

Ref: 7667

June 19, 2018

Mr. John C. Dawley  
Northland Residential Corporation  
80 Beharrell Street  
Concord, MA 01742-1739

**Re:** Response to Comments  
Proposed Residential Development – 135 Great Plain Avenue  
Wellesley, MA

Dear Jack,

Vanasse & Associates, Inc. (VAI) is pleased to submit our responses to comments made by BETA Group in their June 7, 2018 letter to the Zoning Board of Appeals. For ease of review we have listed the comments followed by our response.

## EXISTING CONDITION

### Traffic Volume Data

**Comment 1:** “ATR data should be collected for a minimum continuous 48-hour period. **VAI: Full 24-hour ATR data was collected for Wednesday and Thursday, May 16 and 17, and is consistent with the prior data. The ATR data is attached.**

**BETA 2: Data has been provided. Note that Wednesdays are early school release day. The ATR data revealed that the Thursday data is approximately 6% higher. Provide a sensitivity analysis to confirm that the GPA and Skyline Drive intersection analysis would have no issues based on the Thursday volumes.”**

**Response:** As requested, VAI has completed the sensitivity analysis. Figure 6 in the original report has been updated to reflect a 6-percent increase in Great Plain Avenue traffic. A comparison of the 2024 Build analysis is presented in Table 1.

**Table 1**  
**UNSIGNALED INTERSECTION LEVEL-OF-SERVICE SUMMARY**

Unsignaled Intersection/ Peak Hour/Movement	2024 Build			2024 Build – 6% Sensitivity		
	Demand <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Demand <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>
<b>Great Plain Avenue at Skyline Drive</b>						
<i>Weekday Morning:</i>						
Great Plain Avenue EB LT	4	8.9	A	4	9.1	A
Skyline Drive SB LT/RT	7	20.2	C	7	21.9	C
<i>Weekday Evening:</i>						
Great Plain Avenue EB LT	4	8.4	A	4	8.5	A
Skyline Drive SB LT/RT	9	13.2	B	9	13.7	B
<b>Great Plain Avenue at Site Drive</b>						
<i>Weekday Morning:</i>						
Great Plain Avenue WB LT	2	9.0	A	2	9.1	A
Site Drive NB LT/RT	22	21.9	C	22	23.8	C
<i>Weekday Evening:</i>						
Great Plain Avenue WB LT	10	9.4	A	10	9.6	A
Site Drive NB LT/RT	10	20.8	C	10	22.5	C

<sup>a</sup>Demand in vehicles per hour.

<sup>b</sup>Average control delay per vehicle (in seconds).

<sup>c</sup>Level-of-Service.

WB = westbound; NB = northbound; SB = southbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

As shown in Table 1, there is no change in Level-of-service and only a minor increase in vehicle delay (2 seconds or less) was noted with the volumes increased by 6 percent.

**Comment 3:** *“Clarify the date of the TMC data collection. The date on the backup data in the Appendix is illegible. VAI: The TMC data was collected on Tuesday, June 14, 2017.*

**BETA2: June 14, 2017 is a Wednesday. The additional ATR data shows that the higher volume day (approx. 6%) is on a Thursday. Provide a sensitivity analysis to confirm that the GPA and Skyline Drive intersection analysis would have no issues based on a Thursday volume.”**

**Response:** See response to Comment #1.

**Comment 4:** *“The Applicant should provide a summary of the MassDOT crash data from 2015. VAI: There were zero (0) accidents reported at Skyline Drive in 2015.*

**BETA2: Crash data should include the RDF Driveway.**

**Response:** Accident data from the Wellesley Police Department from 2016 to present revealed a total of three (3) accidents: one within the facility; one accident involving a deer; and one at the driveway.

## **FUTURE CONDITIONS**

### **Trip Generation**

**Comment 7:** *“Provide traffic data from other Northland sites similar in unit size and type to estimate a more realistic trip generation. VAI has collected traffic counts and calculated the trip rates at three (3) similar locations as part of prior work for Northland. The data presented in the report is realistic and conservatively higher than the collected data and follows appropriate industry practices in estimating the vehicle trips. BETA2: Verify that the four monitored Northland sites have the same percentage of three-bedroom units as the proposed site at 135 GPA.”*

**Response:** The monitored sites averaged a total of 2.31 bedrooms per unit in comparison to 2.79 bedrooms per unit for the Wellesley project. Utilizing a monitored trip rate per bedroom, reveals similar traffic that was developed using the ITE rates (see attached in Appendix). No further analysis is warranted.

### **Traffic Operations**

**Comment 8:** *“Perform a gap analysis during the morning and afternoon peak commuting periods to determine the number of sufficient gaps available along GPA in the study area. VAI: Gaps in the Great Plain Avenue traffic stream were measured between 7:00 and 9:00 AM and 4:00 and 6:00 PM on May 17 and 18, 2018. A summary of the peak hour gaps (8:00 to 9:00 AM and 4:45 to 5:45 PM) is summarized below. As shown, there are numerous gaps that are 6 seconds or greater which is considered an acceptable gap time for left-turn traffic. The projected exiting volume is 22 vehicles during the morning peak hour and 10 vehicles during the evening peak hour and, as such, there is more than sufficient capacity to accommodate the project.”*

#### **GAPS IN SECONDS**

	6	7	8	9	10	>10
8:00-9:00 AM	31	17	10	15	4	35
4:45-4:45 PM	41	23	25	15	7	35

**BETA2: Clarify how the 6 second acceptable gap time was determined.**

**Response:** The Synchro acceptable gap is 6.4 seconds and VAI considers a 6.0 second gap acceptable as field gaps were not measured to a tenth of a second. It should be noted that there are sufficient gaps of greater than 7 seconds to accommodate the project.

**Comment 9:** *“Install ADA ramps at the existing crosswalks. VAI While the ramps are in need of upgrade, this is the responsibility of the Town and not the applicant.*

**BETA2:** This development consists of 33 out of 44 units with three bedrooms and will generate an increase in pedestrian activity surrounding the site. Therefore, mitigation safety improvements should include the installation of ADA compliant ramps at the existing crosswalks.”

**Response:** The applicant will review this request as part of the overall mitigation requested by the Town.

**Comment 10:** *“Install additional pedestrian crosswalk signs (W11-2 & W16-7P) for both the GPA northbound and southbound approaches. These signs will supplement the existing signs and provide added visibility for traffic approaching the crosswalks. An advanced crosswalk sign for the GPA eastbound approach (approximately 200 feet west of the crosswalk) should also be installed due to the limited sight line approaching the crosswalk. VAI: The upgrade of the signs, as suggested, should be the responsibility of the Town.”*

**BETA2:** Refer to BETA’s response to comment 9. The mitigation safety improvements should include the installation of additional pedestrian signs at the existing crosswalks.

**Response:** The applicant will review this request as part of the overall mitigation requested by the Town.

**Comment 11:** *“An electronic feedback speed limit sign (non-solar type) coupled with a 35 mph speed limit regulatory sign should be provided for the GPA northbound and southbound travel directions to discourage traffic from speeding a this section of the roadway. The location of the speed signs shall be reviewed and approved by the Wellesley Engineering Department prior to installation. VAI: An electronic feedback speed limit sign, non-solar if power is readily available, coupled with the attached sign will be installed at a location to be determined.”*

**BETA2:** Verify that an electronic feedback sign will be provided on GPA in both travel directions.

**Response:** The applicant will install the electronic feedback signs, as requested.

Mr. John C. Dawley

June 19, 2018

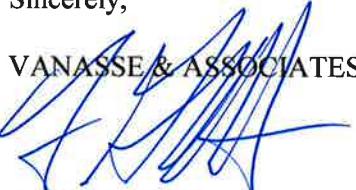
Page 5 of 5

In addition to the above, VAI has conducted a Saturday traffic count at Great Plain Avenue at the Recycling Disposal Facility (RDF) on Saturday, June 16, 2018 between 12-noon and 2:00 PM. During this time, a total of 1,064 vehicles entered and exited the RDF and the observed existing queues were 8-12 vehicles.

If you should have any questions or require additional information, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

  
F. Giles Ham, P.E.  
Managing Principal

FGH/mef

cc: Peter Crabtree, Northland Residential Corporation

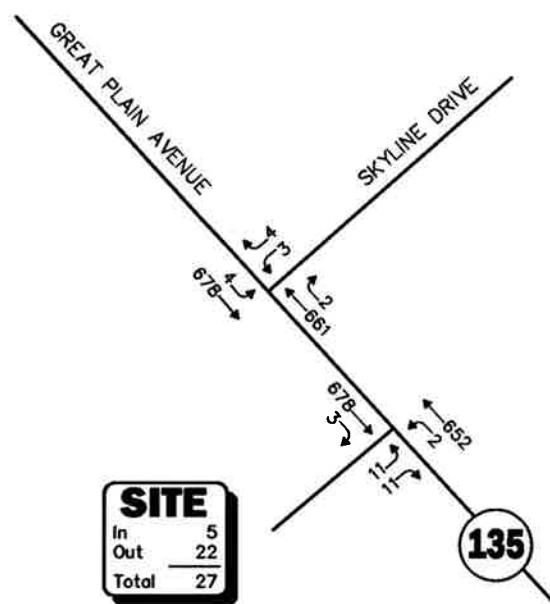
## **APPENDIX**

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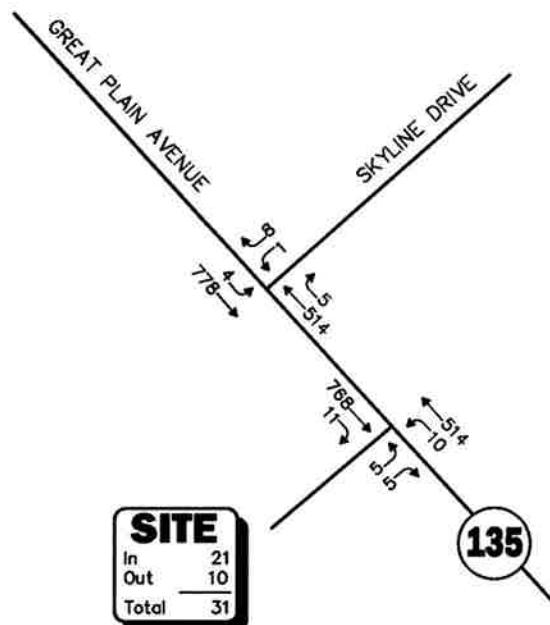
**CAPACITY ANALYSIS  
TRIP GENERATION SUPPLEMENT  
TRAFFIC COUNT – GREAT PLAIN AVENUE/RDF  
ACCIDENT DATA - RDF**

## CAPACITY ANALYSIS

## WEEKDAY MORNING PEAK HOUR



## WEEKDAY EVENING PEAK HOUR



Not To Scale



**Vanasse & Associates, Inc.**  
Transportation Engineers & Planners

Figure 6

**2021 Build - ( 6% Sensitivity)**  
**Peak Hour Traffic Volumes**

Great Plain Avenue at Site Drive

**Intersection**

Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	678	3	2	652	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	737	3	2	709	12	12

Major/Minor	Major1	Major2		Minor1	
Conflicting Flow All	0	0	740	0	1452
Stage 1	-	-	-	-	739
Stage 2	-	-	-	-	713
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	876	-	145
Stage 1	-	-	-	-	476
Stage 2	-	-	-	-	489
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	876	-	144
Mov Cap-2 Maneuver	-	-	-	-	144
Stage 1	-	-	-	-	476
Stage 2	-	-	-	-	487

Approach	SE	NW		NE
HCM Control Delay, s	0	0		23.8
HCM LOS		C		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	215	876	-	-	-
HCM Lane V/C Ratio	0.111	0.002	-	-	-
HCM Control Delay (s)	23.8	9.1	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.4	0	-	-	-

**Intersection**

Int Delay, s/veh 0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	768	11	10	514	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	95	95	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	835	12	11	541	5	5

Major/Minor	Major1	Major2		Minor1	
Conflicting Flow All	0	0	847	0	1403
Stage 1	-	-	-	-	841
Stage 2	-	-	-	-	562
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	799	-	156
Stage 1	-	-	-	-	426
Stage 2	-	-	-	-	575
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	799	-	153
Mov Cap-2 Maneuver	-	-	-	-	153
Stage 1	-	-	-	-	426
Stage 2	-	-	-	-	564

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	216	799	-	-	-
HCM Lane V/C Ratio	0.05	0.013	-	-	-
HCM Control Delay (s)	22.5	9.6	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Great Plain Avenue at Skyline Drive

## Intersection

Int Delay, s/veh 0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Vol, veh/h	4	678	661	2	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	44	44
Heavy Vehicles, %	0	2	2	50	0	0
Mvmt Flow	4	737	718	2	7	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	721	0	-
Stage 1	-	-	720
Stage 2	-	-	746
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	890	-	-
Stage 1	-	-	486
Stage 2	-	-	472
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	890	-	-
Mov Cap-2 Maneuver	-	-	141
Stage 1	-	-	486
Stage 2	-	-	468

Approach	SE	NW	SW
HCM Control Delay, s	0.1	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWL	Ln1
Capacity (veh/h)	-	-	890	-	229	
HCM Lane V/C Ratio	-	-	0.005	-	0.069	
HCM Control Delay (s)	-	-	9.1	0	21.9	
HCM Lane LOS	-	-	A	A	C	
HCM 95th %tile Q(veh)	-	-	0	-	0.2	

**Intersection**

Int Delay, s/veh 0.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Vol, veh/h	4	778		514	5	1
Conflicting Peds, #/hr	0	0		0	0	0
Sign Control	Free	Free		Free	Free	Stop
RT Channelized	-	None		-	None	-
Storage Length	-	-		-	-	0
Veh in Median Storage, #	-	0		0	-	0
Grade, %	-	0		0	-	0
Peak Hour Factor	92	92		95	95	75
Heavy Vehicles, %	0	0		0	0	0
Mvmt Flow	4	846		541	5	1
						11

Major/Minor	Major1		Major2		Minor2
Conflicting Flow All	546	0	-	0	1398
Stage 1	-	-	-	-	544
Stage 2	-	-	-	-	854
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1033	-	-	-	157
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	421
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1033	-	-	-	156
Mov Cap-2 Maneuver	-	-	-	-	156
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	418

Approach	SE		NW		SW
HCM Control Delay, s	0		0		13.7
HCM LOS					B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWL	Ln1
Capacity (veh/h)	-	-	1033	-	426	
HCM Lane V/C Ratio	-	-	0.004	-	0.028	
HCM Control Delay (s)	-	-	8.5	0	13.7	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

TRIP GENERATION SUPPLEMENT

**Fieldstone Way**  
135 Great Plain Avenue  
Wellesley, MA

**Trip Generation Summary - Trip Rates**

Peak Morning Monitored Trip Rates						
Project	# of Units	Total Weekday Morning Peak Trip Hour Trips	Total Peak Rate (trips/unit)	Total Bedrooms	Trip Rate (trips/BR)	
South Cottage Belmont, MA	62	43	0.69	156	0.28	
Summit Road Belmont, MA	55	28	0.51	165	0.17	
Quisset Brook Road Milton, MA	56	27	0.48	123	0.22	
Pine Tree Brook Road Milton, MA	98	50	0.51	182	0.27	
<b>TOTAL / AVG</b>	<b>271</b>	<b>148</b>	<b>0.55</b>	<b>626</b>	<b>0.24</b>	

Peak Evening Monitored Trip Rates						
Project	# of Units	Total Weekday Evening Peak Trip Hour Trips	Total Peak Rate (trips/unit)	Total Bedrooms	Trip Rate (trips/BR)	
South Cottage Belmont, MA	62	46	0.74	156	0.29	
Summit Road Belmont, MA	55	35	0.64	165	0.21	
Quisset Brook Road Milton, MA	56	29	0.52	123	0.24	
Pine Tree Brook Road Milton, MA	98	49	0.50	182	0.27	
<b>TOTAL / AVG</b>	<b>271</b>	<b>159</b>	<b>0.59</b>	<b>626</b>	<b>0.25</b>	

Peak Morning Projected Trip Rates						
Project	# of Units	Total Weekday Morning Peak Trip Hour Trips	Total Peak Rate (trips/unit)	Total Bedrooms	Trip Rate/BR (average based on monitored trips)	Weekday Morning Peak Hour based on ITE LUC 230, Townhouse/Condominium
Fieldstone Way Wellesley, MA			0.55	123	29	0.24
						27

Peak Evening Projected Trip Rates						
Project	# of Units	Total Weekday Evening Peak Trip Hour Trips	Total Peak Rate (trips/unit)	Total Bedrooms	Trip Rate/BR (average based on monitored trips)	Weekday Evening Peak Hour based on ITE LUC 230, Townhouse/Condominium
Fieldstone Way Wellesley, MA			0.59	123	31	0.25
						31

TRAFFIC COUNT – GREAT PLAN AVENUE/RDF

# Vanasse & Associates

Great Plain Avenue at Transfer Station Driveway

Wellesley, MA

Weather: Clear

File Name : 766701sa

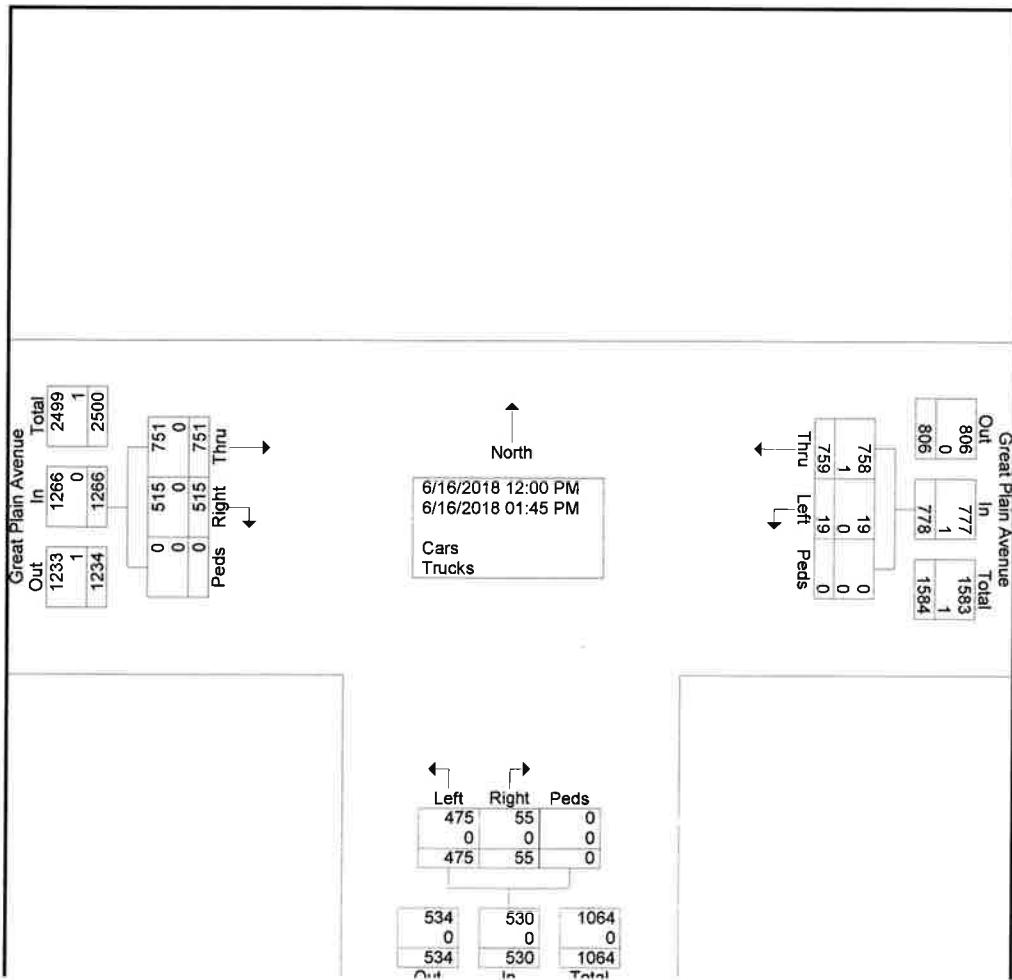
Site Code : 00766701

Start Date : 6/16/2018

Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Great Plain Avenue From East				Transfer Station Driveway From South				Great Plain Avenue From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
12:00 PM	79	0	0	79	5	57	0	62	57	86	0	143	284
12:15 PM	88	5	0	93	9	57	0	66	55	79	0	134	293
12:30 PM	108	1	0	109	7	49	0	56	78	89	0	167	332
12:45 PM	93	4	0	97	11	74	0	85	66	108	0	174	356
Total	368	10	0	378	32	237	0	269	256	362	0	618	1265
01:00 PM	103	2	0	105	4	59	0	63	71	90	0	161	329
01:15 PM	107	2	0	109	7	64	0	71	72	90	0	162	342
01:30 PM	105	5	0	110	7	64	0	71	66	99	0	165	346
01:45 PM	76	0	0	76	5	51	0	56	50	110	0	160	292
Total	391	9	0	400	23	238	0	261	259	389	0	648	1309
Grand Total	759	19	0	778	55	475	0	530	515	751	0	1266	2574
Apprch %	97.6	2.4	0		10.4	89.6	0		40.7	59.3	0		
Total %	29.5	0.7	0	30.2	2.1	18.5	0	20.6	20	29.2	0	49.2	
Cars	758	19	0	777	55	475	0	530	515	751	0	1266	2573
% Cars	99.9	100	0	99.9	100	100	0	100	100	100	0	100	100
Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
% Trucks	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0



# Vanasse & Associates

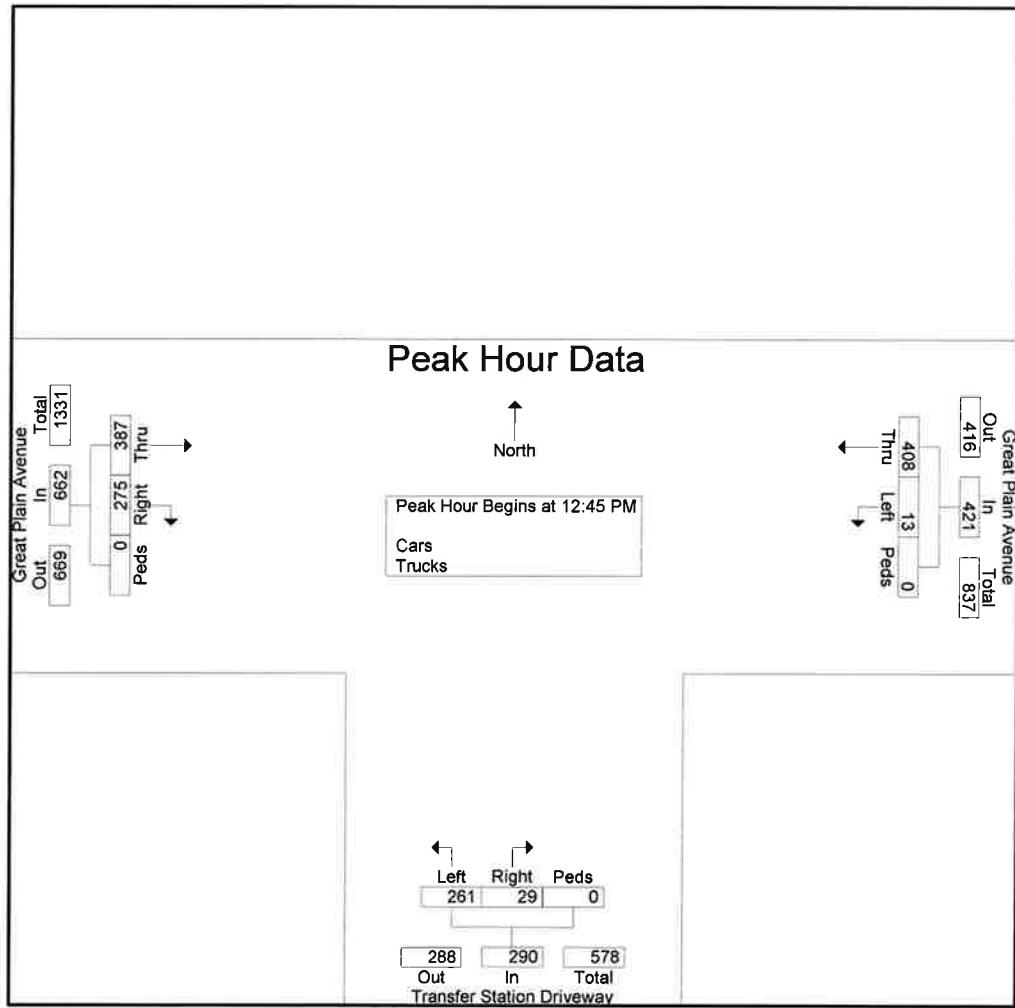
Great Plain Avenue at Transfer Station Driveway

Wellesley, MA

Weather: Clear

File Name : 766701sa  
 Site Code : 00766701  
 Start Date : 6/16/2018  
 Page No : 2

Start Time	Great Plain Avenue From East				Transfer Station Driveway From South				Great Plain Avenue From West				Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 12:45 PM														
12:45 PM	93	4	0	97	11	74	0	85	66	108	0	174	356	
01:00 PM	103	2	0	105	4	59	0	63	71	90	0	161	329	
01:15 PM	107	2	0	109	7	64	0	71	72	90	0	162	342	
01:30 PM	105	5	0	110	7	64	0	71	66	99	0	165	346	
Total Volume	408	13	0	421	29	261	0	290	275	387	0	662	1373	
% App. Total	96.9	3.1	0		10	90	0		41.5	58.5	0			
PHF	.953	.650	.000	.957	.659	.882	.000	.853	.955	.896	.000	.951	.964	



# Vanasse & Associates

Great Plain Avenue at Transfer Station Driveway

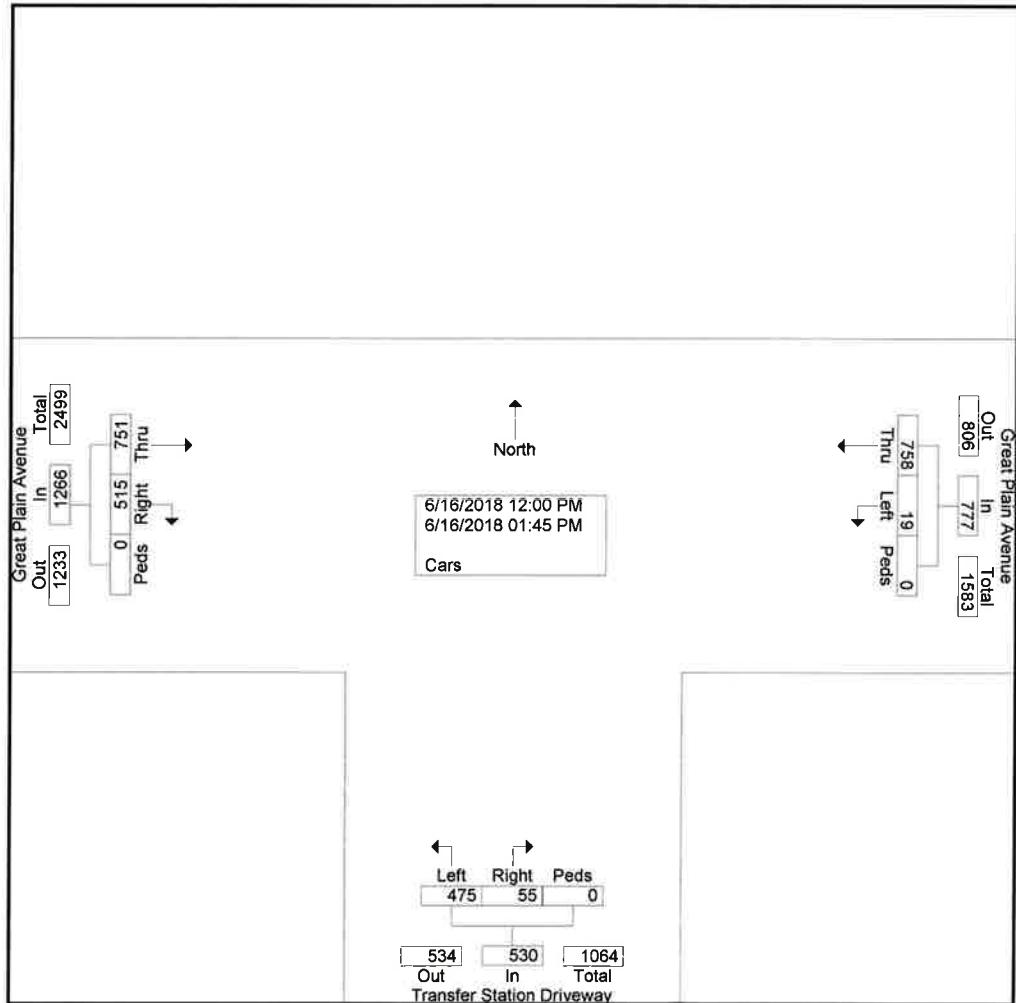
Wellesley, MA

Weather: Clear

File Name : 766701sa  
 Site Code : 00766701  
 Start Date : 6/16/2018  
 Page No : 1

### Groups Printed- Cars

Start Time	Great Plain Avenue From East				Transfer Station Driveway From South				Great Plain Avenue From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
12:00 PM	79	0	0	79	5	57	0	62	57	86	0	143	284
12:15 PM	88	5	0	93	9	57	0	66	55	79	0	134	293
12:30 PM	108	1	0	109	7	49	0	56	78	89	0	167	332
12:45 PM	92	4	0	96	11	74	0	85	66	108	0	174	355
Total	367	10	0	377	32	237	0	269	256	362	0	618	1264
01:00 PM	103	2	0	105	4	59	0	63	71	90	0	161	329
01:15 PM	107	2	0	109	7	64	0	71	72	90	0	162	342
01:30 PM	105	5	0	110	7	64	0	71	66	99	0	165	346
01:45 PM	76	0	0	76	5	51	0	56	50	110	0	160	292
Total	391	9	0	400	23	238	0	261	259	389	0	648	1309
Grand Total	758	19	0	777	55	475	0	530	515	751	0	1266	2573
Apprch %	97.6	2.4	0		10.4	89.6	0		40.7	59.3	0		
Total %	29.5	0.7	0	30.2	2.1	18.5	0	20.6	20	29.2	0		49.2



# Vanasse & Associates

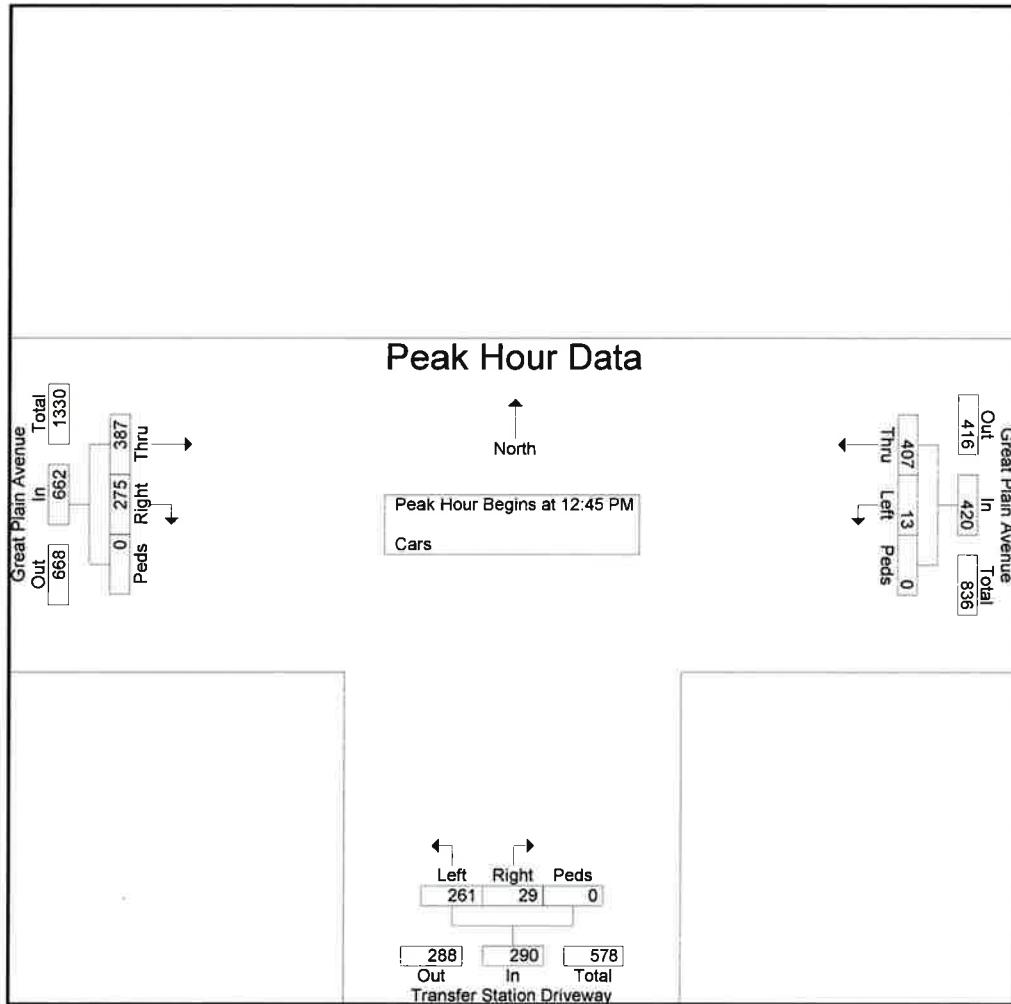
Great Plain Avenue at Transfer Station Driveway

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*Weather: Clear*

File Name : 766701sa  
 Site Code : 00766701  
 Start Date : 6/16/2018  
 Page No : 2

Start Time	Great Plain Avenue From East				Transfer Station Driveway From South				Great Plain Avenue From West				Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 12:45 PM														
12:45 PM	92	4	0	96	11	74	0	85	66	108	0	174	355	
01:00 PM	103	2	0	105	4	59	0	63	71	90	0	161	329	
01:15 PM	107	2	0	109	7	64	0	71	72	90	0	162	342	
01:30 PM	105	5	0	110	7	64	0	71	66	99	0	165	346	
Total Volume	407	13	0	420	29	261	0	290	275	387	0	662	1372	
% App. Total	96.9	3.1	0		10	90	0		41.5	58.5	0			
PHF	.951	.650	.000	.955	.659	.882	.000	.853	.955	.896	.000	.951	.966	



# Vanasse & Associates

Great Plain Avenue at Transfer Station Driveway

Wellesley, MA

Weather: Clear

File Name : 766701sa

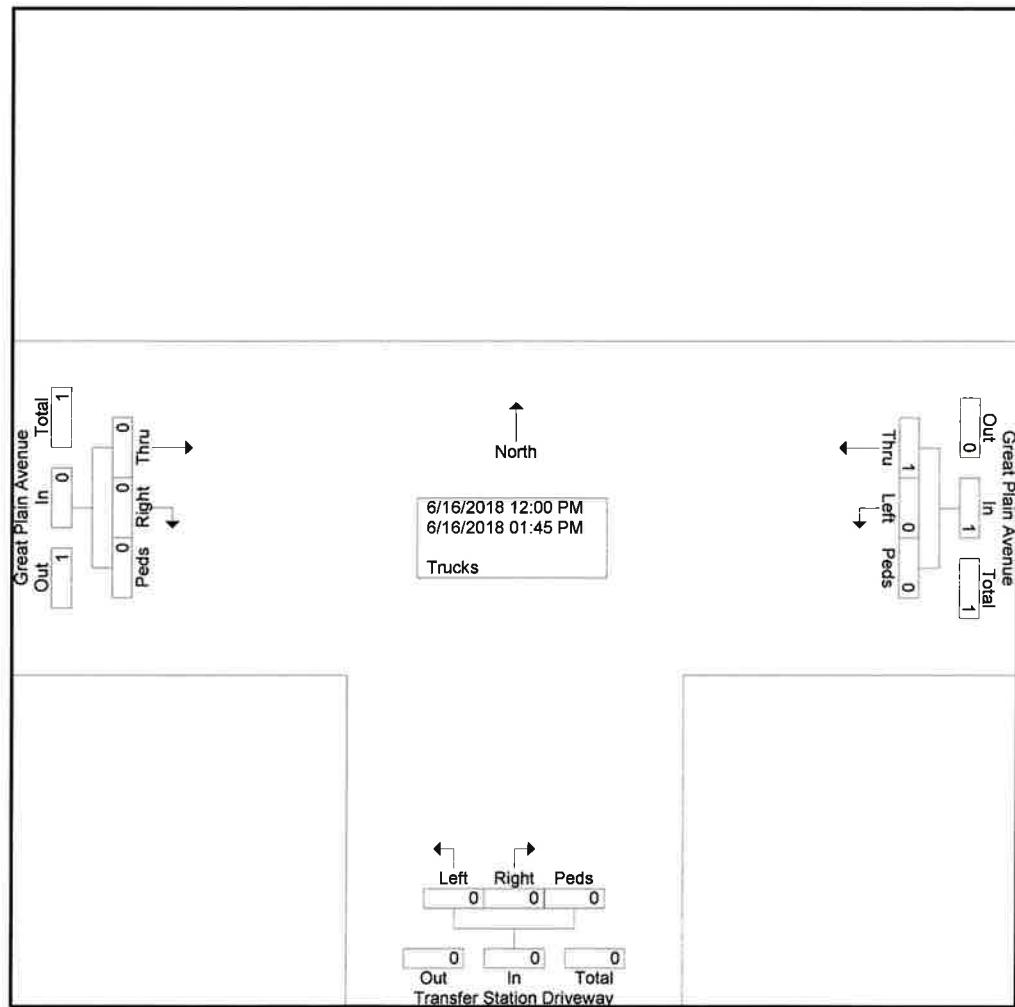
Site Code : 00766701

Start Date : 6/16/2018

Page No : 1

## Groups Printed- Trucks

Start Time	Great Plain Avenue From East				Transfer Station Driveway From South				Great Plain Avenue From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0	100	0	0	0	0	0	0	0	0	0
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0



# Vanasse & Associates

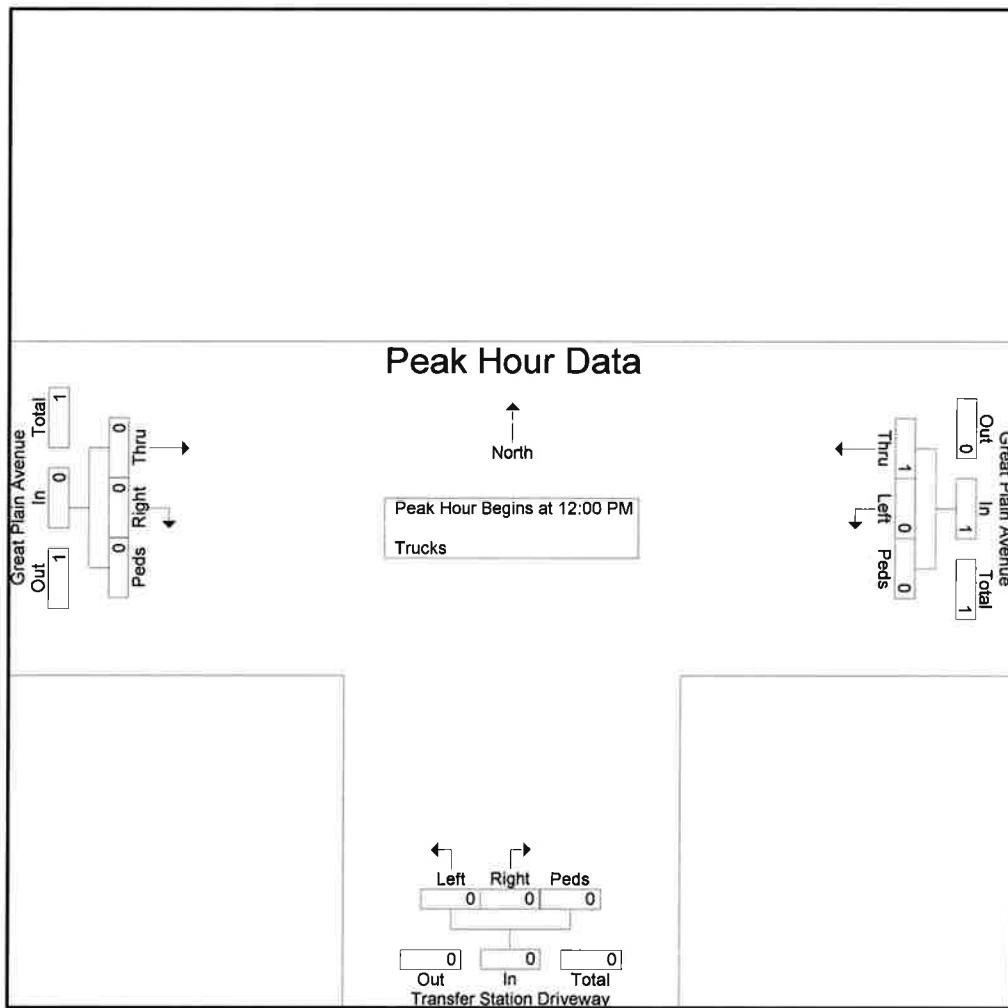
Great Plain Avenue at Transfer Station Driveway

Wellesley, MA

*Weather: Clear*

File Name : 766701sa  
 Site Code : 00766701  
 Start Date : 6/16/2018  
 Page No : 2

Start Time	Great Plain Avenue From East				Transfer Station Driveway From South				Great Plain Avenue From West				Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 12:00 PM														
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	
% App. Total	100	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	



ACCIDENT DATA - RDF

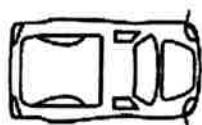
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**Diagram of Accident: 16-736-AC**

**Great Plain Avenue (Rt 135)**

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**MV1**



**MV1**



North

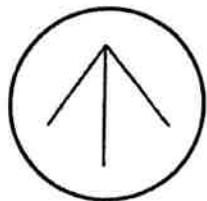
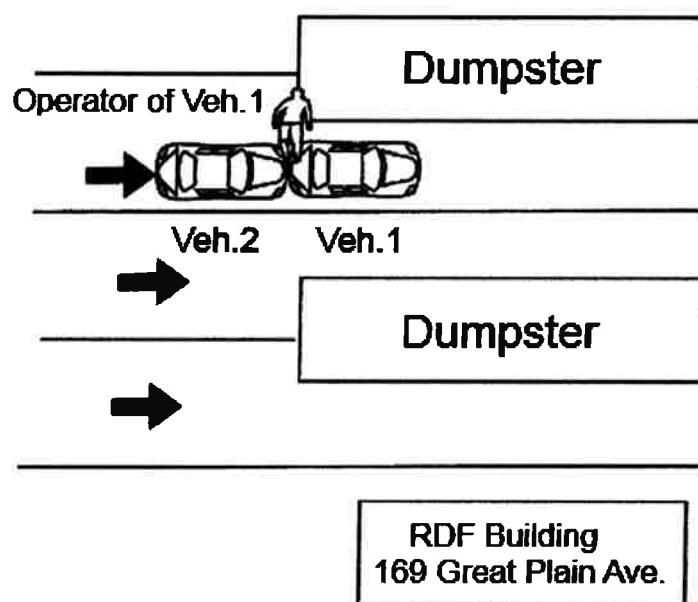


Diagram of Accident: 17-399-AC



North

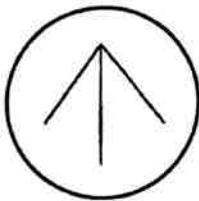


Diagram of Accident: 17-539-AC

