't Walk (s)						19.0
Pedestrian Calls (#/hr)						22
v/c Ratio				0.82		
Control Delay (s/veh)				58.1		
Queue Delay				0.0		
Total Delay (s/veh)				58.1		
Queue Length 50th (ft)				95		
Queue Length 95th (ft)				#307		
Internal Link Dist (ft)				635		
Turn Bay Length (ft)						
Base Capacity (vph)				307		
Starvation Cap Reductn				0		
Spillback Cap Reductn				0		
Storage Cap Reductn				0		
Reduced v/c Ratio				0.82		

Intersection Summary

Actuated Cycle Length: 81.2
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ 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.
! Phase conflict between lane groups.

Splits and Phases: 1: Washington Street & Grove Street & Central Street



Movement	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBR	NBR2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	302	101	54	26	357	485	17	296	20	18	46	13
Future Volume (vph)	302	101	54	26	357	485	17	296	20	18	46	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	12	12	16	16	16
Total Lost time (s)	4.0				4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95				1.00	1.00		0.88			1.00	
Frt	0.95				1.00	0.99		0.85			0.97	
Flt Protected	1.00				0.95	1.00		1.00			0.99	
Satd. Flow (prot)	3261				1729	1810		2842			2072	
Flt Permitted	1.00				0.46	1.00		1.00			0.92	
Satd. Flow (perm)	3261				837	1810		2842			1931	
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.87	0.87	0.88	0.88	0.88
Adj. Flow (vph)	343	115	61	29	392	533	19	340	23	20	52	15
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	519	0	0	0	421	552	0	363	0	0	90	0
Heavy Vehicles (%)	2%	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	NA			custom	Prot	NA		Over		Perm	NA	
Protected Phases	2				1	6		1!			4	
Permitted Phases				1!						4		
Actuated Green, G (s)	18.4				20.3	43.7		20.3			18.0	
Effective Green, g (s)	19.4				21.3	44.7		21.3			19.0	
Actuated g/C Ratio	0.23				0.26	0.54		0.26			0.23	
Clearance Time (s)	5.0				5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0				3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	764				215	978		731			443	
v/s Ratio Prot	c0.16					0.31		0.13				
v/s Ratio Perm					c0.50						0.05	
v/c Ratio	0.68				1.96	0.56		0.50			0.20	
Uniform Delay, d1	28.8				30.7	12.6		26.1			25.7	
Progression Factor	1.00				1.00	1.00		1.00			1.00	
Incremental Delay, d2	2.4				447.6	0.8		0.5			0.2	
Delay (s)	31.2				478.3	13.3		26.7			26.0	
Level of Service	C				F	B		C			C	
Approach Delay (s/veh)	31.2					214.5					26.0	
Approach LOS	C					F					C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	113.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SER2	NWL2	NWL	NWT	NWR
Lane Configurations					
Traffic Volume (vph)	3	33	119	14	39
Future Volume (vph)	3	33	119	14	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width	16	11	11	11	11
Total Lost time (s)				4.0	
Lane Util. Factor				1.00	
Frt				0.97	
Flt Protected				0.96	
Satd. Flow (prot)				1706	
Flt Permitted				0.74	
Satd. Flow (perm)				1312	
Peak-hour factor, PHF	0.88	0.81	0.81	0.81	0.81
Adj. Flow (vph)	3	41	147	17	48
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	253	0
Heavy Vehicles (%)	0%	0%	0%	0%	6%
Turn Type		Perm	Perm	NA	
Protected Phases				4	
Permitted Phases		4	4		
Actuated Green, G (s)				18.0	
Effective Green, g (s)				19.0	
Actuated g/C Ratio				0.23	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				301	
v/s Ratio Prot					
v/s Ratio Perm				c0.19	
v/c Ratio				0.84	
Uniform Delay, d1				30.4	
Progression Factor				1.00	
Incremental Delay, d2				18.6	
Delay (s)				49.0	
Level of Service				D	
Approach Delay (s/veh)				49.0	
Approach LOS				D	

Intersection Summary

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	95	20	277	400	57
Future Vol, veh/h	39	95	20	277	400	57
Conflicting Peds, #/hr	19	47	47	0	0	19
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	84	84	98	98
Heavy Vehicles, %	0	2	0	1	1	0
Mvmt Flow	42	102	24	330	408	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	881	531	513	0	-	0
Stage 1	484	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	320	548	1062	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	500	1023	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.56	0.58	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	121	-	294	500	-	-
HCM Lane V/C Ratio	0.023	-	0.143	0.204	-	-
HCM Ctrl Dly (s/v)	8.6	0	19.3	14	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.8	-	-

Intersection	
Int Delay, s/veh	17.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	2	304	0	1	4	354	273	1	2	423	27
Future Vol, veh/h	10	2	304	0	1	4	354	273	1	2	423	27
Conflicting Peds, #/hr	23	0	5	29	0	47	5	0	29	47	0	23
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	31	31	31	89	89	89	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	2	0	0	0	1	0
Mvmt Flow	11	2	327	0	3	13	398	307	1	2	445	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1638	1637	511	1629	1651	401	497	0	0	355	0	0
Stage 1	487	487	-	1150	1150	-	-	-	-	-	-	-
Stage 2	1151	1150	-	480	501	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	102	566	82	100	653	1067	-	-	1215	-	-
Stage 1	566	554	-	243	275	-	-	-	-	-	-	-
Stage 2	243	275	-	571	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	51	538	16	50	596	1042	-	-	1161	-	-
Mov Cap-2 Maneuver	39	51	-	16	50	-	-	-	-	-	-	-
Stage 1	551	539	-	125	142	-	-	-	-	-	-	-
Stage 2	120	142	-	216	532	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	65.06	26.02	5.96	0.04
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	864	-	-	366	187	8	-	-
HCM Lane V/C Ratio	0.382	-	-	0.929	0.086	0.002	-	-
HCM Ctrl Dly (s/v)	10.6	0	-	65.1	26	8.1	0	-
HCM Lane LOS	B	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	1.8	-	-	9.8	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	293	2	8	487
Future Vol, veh/h	2	4	293	2	8	487
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	84	84	98	98
Heavy Vehicles, %	2	2	1	2	2	1
Mvmt Flow	2	4	349	2	8	497

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	863	350	0	0	351	0
Stage 1	350	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	325	693	-	-	1208	-
Stage 1	713	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	322	693	-	-	1208	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.28	0	0.13
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	501	29	-
HCM Lane V/C Ratio	-	-	0.013	0.007	-
HCM Ctrl Dly (s/v)	-	-	12.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-