Transportation Impact Assessment

Wellesley Square Residences
Delanson Circle
Wellesley, Massachusetts

Prepared for:

Delanson Realty Partners, LLC

Brookline, Massachusetts

July 2020

Prepared by:

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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
Partner

PREFACE

The Transportation Impact Assessment (TIA) is an update of the March 2020 TIA that was prepared for the Wellesley Square Residences and incorporates the supplemental analyses and expanded transportation improvement program that were developed in response to the peer review comments that were provided by Environmental Partners on behalf of the Town on May 15, 2020 in reference to their review of the March 2020 TIA. In addition, the development program for the project has also been updated to reflect the renovation of the two (2) existing residential buildings along Hollis Street to provide four (4) multifamily units and the construction of a 35-unit multifamily residential building at Delanson Circle, for a total of 39 multifamily units. The March 2020 TIA reflected a prior building program that included a 34-unit multifamily residential development. The slight increase in the number of proposed residential units did not result in a change in the findings of the March 2020 TIA with respect to the limited impact of the Wellesley Square Residences on the transportation infrastructure or the recommended improvements that were developed in consultation with both EP and the Town.

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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 39-unit multifamily residential community to be known as the Wellesley Square Residences and located at Delanson Circle and off Linden Street and Hollis Street, opposite the Wellesley Square Commuter Rail Station, in Wellesley, Massachusetts (hereafter referred to as the "Project"). The residential units will be dispersed between three (3) buildings as follows: two (2) existing multifamily homes (both containing two (2) units each) located in the northern portion of the Project site and accessed off Hollis Street that will be renovated; and a proposed 35-unit building located in the southern portion of the Project site with a primary access off Linden Street. At present the Project site is occupied by the two (2) multifamily homes located off Hollis Street that will be renovated as a part of the Project and five (5) single-family homes and associated appurtenances located off Delanson Circle that will be removed to accommodate 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 XVIA 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 with adjustment to account for the use of public transportation and pedestrian and bicycle trips, the Project is expected to generate approximately 164 automobile trips, 38 transit trips and 24 pedestrian/bicycle trips on an average weekday (two-way, 24 hour volumes), with 10 automobile trips, 3 transit trips and 1 pedestrian/bicycle trip expected during the weekday morning peak hour, and 15 automobile trips, 3 transit trips and 2 pedestrian/bicycle trips expected during the weekday evening peak-hour;

2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to

[1] *Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2020.

operate at a level-of-service (LOS) D or better under all analysis conditions where an LOS of "D" or better is defined as "acceptable" operating conditions;

3. Independent of the Project, left-turn movements from Linden Street at Weston Road were identified as operating over capacity (defined as LOS "F") during both the weekday morning and evening peak hours;

4. All movements exiting the Project site driveways to Linden Street and Hollis Street are expected to operate at LOS D or better during the peak hours with negligible vehicle queuing;

5. With the exception of the Weston Road/Linden Street intersection, the study area intersections were found to have motor vehicle crash rates that were below the MassDOT average crash rates for a signalized or unsignalized intersection, as appropriate. Recommendations have been developed in consultation with the Town to advance safety-related improvements at the Weston Road/Linden Street and Weston Road/ Central Street intersections (discussion follows); and

6. Lines of sight to and from the Project site driveway intersections with Linden Street and Hollis Street were found to exceed the required minimum distance for the intersections to function in a safe manner.

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 be provided by way of three (3) driveways configured as follows: two (2) driveways that will intersect the west side of Hollis Street approximately 280 feet and 220 feet north of Linden Street, respectively, and one (1) driveway that will intersect the south side of Linden Street approximately 100 feet west of Hollis Street (approximate location of Delanson Circle). The northern Hollis Street driveway will provide access to the two (2) renovated multifamily homes, with the southern Hollis Street driveway providing access to the visitor parking area and for loading and deliveries associated with the 35-unit building. The Linden Street driveway will provide access to the parking garage serving the 35-unit building. In addition, a short-term drop-off/pick-up area will be provided along the west side of Hollis Street that can accommodate approximately two (2) vehicles. The following recommendations are offered with respect to Project access and internal circulation, many of which are reflected on the Site Plans:

- The Project site driveways should be a minimum of 18-feet wide and a maximum of 24-feet wide, or as required to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Wellesley Fire Department.

- Where perpendicular parking is provided, the drive aisle behind the parking should be a minimum of 23-feet in order to allow for vehicle maneuvering.

- A STOP-sign and marked STOP-line should be provided for vehicles exiting the Project site.

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

- A sidewalk connection has been provided between the Project site and the existing sidewalk along Linden Street. In addition, a sidewalk will be constructed along the Project site frontage on Hollis Street (west side) between Linden Street and the driveway to 12 Hollis Street. The sidewalk segment that crosses the Project site driveway along Linden Street will be constructed so as to be flush across the driveway.

- Marked crosswalks with Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided at all proposed pedestrian crossings.

- Signs and landscaping to be installed as a part of the Project within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.

- Snow windrows within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.

- Consideration should be given to installing accommodations for the charging of electric vehicles within the Project site.

Additionally, subject to receipt of all necessary rights, permits and approvals, the Applicant will design and construct a crosswalk across Linden Street at the Project site driveway to include the installation of ADA compliant wheelchair ramps and a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) with accompanying pedestrian crossing warning signs.

Off-Site

Weston Road at Linden Street

The addition of Project-related traffic to the intersection of Weston Road at Linden Street was not shown to result in a change in LOS, with Project-related impacts at the intersection defined as an increase in vehicle queuing of up to one (1) vehicle. Independent of and unrelated to the Project, the intersection was found to have a motor vehicle crash rate that was above the MassDOT District 6 average for an unsignalized intersection. In an effort to advance safety improvements at this location (and at the intersection of Central Street and Weston Road, located to the south of the study area), the Applicant will coordinate with the developer of the Wellesley Park project to establish an escrow account with the Town that would be funded by both developers and used to: i) facilitate the completion of Road Safety Audits (RSAs) at both intersections in order identify

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

improvement strategies for the intersections, and ii) to design and construct the short-term, low-cost improvements that are suggested as a part of the RSAs.

Linden Street at Crest Road and Linden Street at Everett Street

The Applicant will design and implement an optimal traffic signal timing and phasing plan for the Linden Street/Crest Road and Linden Street/Everett Street intersections to include a review of the yellow and all-red vehicle clearance intervals and the timing for the pedestrian phase (i.e., "walk" and "don't walk" intervals). These improvements will be completed prior to the issuance of a Certificate of Occupancy for the Project subject to receipt of all necessary rights, permits and approvals.

Linden Street at Hollis Street

Independent of the Project, it is recommended that a STOP-sign and marked STOP-line be provided on the Hollis Street approach to Linden Street, and that a crosswalk be provided across Hollis Street. ADA compliant wheelchair ramps and detectible panels have been installed for the crossing.

Linden Street at the MBTA Parking Lot Driveway

Independent of the Project, it is recommended that a STOP-sign and marked STOP-line be provided on the MBTA parking lot driveway approach to Linden Street, and that a crosswalk be provided across the driveway and Linden Street with accompanying ADA compliant wheelchair ramps and detectible panels (Linden Street crossing discussed previously under "Project Access").

Transportation Demand Management

Public transportation services are provided within the study area by the Massachusetts Bay Transportation Authority (MBTA) (Commuter Rail) and the MetroWest Regional Transit Authority (MWRTA) (fixed-route bus service), and are accessible to residents of the Project. Wellesley Square Station on the Framingham/Worcester Line of the MBTA commuter rail system is located opposite the Project site along the south side of Linden Street. MWRTA bus Route 8 provides service along Linden Street with a stop at Crest Road, which is within a one-minute walking distance of the Project site. In addition to scheduled stops, MWRTA buses also operate in a passenger demand service mode and will stop anywhere along the service route where it is safe to pick-up or discharge a passenger. The MWRTA also provides Paratransit Services for passengers who meet ADA requirements and provides transportation services for seniors and the disabled through the Wellesley Council on Aging.

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 designated for the Project to coordinate the elements of 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 residents detailing available public transportation services, bicycle and walking alternatives, and commuter options available;

- Work-at-home accommodations will be provided to support telecommuting by residents of the Project;

- Pedestrian accommodations have been incorporated within the Project site and link the proposed building to the sidewalk infrastructure along Linden Street. In addition, a sidewalk will be constructed along the Project site frontage on Hollis Street;

- A mail drop will be provided in a central location;

- Secure bicycle parking will be provided consisting of: i) exterior bicycle parking conveniently located proximate to building entrances; and ii) weather protected bicycle parking located in a secure area; and

- Transit screens/displays will be provided in the Linden Street building lobby to display real-time transportation information (similar to https://transitscreen.com/).

With implementation of the above recommendations, safe and efficient vehicular, pedestrian and bicycle access will 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 community to be known as the Wellesley Crossing Residences and centrally located at Delanson Circle and off both Linden Street and Hollis Street 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 Linden Street and Hollis Street, and at major intersections located along these roadways through which Project-related traffic will travel.

PROJECT DESCRIPTION

The Project will entail the construction of a 39-unit multifamily residential community to be known as the Wellesley Crossing Residences and located at Delanson Circle and off Linden Street and Hollis Street, opposite the Wellesley Square Massachusetts Bay Transportation Authority (MBTA) Commuter Rail Station, in Wellesley, Massachusetts. The residential units will be dispersed between three (3) buildings as follows: two (2) existing multifamily homes (both containing two (2) units each) located in the northern portion of the Project site and accessed off Hollis Street that will be renovated; and a proposed 35-unit building located in the southern portion of the Project site with a primary access off Linden Street.

The Project site encompasses approximately 1.8± acres of land that is bounded by residential properties to the north and west; Linden Street to the south; and Hollis Street to the east. Figure 1 depicts the Project site location in relation to the existing roadway network. At present the Project site is occupied by the two (2) multifamily homes located off Hollis Street that will be renovated as a part of the Project and five (5) single-family homes and associated appurtenances located off Delanson Circle that will be removed to accommodate the Project.

Access to the Project will be provided by way of three (3) driveways configured as follows: two (2) driveways that will intersect the west side of Hollis Street approximately 280 feet and 220 feet north of Linden Street, respectively, and one (1) driveway that will intersect the south side of Linden Street approximately 100 feet west of Hollis Street (approximate location of Delanson Circle). The northern Hollis Street driveway will provide access to the two (2)

Figure 1

Site Location Map

Vanasse & Associates inc

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renovated multifamily homes, with the southern Hollis Street driveway providing access to the visitor parking area and for loading and deliveries associated with the 35-unit building. The Linden Street driveway will provide access to the parking garage serving the 35-unit building. In addition, a short-term drop-off/pick-up area will be provided along the west side of Hollis Street that can accommodate approximately two (2) vehicles.

On-site parking will be provided for 80 vehicles consisting of 64 parking spaces in a secure garage located beneath the proposed building, 10 visitor parking spaces accessed from Hollis Street, six (6) parking spaces serving the two (2) renovated multi-family homes, and two (2) parking spaces in the short-term parking area along the west side of Hollis Street. Excluding the short-term parking spaces, the Project will provide an approximate parking ratio of 2.05 spaces per dwelling unit.

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 XVIA 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*. At the request of the Town, two (2) future No-Build (without the Project) analysis conditions were developed to represent conditions with and without the construction of the Wellesley Park multifamily residential community (148 Weston Road). The analysis conducted in stage two identifies existing or projected future capacity, safety, and access issues, as these areas relate to the transportation infrastructure.

The third stage of the study presents and evaluates measures to address deficiencies in the transportation infrastructure, if any, identified in stage two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in January and March 2020. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; on-street parking; 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 for the Project was selected to contain the major roadways providing access to the Project site, Linden Street and Hollis Street, as well as the following specific intersections: Linden Street at Weston Road; Linden Street at Crest Road; Linden Street at Delanson Circle/MBTA Commuter Parking Lot Driveway; Linden Street at Hollis Street; and Linden Street at Everett Street.

The following describes the study area roadways and intersections as observed in March 2020.

Roadways

Linden Street

- Two-lane Urban collector roadway under Town jurisdiction.
- Traverses a general northeast-southwest direction between Weston Road and Rockland Street
- Provides two 11 to 18-foot wide travel lanes separated by a double-yellow centerline with variable width (1 to 5-foot wide) or no marked shoulders
- On-street parking is provided in marked spaces along the north side between the east and west driveways that serve the Linden Square retail center
- A posted speed limit is not provided and, therefore, the statutory or "prima facie" speed limit is 30 miles per hour (mph)[3]
- Sidewalks are provided along both sides of the roadway
- Illumination is provided by way of street lights mounted on wood or ornamental (in commercial area) poles
- Land use within the study area consists of the Project site, the Wellesley Square Commuter Rail Station, and residential and commercial uses

[3]The statutory or "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.

Hollis Street

- Two lane local access roadway under Town jurisdiction
- Traverses the study area in a general northwest-southeast alignment between Linden Street and Westerly Street
- Consists of an 18-foot wide paved roadway that accommodates two-way travel with no pavement markings provided
- A posted speed limit is not provided and, therefore, the statutory speed limit is 30 mph
- Sidewalks are not provided
- Illumination is provided by way of a street light mounted on a wood pole
- Land use consists of the Project site and residential properties

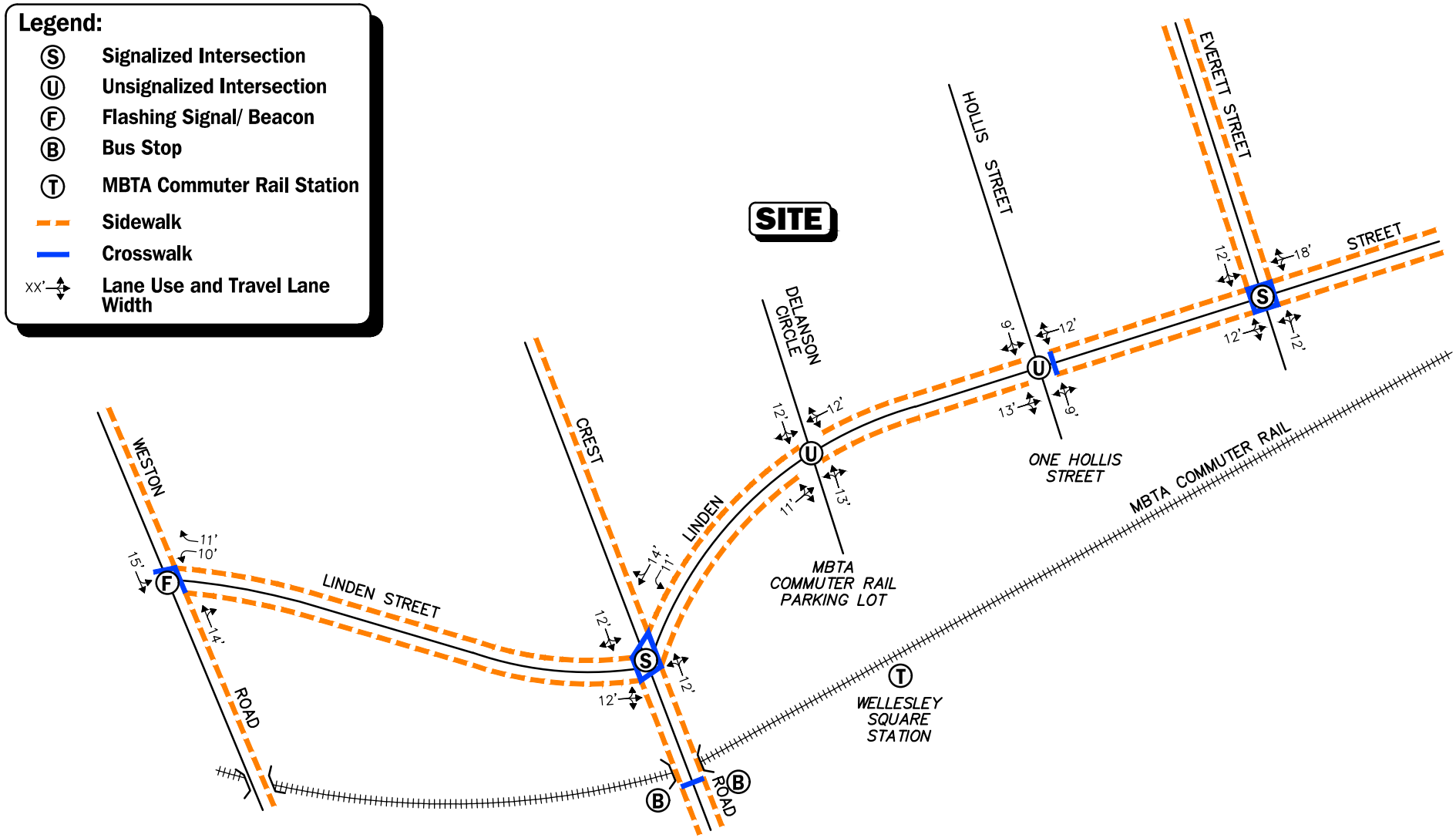
Intersections

Table 1 and Figure 2 summarize lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in March 2020.

Table 1
STUDY AREA 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)
Weston Rd./ Linden St.	F	1 per direction on Weston Rd.; 1 left-turn and 1 right-turn lane on Linden St.	Yes – 1 to 2-feet on Weston Rd. and 1-foot on Linden St.	Yes – Sidewalks along both sides of Linden St. and the east side of Weston Rd., with a short segment of sidewalk along the west side of Linden St. north of the intersection; crosswalks for crossing north and east legs of intersection; pedestrian traffic signal equipment and phasing provided	Yes[b] – Shared traveled-way on Weston Rd.
Linden St./ Crest Rd.	TS	1 per direction on Linden St. eastbound and Crest Rd.; 1 left-turn lane and 1 general-purpose lane on Linden St. westbound	Yes – 1 to 3-feet on Linden St. and 2-feet on Crest Rd.	Yes – Sidewalks along both sides of Linden St. and Crest Rd. south of the intersection, and east side of Crest Rd. north of the intersection; crosswalks for crossing all legs of intersection; pedestrian traffic signal equipment and phasing provided	Yes – Shared traveled-way on Linden St. and Crest Rd. south of the intersection
Linden St./ Delanson Cir./ MBTA Dwy.	NC	1 per direction on all approaches	Yes – 4 to 5-feet on Linden St.	Yes – Sidewalks along both sides of Linden St.	Yes – Shared traveled-way on Linden St.

See notes at end of Table.



Not To Scale

Figure 2

Existing Intersection Lane Use, Travel Lane Width and Pedestrian Facilities

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Table 1 (Continued)
STUDY AREA 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)
Linden St./ Hollis St./ Private Dwy..	NC	1 per direction on all approaches	Yes – 4 to 5-feet on Linden St.	Yes – Sidewalks along both sides of Linden St.; crosswalk for crossing the east leg of intersection	Yes – Shared traveled-way on Linden St.
Linden St./ Everett St./ Private Dwy.	TS	1 per direction on all approaches	Yes – 4 to 5-feet on Linden St. west of intersection	Yes – Sidewalks along both sides of Linden St. and Everett St.; crosswalks for crossing all legs of intersection; pedestrian traffic signal equipment and phasing provided	Yes – Shared traveled-way

[a]TS = traffic signal control; F = flashing signal/beacon; S = STOP-sign control; NC = no control present.
[b]Combined shoulder and travel lane width equal to or exceed 14 feet.

EXISTING TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, manual turning movement counts (TMCs) and vehicle classification counts were completed in January 2020 while public schools were in regular session. The ATR counts were conducted over a continuous 72-hour period from January 9th (Thursday) through January 11th (Saturday) on Linden Street in the vicinity of the Project site in order to record weekday traffic conditions over an extended period, with weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period manual TMCs performed at the study intersections on January 9th (Thursday). 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, traffic volume data from MassDOT Continuous Count Station No. 415 located on Yankee Division Highway (Interstate 95 (I-95)) were reviewed.[4] Based on a review of this data, it was determined that traffic volumes for the month of January are approximately 9.0 percent below average-month conditions and, therefore, the raw traffic count data was adjusted upward by 9.0 percent to reflect average-month conditions. The 2020 Existing traffic volumes are summarized in Table 2, with the weekday morning and evening peak-hour traffic volumes graphically depicted on Figures 3 and 4, respectively. Note that the peak-hour traffic volumes presented in Table 2 were obtained from the aforementioned Figures.

[4]MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2020.

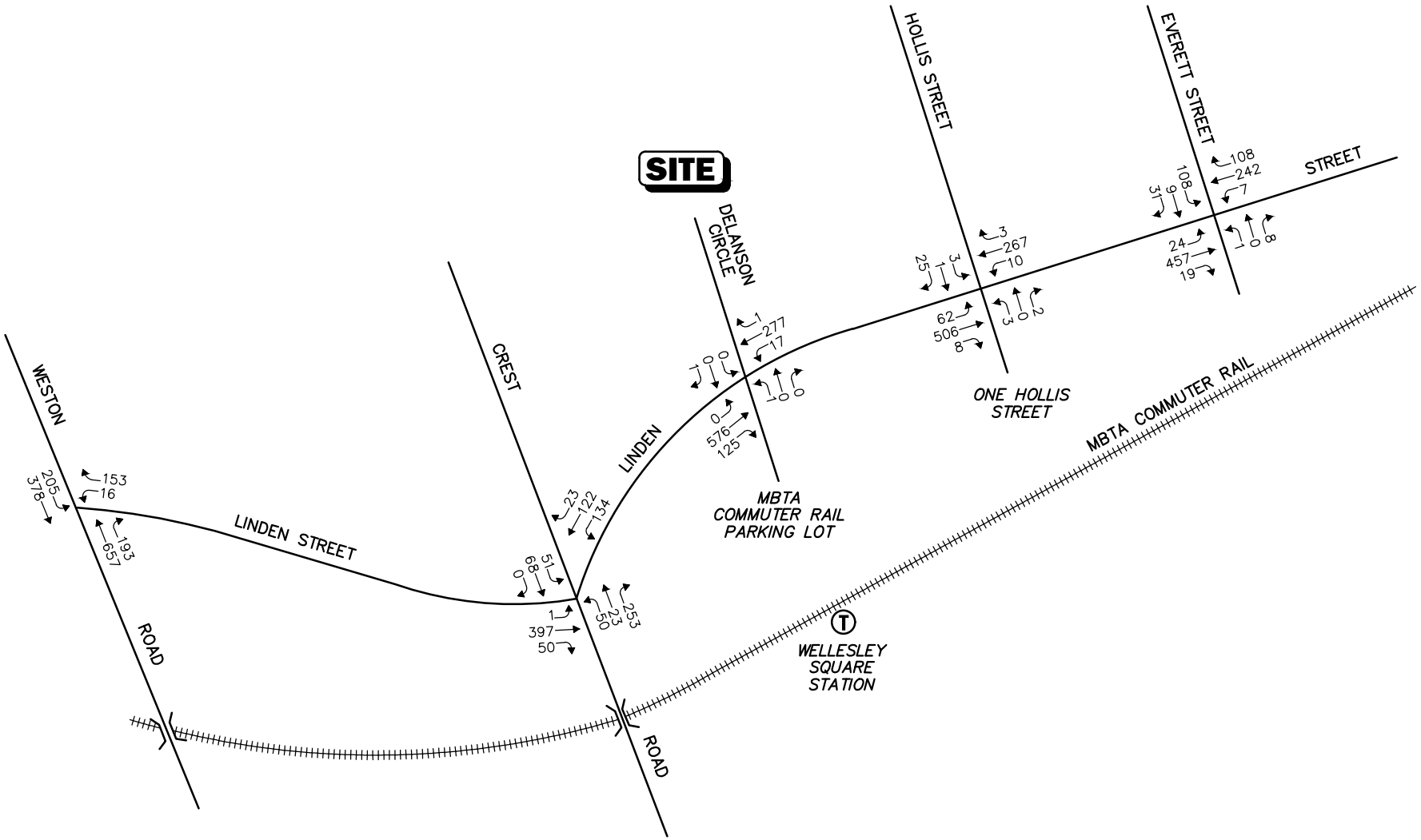

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Figure 3

2020 Existing
Weekday Morning
Peak Hour Traffic Volumes

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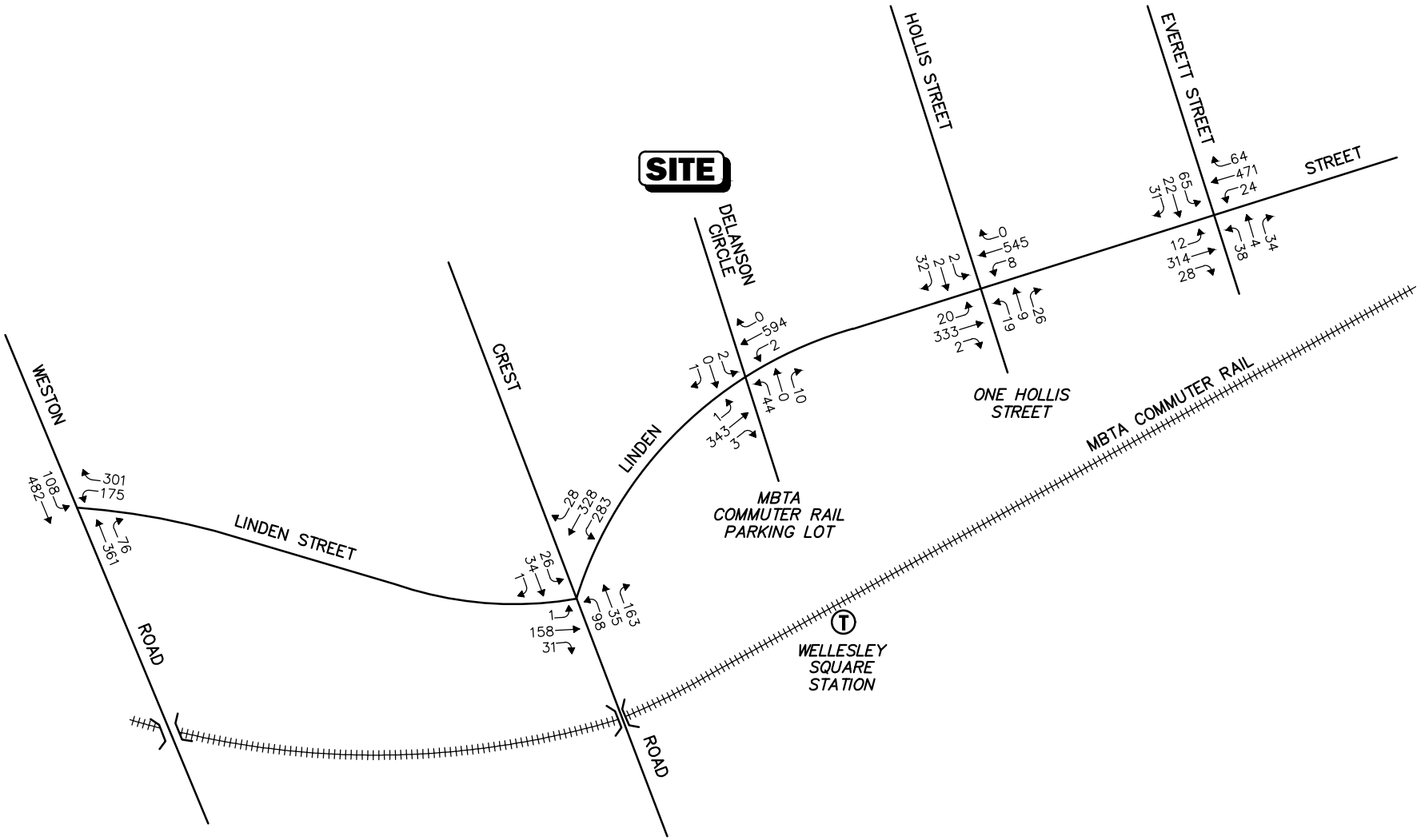

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Figure 4

2020 Existing Weekday Evening Peak Hour Traffic Volumes

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Table 2
2020 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	AWT[a]	VPH[b]	K Factor[c]	Directional Distribution[d]
Linden Street, east of Delanson Circle/MBTA commuter lot driveway:	11,745	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	871	7.4	66.1% EB
Weekday Evening (4:30 – 5:30 PM)	--	951	8.1	62.7% WB

[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.
EB = eastbound; WB = westbound.

As can be seen in Table 2, Linden Street in the vicinity of the Project site was found to accommodate approximately 11,745 vehicles on an average weekday (two-way, 24-hour volume), with approximately 871 vehicles per hour (vph) during the weekday morning peak-hour and 951 vph during the weekday evening peak-hour. Traffic volumes on a Saturday were found to be approximately 10 percent lower than those on a weekday.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Linden 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

	Linden Street, east of Crest Road	
	Eastbound	Westbound
Mean Travel Speed (mph)	24	25
85th Percentile Speed (mph)	28	29
Statutory Speed Limit (mph)[a]	30	30

mph = miles per hour.
[a]Pursuant to M.G.L. Chapter 90, Section 17.

As can be seen in Table 3, the mean vehicle travel speed along Linden Street in the vicinity of the Project site was found to be approximately 24 mph in the eastbound direction and 25 mph westbound. 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 approximately 28 mph in the eastbound direction and 29 mph westbound, which is slightly below the statutory speed limit (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.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in March 2020. 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 approaches at the Linden Street/Weston Road, Linden Street/Crest Road, Linden Street/Hollis Street and Linden Street/Everett Street intersections. The crossings at the signalized study area intersections are included as a part of the traffic signal system at the intersections (pedestrian pushbuttons, signal indications and phasing are provided for the crossings). An inventory of sidewalk conditions along the Project site frontage and within 600 feet of the Project site indicates that the sidewalks are in good condition, with Americans with Disabilities Act (ADA) compliant wheelchair ramps and detectable panels provided at pedestrian crossings, with the exception of the driveway to the MBTA commuter parking lot.

Figures 5 and 6 depict the 2020 Existing weekday morning and evening peak-hour pedestrian volumes at the study area intersections, respectively, and were collected in conjunction with the January 2020 TMCs. A review of the pedestrian volume data at the study intersections indicates that the largest number of pedestrian crossings occurred along the south side of Linden Street at One Hollis Street and the MBTA commuter parking lot during both the weekday morning and evening peak hours (21 to 26 crossings were observed).

Bicycle Facilities

Linden Street, Weston Road and portions of Crest Road generally provide sufficient width (combined travel lane and paved shoulder) to support bicycle travel in a shared traveled-way configuration.[5] Figures 7 and 8 depict the 2020 Existing weekday morning and evening peak-hour bicycle volumes at the study area intersections, respectively, which were collected in conjunction with the January 2020 TMCs. Bicycle activity within the study area was found to be relatively modest, with bi-directional bicycle volumes found to be approximately two (2) bicyclists during the peak hours.

Crosstown Trail

The Crosstown Trail is a 6-mile trail that traverses an alignment from along the Cochituate Aqueduct in Natick near Route 9 to the Charles River near Cedar Street. The trail crosses Weston Road at Linden Street, with a parking area provided off Weston Road, and follows Linden Street to Crest Road where the trail turns south to then follow an alignment to the south of the MBTA Commuter Rail tracks to Town Hall and crossing Washington Street (Route 16) at Kingsbury Street. Thereafter the trail follows both on and off-road alignments between Kingsbury Street and Cedar Street.

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

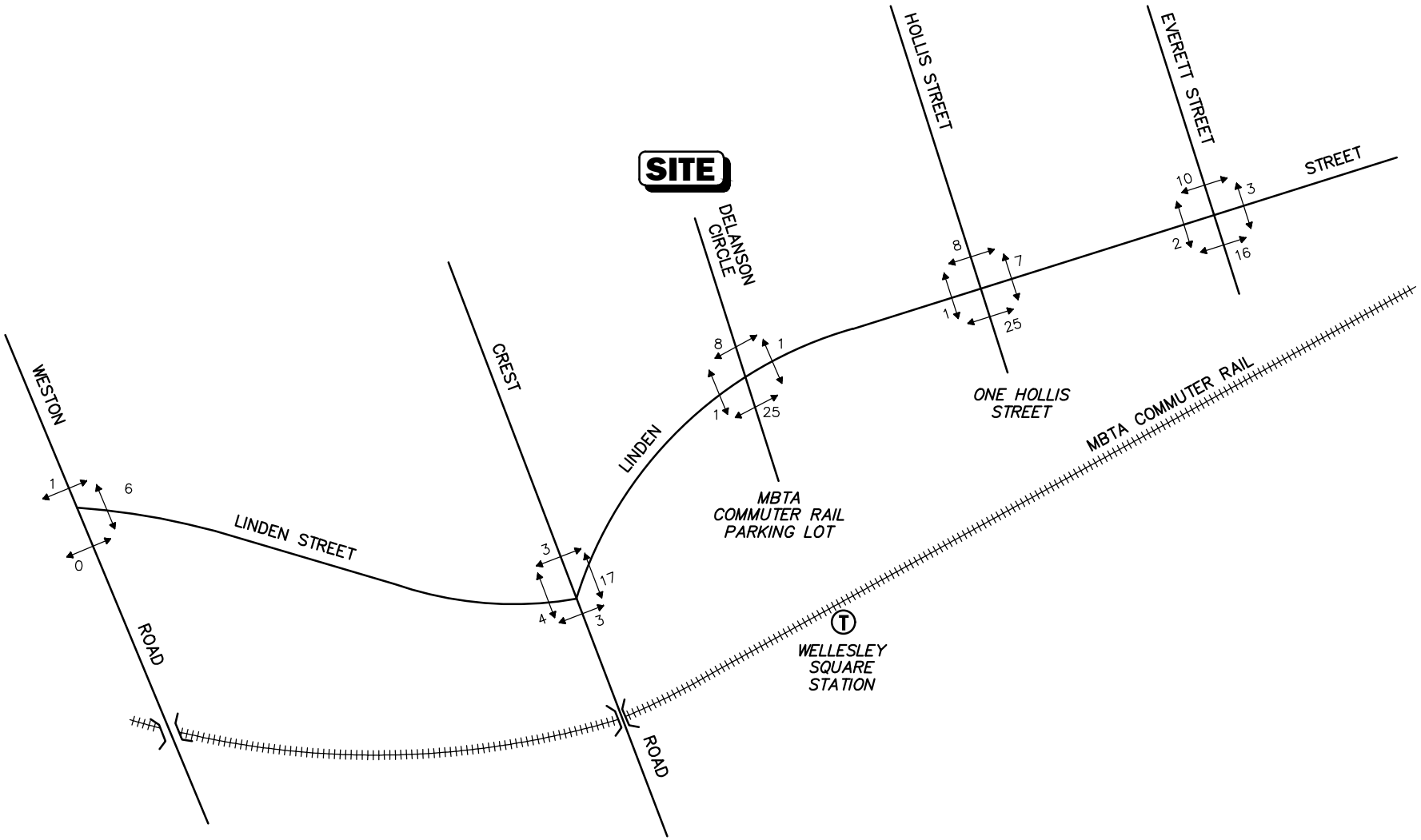

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Figure 5

2020 Existing Weekday Morning Peak Hour Pedestrian Volumes

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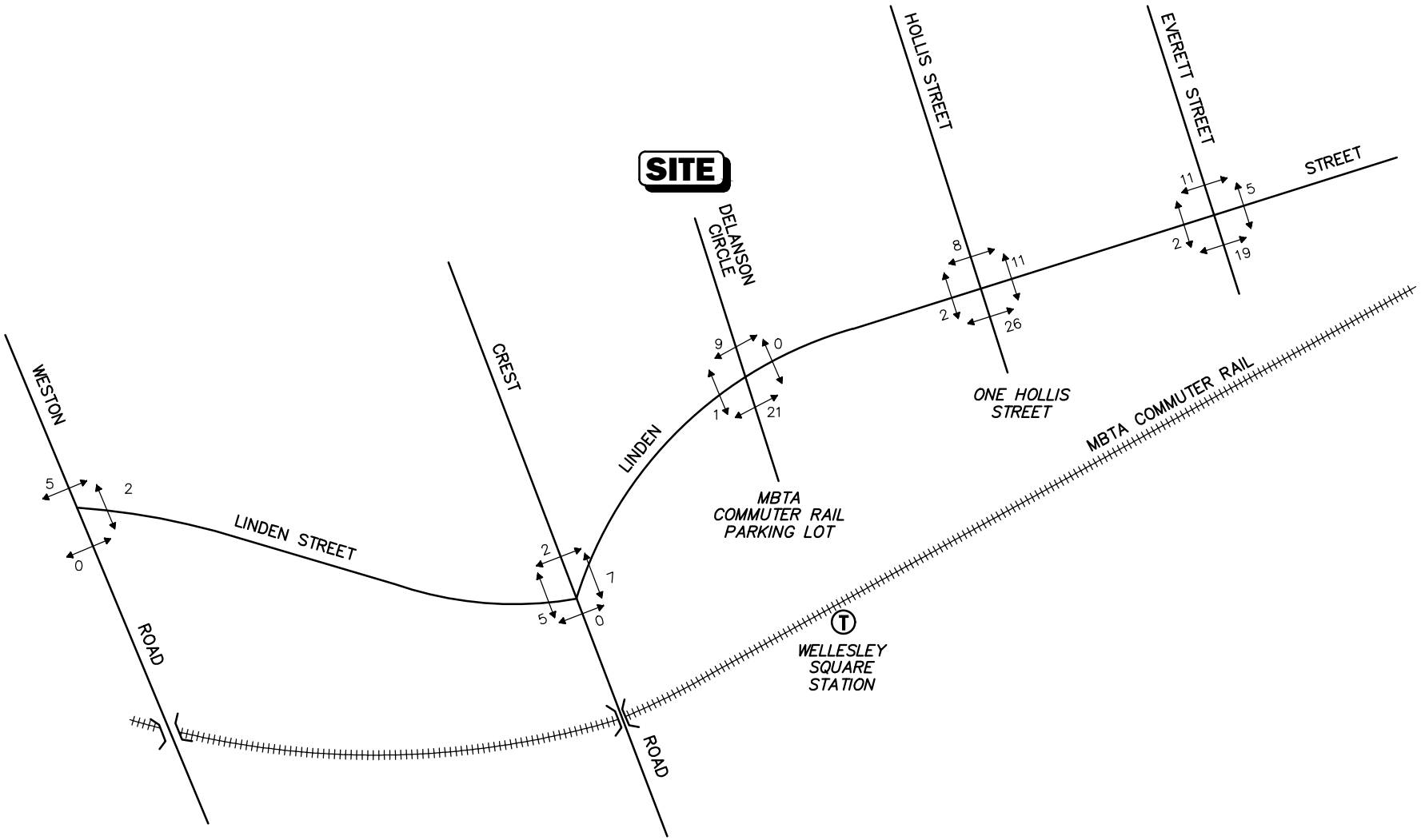

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Figure 6

2020 Existing
Weekday Evening
Peak Hour Pedestrian Volumes

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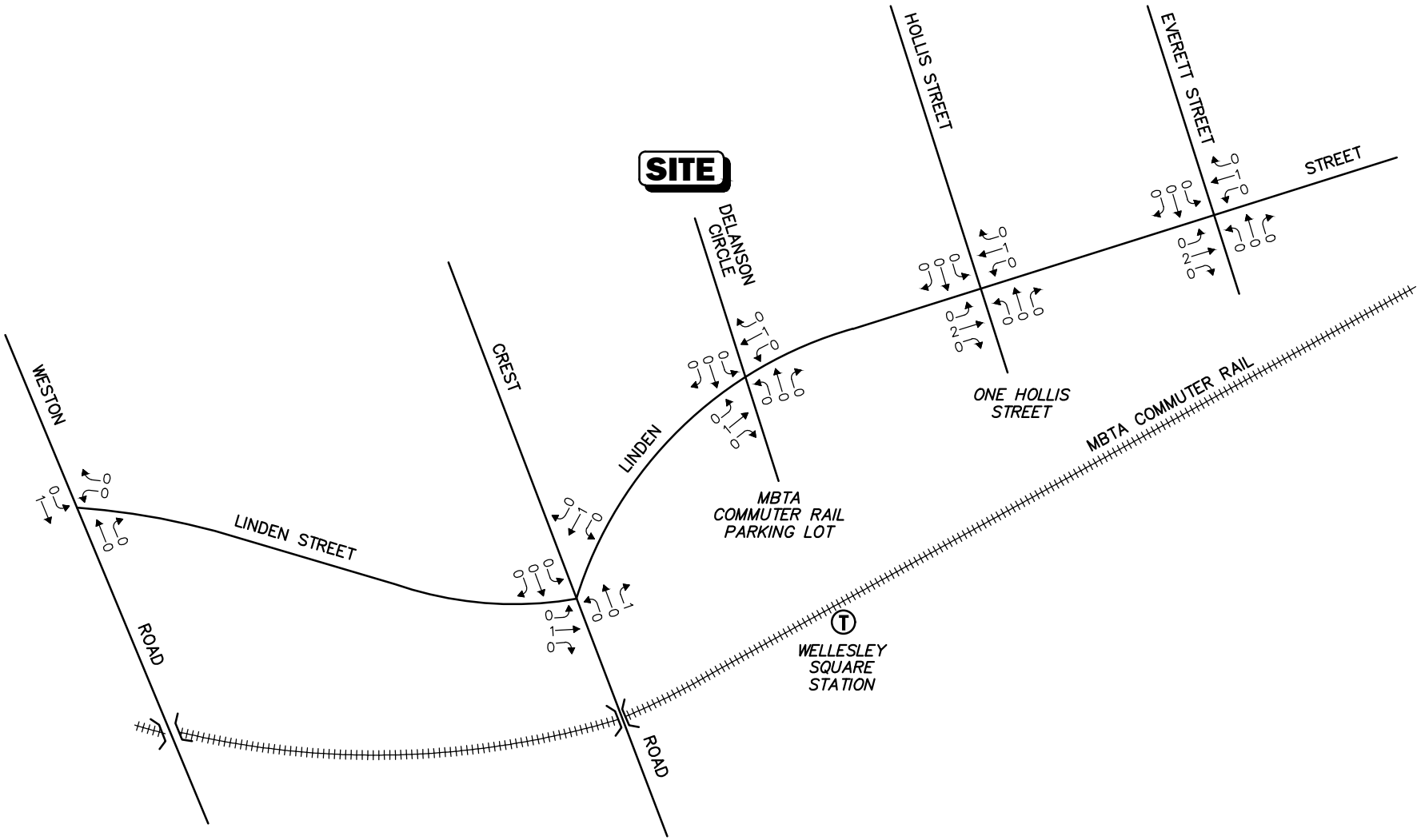

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Figure 7

2020 Existing Weekday Morning Peak Hour Bicycle Volumes

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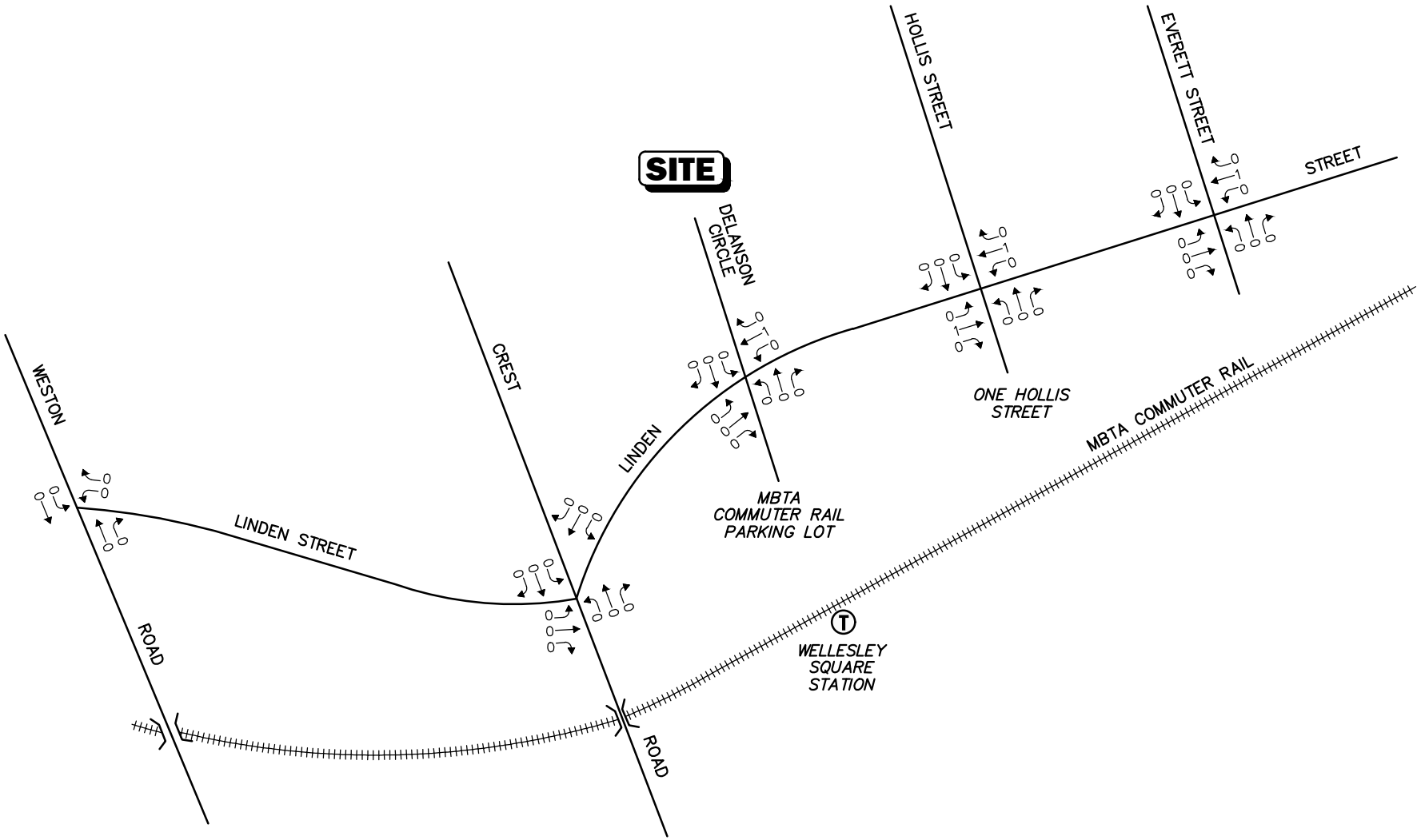

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Figure 8

2020 Existing Weekday Evening Peak Hour Bicycle Volumes

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PUBLIC TRANSPORTATION

Public transportation services are provided within the study area by the MBTA (Commuter Rail) and the MetroWest Regional Transit Authority (MWRTA) (fixed-route bus service), and are accessible to residents of the Project. Wellesley Square Station on the Framingham/Worcester Line of the MBTA commuter rail system is located opposite the Project site along the south side of Linden Street. MWRTA bus Route 8 provides service along Linden Street with a stop at Crest Road, which is within a one-minute walking distance of the Project site. In addition to scheduled stops, MWRTA buses also operate in a passenger demand service mode and will stop anywhere along the service route where it is safe to pick-up or discharge a passenger. The MWRTA also provides Paratransit Services for passengers who meet ADA requirements and provides transportation services for seniors and the disabled through the Wellesley Council on Aging.

As noted in the previous section, sidewalks are generally provided along both sides of the study area roadways that link the Project site to Wellesley Square Station and the MWRTA bus service along Linden Street. As such, it is expected that a portion of the residents of the Project will use public transportation as their primary mode of transportation.

The public transportation schedules and fare information are provided in the Appendix.

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 (2013 through 2017, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, and day of occurrence, and presented in Table 4.

As can be seen in Table 4, with the exception of the Weston Road/Linden Street intersection, the study area intersections experienced an average of approximately three (3) or fewer reported motor vehicle crashes per year over the five-year review period and were found to have motor vehicle crash rates that are below both the MassDOT statewide and District averages for a signalized or unsignalized intersection, as appropriate, for the MassDOT Highway Division District in which the intersections are located (District 6).

The Weston Road/Linden Street intersection was reported to have experienced a total of 23 crashes over the five-year review period, or an average of approximately five (5) crashes per year, the majority of which occurred on a weekday, during daylight, under clear weather conditions, and were classified as rear-end type crashes that resulted in property damage only. This intersection was found to have a motor vehicle crash rate that was above the MassDOT average crash rate for an unsignalized intersection.

A review of the MassDOT statewide High Crash Location List indicated that there are no locations within the study area that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as high crash locations. In addition, 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 are provided in the Appendix.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY[a]

	Weston Road/ Linden Street	Linden Street/ Crest Road	Linden Street/ Delanson Circle/ MBTA Parking Lot	Linden Street/ Hollis Street/ Private Driveway	Linden Street/ Everett Street
Traffic Control Type:[b]	U	TS	U	U	TS
Year:					
2013	5	3	0	1	3
2014	4	1	0	2	4
2015	2	1	1	1	3
2016	5	2	1	1	6
2017	7	2	0	0	1
Total	23	9	2	5	17
Average	4.60	1.80	0.40	1.00	3.40
Rate[c]	0.70	0.35	0.09	0.23	0.70
MassDOT Crash Rate:[d]	0.57/0.52	0.78/0.71	0.57/0.52	0.57/0.52	0.78/0.71
Significant?[e]	Yes	No	No	No	No
Type:					
Angle	7	1	0	1	6
Rear-end	13	7	1	1	4
Rear-to-rare	0	0	0	0	2
Head-on	0	0	0	0	1
Sideswipe, Opposite Direction	0	0	0	1	0
Sideswipe, Same Direction	0	0	0	1	1
Single Vehicle Crash	3	1	1	1	3
Total	23	9	2	5	17
Conditions:					
Clear/Unknown	18	5	1	3	11
Cloudy	1	3	0	2	5
Cloudy/Rain	0	1	1	0	0
Rain	1	0	0	0	0
Snow/Ice	3	0	0	0	1
Total	23	9	2	5	17
Lighting:					
Daylight	15	7	2	5	15
Dawn/Dusk	2	0	0	0	0
Dark (Road Lit)	6	2	0	0	2
Total	23	9	2	5	17
Day of Week:					
Monday through Friday	19	8	2	5	15
Saturday	2	0	0	0	1
Sunday	2	1	0	0	1
Total	23	9	2	5	17
Severity:					
Property Damage Only	19	7	2	4	14
Non-Fatal Injury	3	2	0	1	1
Not Reported/Unknown	1	0	0	0	2
Fatality	0	0	0	0	0
Total	23	9	2	5	17

[a]Source: MassDOT Safety Management/Traffic Operations Unit records, 2013 through 2017.
[b]Traffic Control Type: U = unsignalized; TS = traffic signal.
[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).

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2027, which reflects a seven-year planning horizon consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. At the request of the Town, two (2) future No-Build (without the Project) analysis conditions were developed to represent conditions with and without the construction of the Wellesley Park multifamily residential community (148 Weston Road). Independent of the Project, traffic volumes on the roadway network in the year 2027 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2027 No-Build traffic volumes reflect 2027 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 this discussion, the following projects were identified for inclusion in this assessment:

- ***Wellesley Park, 148 Weston Road, Wellesley, Massachusetts.*** This project will consist of the construction of a multifamily residential community to be located at 148 Weston Road. The development program for the project was originally proposed to include 55-units, and has since been reduced to 26-units in conjunction with a pending application that is before the Town. As such, traffic volumes associated with the original 55-unit development proposal have been included in the future traffic volume projections that include Wellesley Park.[6]

- ***Sport Complex, 900 Worcester Road, Wellesley Massachusetts.*** This project will entail the construction of a 130,000 sf sport complex that will include two (2) regulation-size ice rinks, a synthetic turf field and a 35,000 sf health club with an aquatics center that will feature an Olympic-size swimming pool to be located at 900 Worcester Road.

- ***136-140 Worcester Street, Wellesley, Massachusetts.*** This project consists of the construction of a 40-unit multifamily residential community to be located at 136 Worcester Street.

- ***680 Worcester Street, Wellesley, Massachusetts.*** This project consists of the construction of a 20-unit multifamily residential community to be located at 680 Worcester Street.

- ***16 Stearns Road, Wellesley, Massachusetts.*** This project consists of the construction of a 36-unit multifamily residential community to be located at 16 Sterns Road.

- ***Cedar Place, 2-3 Burke Lane, Wellesley, Massachusetts.*** This project consists of the construction of a 16-unit multifamily residential community to be located at 2 and 3 Burke Lane.

- ***Hanover Wellesley, 40 William Street, Wellesley, Massachusetts.*** This project will entail the construction of a 350-unit multifamily residential development to be located at 40 William Street and within the Wellesley Office Park.

- ***Tailby and Railroad Avenue Parking Lots, Wellesley, Massachusetts.*** This proposed project will consist of the construction of a multifamily residential development over the Tailby and Railroad Avenue commuter parking lots that will include parking for both residents of the development and commuters. This project is in the preliminary design stage and formal plans have not been submitted to the Town. As such, traffic volumes associated with this project are not included in this assessment.

With the exception of the Wellesley Park project, traffic volumes associated with the aforementioned projects within the study area are expected to be relatively minor and would be reflected in the general background traffic growth rate (discussion follows). No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

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[6]*Transportation Impact Assessment*, Wellesley Park, 148 Weston Road, Wellesley, Massachusetts; VAI; February 2018.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located on I-95 in Waltham and Newton were reviewed. This data indicates that traffic volumes have generally increased by between 0.7 percent and 1.58 percent over the past several years, with the average growth rate found to be approximately 1.22 percent. In order to provide a prudent planning condition for the Project, a slightly higher 1.5 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 MassDOT and the Town of Wellesley were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2027 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

At the request of the Town, two (2) future 2027 No-Build (without the Project) analysis conditions were developed to reflect conditions with and without the construction of the Wellesley Park multifamily residential community (148 Weston Road). In both scenarios, the base 2027 No-Build condition peak-hour traffic-volumes were developed by applying the 1.5 percent per year compounded annual background traffic growth rate to the 2020 Existing peak-hour traffic volumes. Figures 9 and 10 depict the 2027 No-Build weekday morning and evening peak-hour traffic volumes with the Wellesley Park project, with Figures 11 and 12 depicting the corresponding weekday peak-hour traffic volumes without the Wellesley Park project.

PROJECT-GENERATED TRAFFIC

Design year (2027 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes onto 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 39-unit multifamily residential community. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the Institute of Transportation Engineers (ITE)[7] for similar land uses as those proposed were used. ITE Land Use Code (LUC) 220, *Multifamily Housing (Low-Rise)*, was used to develop the base traffic characteristics of the four (4) residential units that will be renovated and LUC 221, *Multifamily Housing (Mid-Rise)*, was used to develop the base traffic characteristics of the 35-unit multifamily building.

[7]Ibid 1.

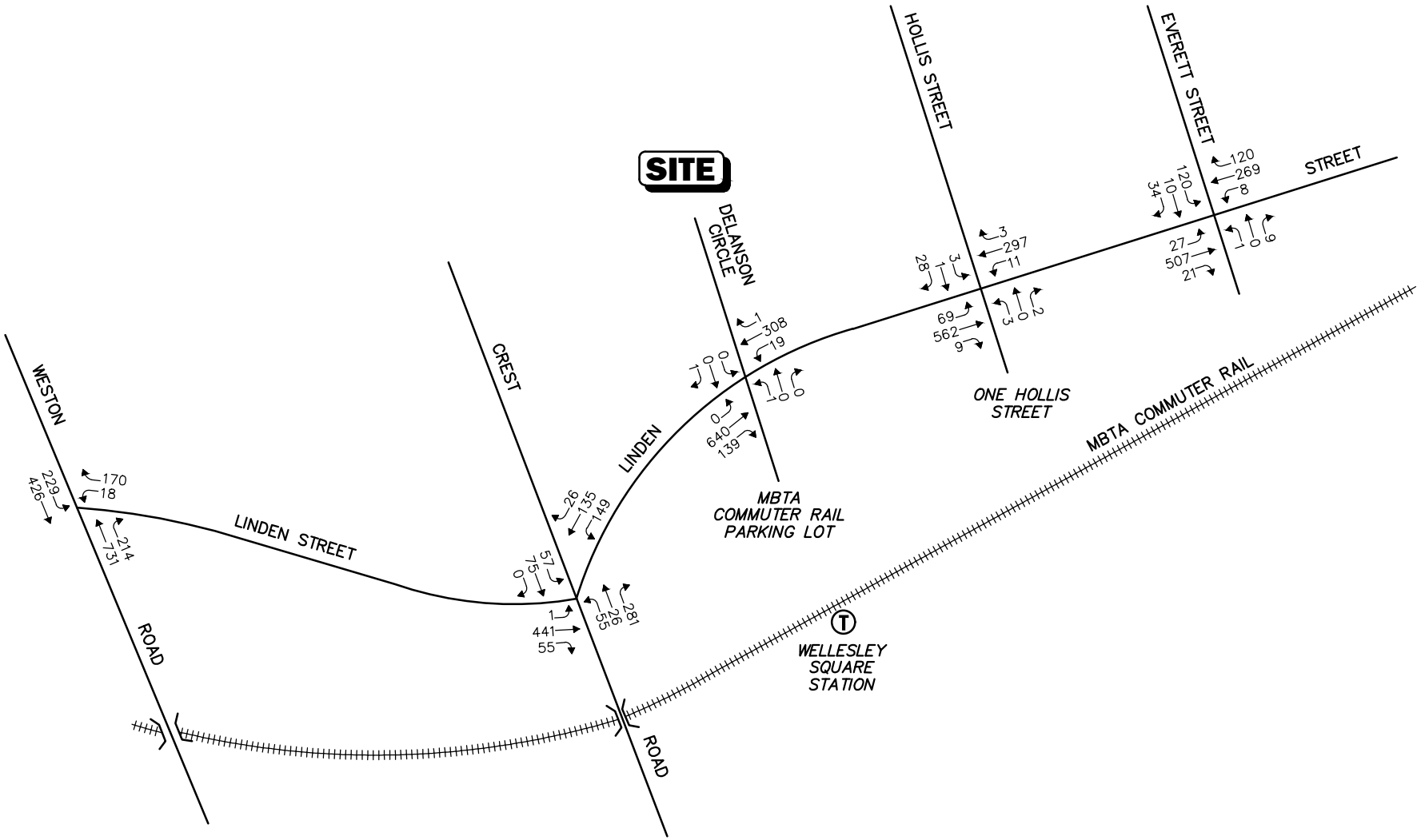

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Figure 9

2027 No-Build
Weekday Morning
Peak Hour Traffic Volumes
(With Wellesley Park)

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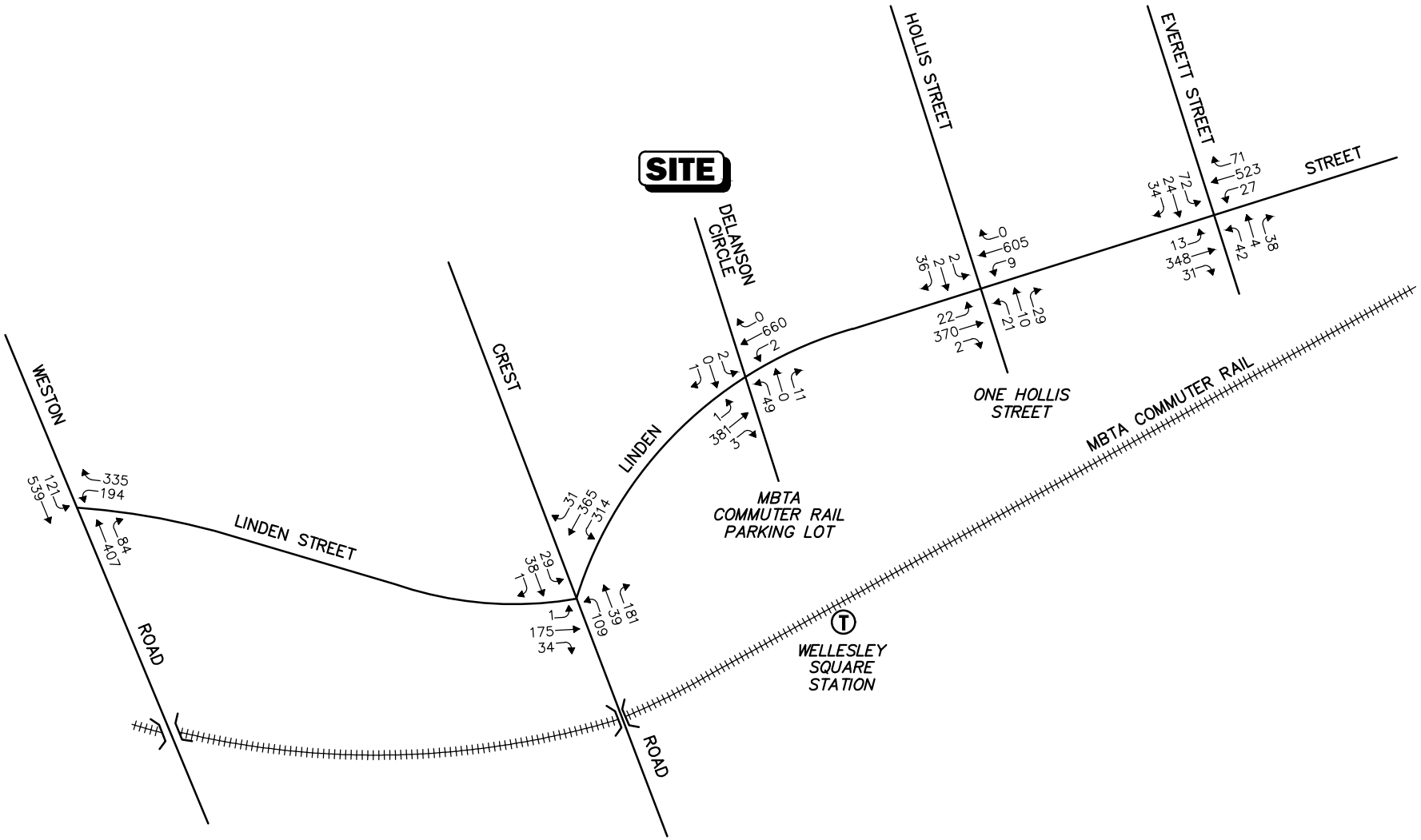

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Figure 10

2027 No-Build
Weekday Evening
Peak Hour Traffic Volumes
(With Wellesley Park)

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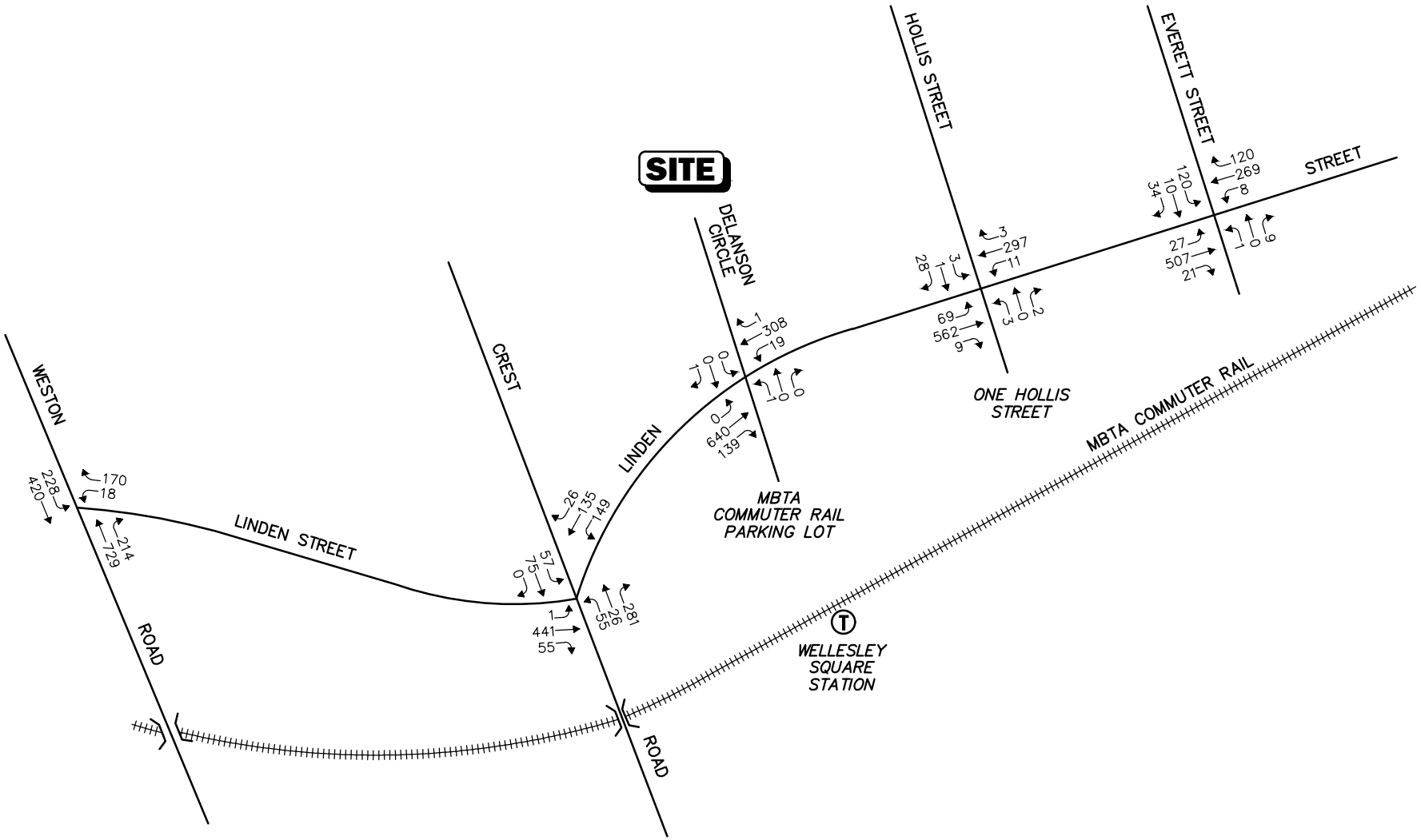

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Figure 11

2027 No-Build
Weekday Morning
Peak Hour Traffic Volumes
(Without Wellesley Park)

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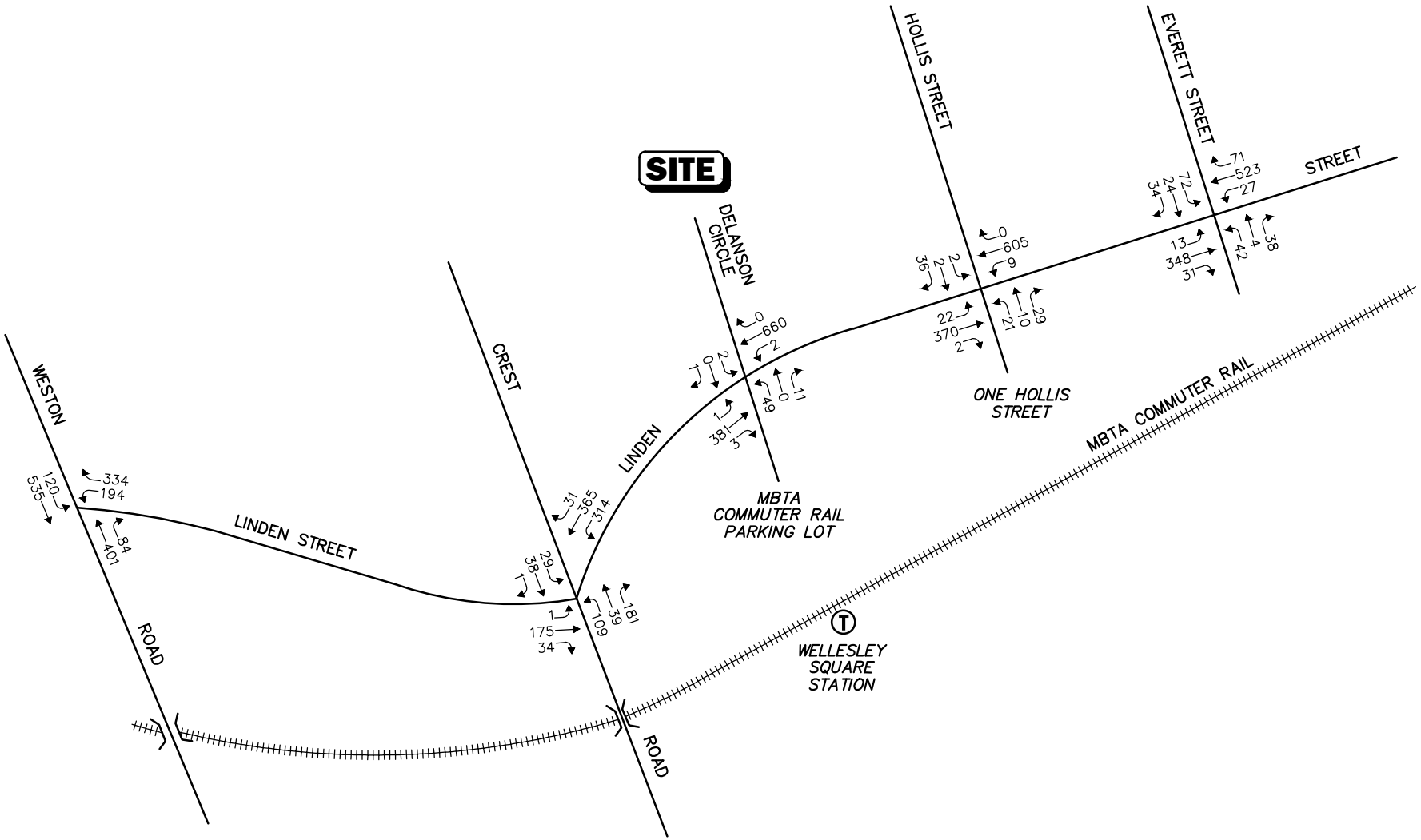

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Figure 12

2027 No-Build Weekday Evening Peak Hour Traffic Volumes (Without Wellesley Park)

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Transit Use

Given the availability of public transportation services to the Project site (MBTA Commuter Rail and MWRTA bus service), the interconnected network of sidewalks and on-road bicycle accommodations, it is expected that a portion of the residents of the Project will use public transportation services, walk or bicycle, thereby reducing the volume of traffic that may be associated with the Project. In order to determine the proportion of residents of the Project that may use public transportation, walk or bicycle as their primary mode of transportation, travel mode data obtained from the 2014-2018 American Community Survey (ACS) for the Town of Wellesley was reviewed. Based on a review of this data, the following commuting modes were identified for workers age 16 or older that reside within the Town:

- *Single-Occupant Vehicle:* 57.9%
- *Car/Vanpool:* 7.2%
- *Public Transportation:* 10.7%
- *Walk:* 11.4%
- *Bicycle/Other Means:* 1.3%
- *Worked at Home:* 11.5%

Approximately 42 percent of workers that reside in the Town reported that they used an alternative mode of transportation to single-occupancy vehicles (SOVs) to travel to/from work, with approximately seven (7) percent participating in a car or vanpool, 11 percent using public transportation, 11 percent walking, one (1) percent bicycling and 12 percent working from home.

In order to account for the use of alternative modes of transportation to SOVs, the base ITE trip-generation calculations were first converted to person trips using a vehicle occupancy ratio of 1.13 persons per vehicle, which was obtained from the 2009 National Household Travel Survey, and were then disseminated to the modes of transportation that are accessible to the residents of the Project: public transportation (transit), pedestrian/bicycle and automobile.

In order to provide a conservative (high) analysis condition from which to assess the potential impact of the Project on the transportation infrastructure, it was assumed that 75 percent of the trips generated by the Project would consist of automobile trips, with 15 percent of trips assumed to be made using public transportation and 10 percent consisting of pedestrian/bicycle trips. The public transportation rate is slightly higher than the 11 percent utilization documented in the ACS and reflects the close proximity of the Project site to the Wellesley Square Commuter Rail Station. Conversely, the 10 percent pedestrian/bicycle rate is lower than the ACS rate of 13 percent.

Table 5 summarizes the traffic characteristics of the Project using the above methodology.

Table 5
TRIP-GENERATION SUMMARY

Trip Period/Direction	ITE Trips[a]	Person Trips: Total Person Trips[b]	Person Trips: Automobile Trips (75%)	Person Trips: Transit Trips (15%)	Person Trips: Pedestrian/ Bicycle Trips (10%)	Automobile Trips[c]
Average Weekday Daily:						
Entering	110	124	93	19	12	82
Exiting	110	124	93	19	12	82
Total	220	248	186	38	24	164
Weekday Morning Peak Hour:						
Entering	3	3	2	1	0	2
Exiting	11	12	9	2	1	8
Total	14	15	11	3	1	10
Weekday Evening Peak Hour:						
Entering	12	14	11	2	1	10
Exiting	7	8	6	1	1	5
Total	19	22	16	3	2	15

[a]Based on ITE LUC 220, *Multifamily Housing (Low-Rise)*, 4 dwelling units; and ITE LUC 221, *Multifamily Housing (Mid-Rise)*, 35 dwelling units.
[b]ITE vehicle trips x vehicle occupancy ratio (VOR) of 1.13. VOR obtained from: *Summary of Travel Trends: 2009 National Household Travel Survey*; FHWA; Washington, D.C.; June 2011.
[c]Automobile person trips divided by 1.13.

Project-Generated Traffic Volume Summary

As can be seen in Table 5, after applying appropriate adjustments to account for the use of public transportation and pedestrian and bicycle trips, the Project is expected to generate approximately 164 automobile trips, 38 transit trips and 24 pedestrian/bicycle trips on an average weekday (two-way, 24-hour volumes), with 10 automobile trips (2 vehicles entering and 8 exiting), 3 transit trips and 1 pedestrian/bicycle trip expected during the weekday morning peak-hour, and 15 automobile trips (10 vehicles entering and 5 exiting), 3 transit trips and 2 pedestrian/bicycle trips expected during the weekday evening peak-hour.

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 persons residing in the Town of Wellesley and then refined based on existing traffic patterns within the study area during the commuter peak periods. This methodology is consistent with the residential nature of the Project and commuter traffic patterns during the peak hours. The general trip distribution for the Project is graphically depicted on Figure 13. The additional traffic expected to be generated by the Project was assigned on the study area roadway network as shown on Figures 14 and 15.

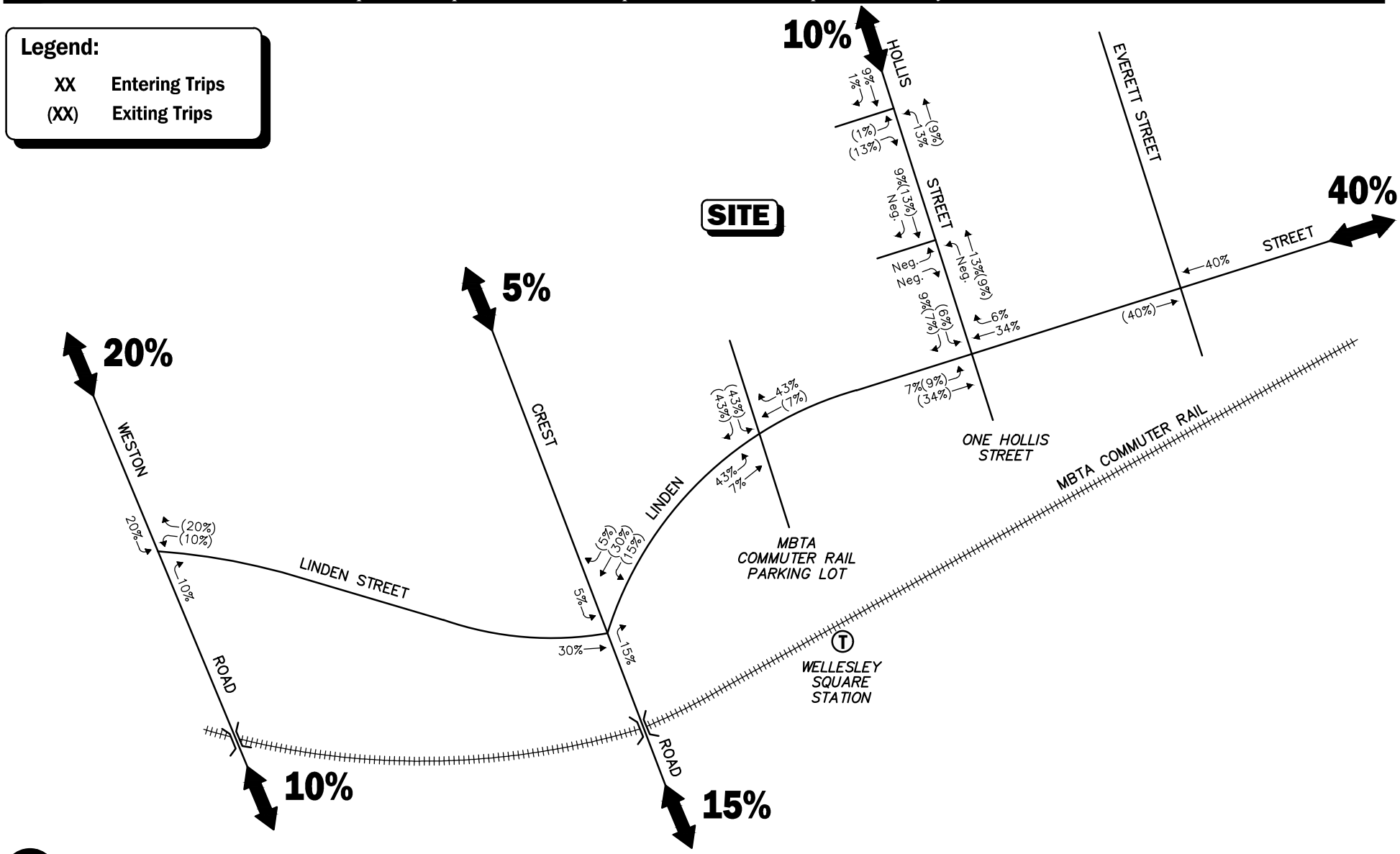

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Figure 13

Trip Distribution Map

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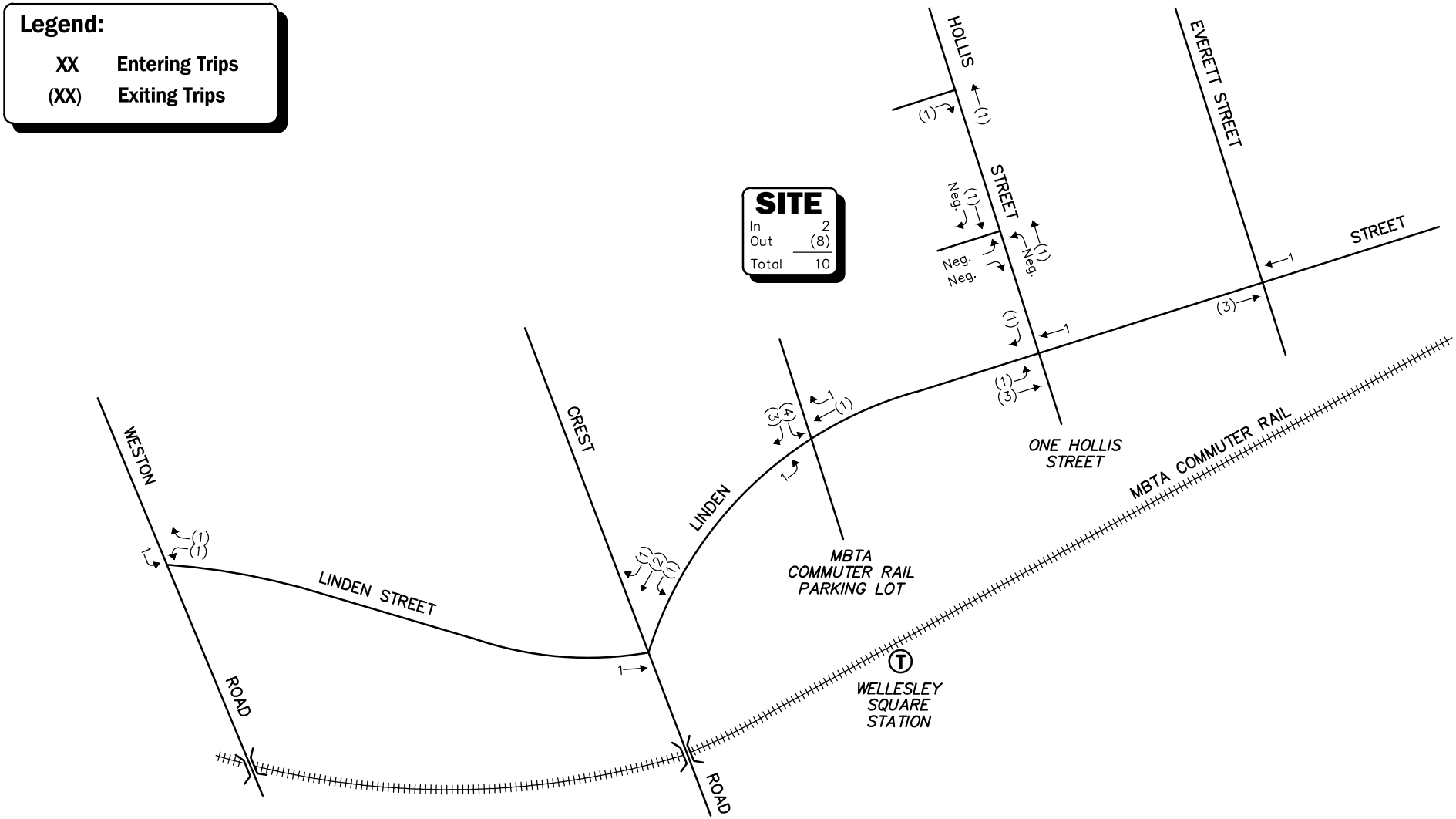

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Figure 14

Project-Generated Weekday Morning Peak Hour Traffic Volumes

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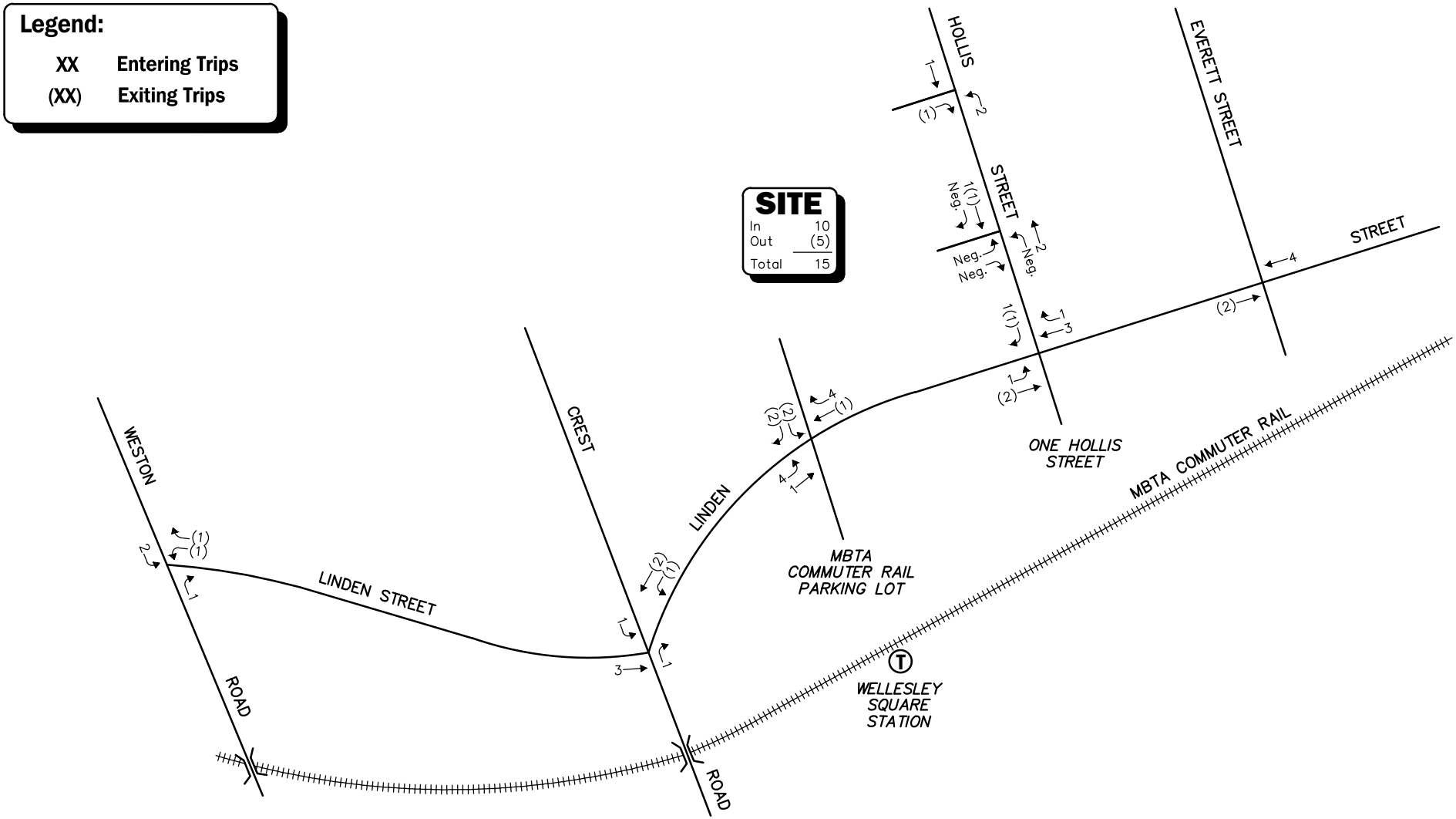

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Figure 15

Project-Generated Weekday Evening Peak Hour Traffic Volumes

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FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2027 Build condition traffic volumes were developed by: i) removing the traffic associated with the five (5) existing single-family homes that will be removed to accommodate the Project from the 2027 No-Build with Wellesley Park traffic volumes; and ii) adding the traffic expected to be generated by the Project. The resulting 2027 Build peak-hour traffic-volumes are graphically depicted on Figures 16 and 17, respectively, and reflect traffic volume condition with the construction of both the Project and the Wellesley Park multifamily residential community.

A summary of peak-hour projected traffic-volume increases outside of the study area that is the subject of this assessment is shown in Table 6. These volumes are based on the expected increases from the Project.

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2020 Existing	2027 No-Build with Wellesley Park	2027 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
Weston Road, north of Linden Street:					
Weekday Morning	1,393	1,556	1,557	1	0.1
Weekday Evening	1,252	1,402	1,403	1	0.1
Weston Road, south of Linden Street:					
Weekday Morning	1,244	1,389	1,390	1	0.1
Weekday Evening	1,094	1,224	1,226	2	0.2
Crest Road, north of Linden Street:					
Weekday Morning	166	185	186	1	0.5
Weekday Evening	125	139	140	1	0.7
Crest Road, south of Linden Street:					
Weekday Morning	578	641	642	1	0.2
Weekday Evening	644	715	717	2	0.3
Hollis Street, north of the Project Site:					
Weekday Morning	94	104	105	1	1.0
Weekday Evening	65	72	73	1	1.4
Linden Street, east of Everett Street:					
Weekday Morning	930	1,033	1,036	3	0.3
Weekday Evening	972	1,079	1,083	4	0.4

As shown in Table 6, Project-related traffic-volume increases outside of the study area relative to 2027 No-Build with Wellesley Park are anticipated to range from 0.1 to 1.4 percent during the peak periods, with vehicle increases shown to range from 1 to 4 vehicles. ***When dispersed over the peak-hour, such increases would not result in a significant impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.***

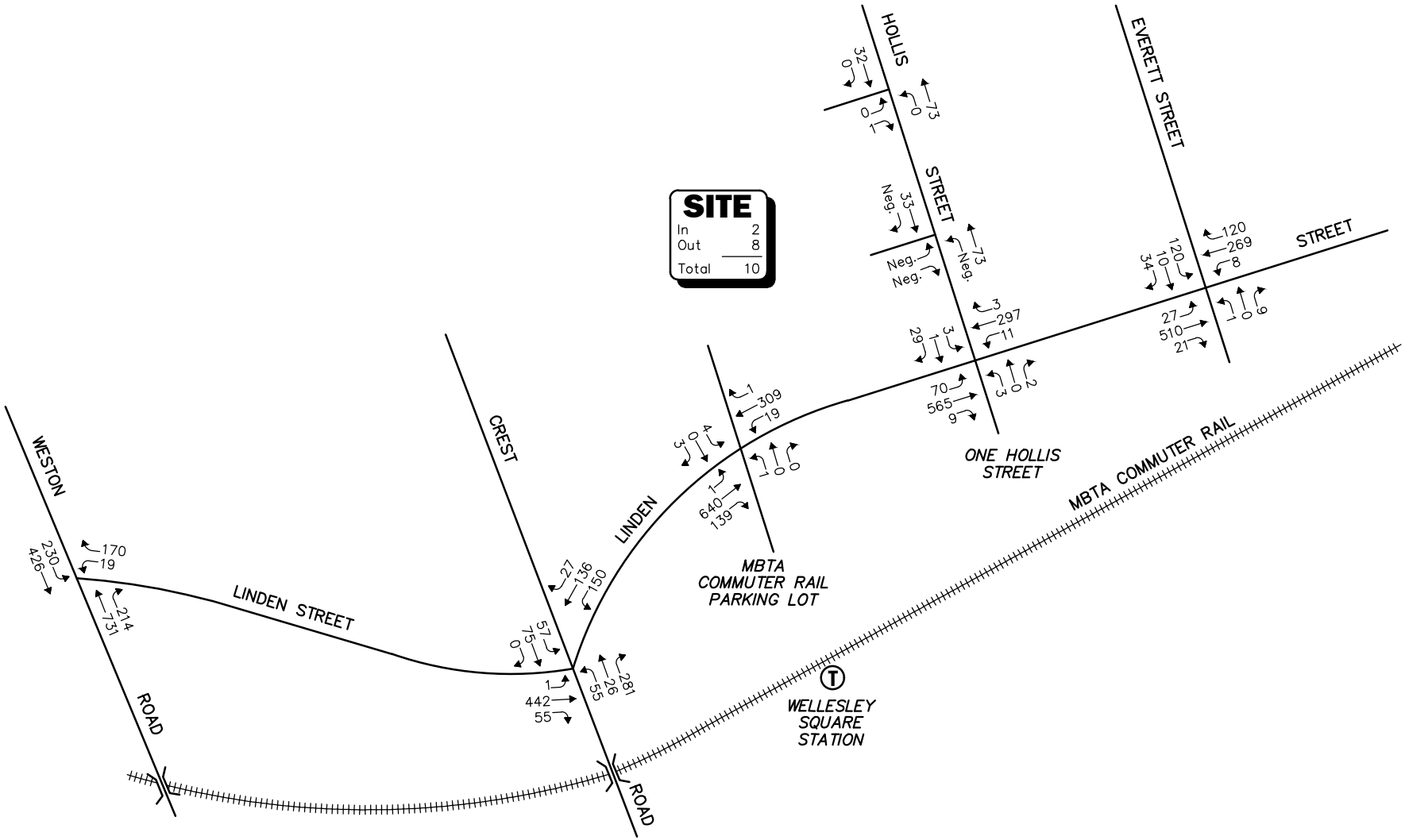

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Figure 16

2027 Build
Weekday Morning
Peak Hour Traffic Volumes

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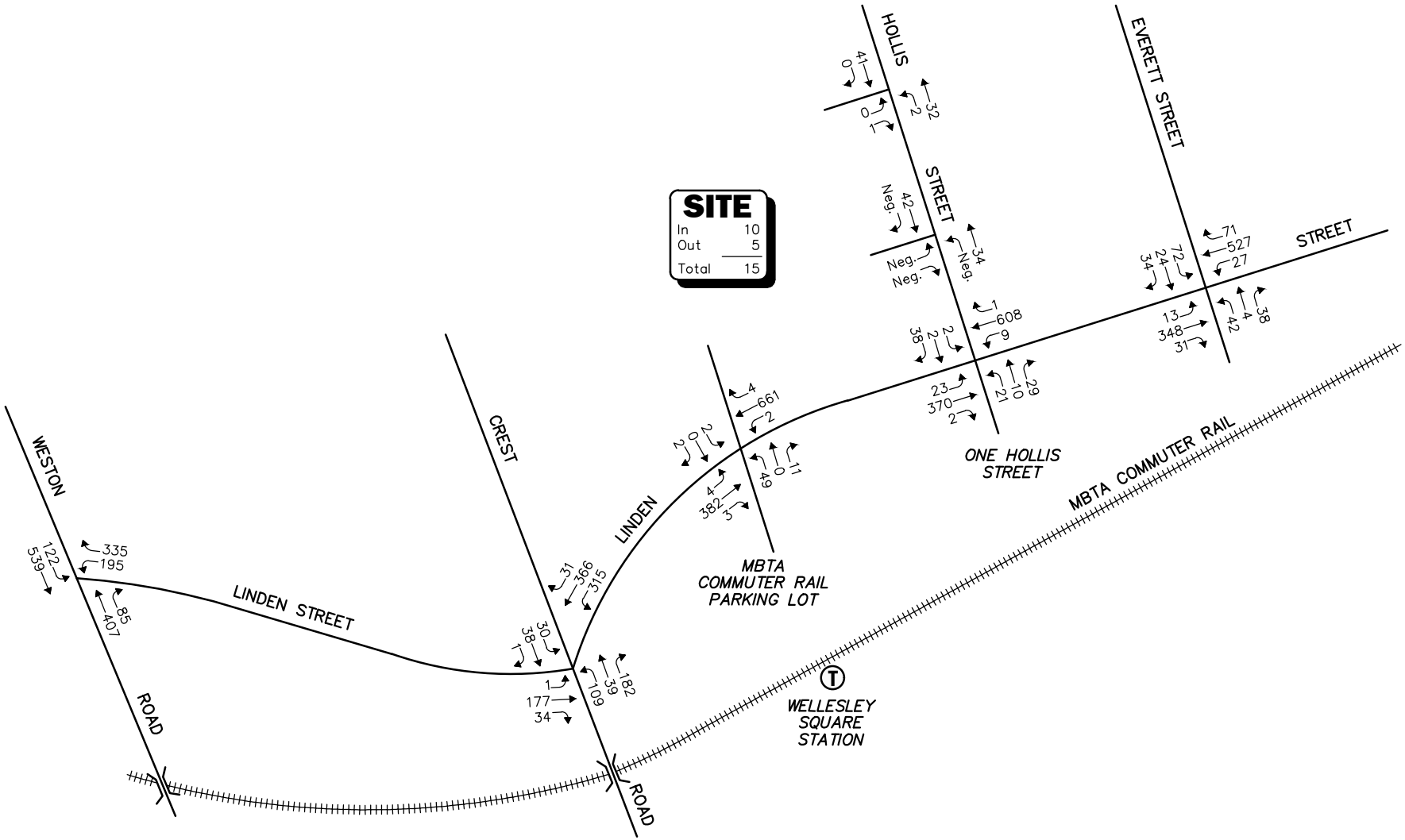

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Figure 17

2027 Build
Weekday Evening
Peak Hour Traffic Volumes

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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.[8] 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.

[8]The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual;* Transportation Research Board; Washington, DC; 2010.

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 over-saturation. 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 and implemented as a part of the Synchro® 10 software as recommended by MassDOT. 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

Level of Service	Percentile 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.

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 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 2010 *Highway Capacity Manual.*[9] 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 2010 *Highway Capacity Manual*. 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 (Seconds Per Vehicle)
v/c ≤ 1.0	v/c > 1.0	
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; 2010; page 19-2.

[9]*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

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 which is based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. 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) 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 2020 Existing, 2027 No-Build (both with and without Wellesley Park) and 2027 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized on Table 9 and Table 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.

Signalized Intersections

As can be seen in Table 9, the addition of Project-related traffic to the signalized study area intersections was not shown to result in a change in LOS for any movement, with overall intersection operations maintained at LOS D or better during the peak hours. Project-related impacts at the signalized study area intersections are defined as follows:

Linden Street/Crest Road – No change in LOS is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as an increase in overall average motorist delay of less than 1.0 seconds and in vehicle queuing of up to one (1) vehicle. Independent of the Project, the Linden Street eastbound approach was identified as operating at capacity (i.e., LOS "E") during the weekday morning peak-hour under No-Build conditions. Overall intersection operations were maintained at LOS D during both the weekday morning and evening peak hours.

Linden Street/Everett Street/Private Driveway – No change in LOS is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as an increase in overall average motorist delay of less than 1.0 seconds and in vehicle queuing of up to one (1) vehicle. Overall intersection operations were maintained at LOS D during the weekday morning peak-hour and at LOS C during the weekday evening peak-hour.

Unsignalized Intersections

Project-related impacts at the unsignalized study area intersections are shown in Table 10 and are defined as follows:

Weston Road/Linden Street – No change in LOS or vehicle queuing is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as a general increase in average motorist delay. Independent of the Project, left-turn movements from Linden Street are currently operating over capacity (i.e., LOS "F"), with residual vehicle queues of up to 16 vehicles (weekday evening peak-hour). In addition, right-turn movements from Linden Street are predicted to operate at capacity during the weekday morning peak-hour under No-Build (both with and without Wellesley Park) conditions, again, independent of the Project.

Linden Street/Delanson Circle/MBTA Parking Lot – In conjunction with the Project, the five (5) existing single-family homes that are accessed from Delanson Circle will be removed and the access to the parking garage that will serve the Project will replace Delanson Circle. Under 2027 Build conditions, the Project site driveway approach (Delanson Circle) is predicted to operate at LOS C during the weekday morning and evening peak hours with negligible vehicle queuing. The MBTA parking lot driveway approach is predicted to continue to operate at LOS E during both the weekday morning and evening peak hours with no increase in vehicle queuing predicted. All movements along Linden Street are predicted to continue to operate at LOS A with negligible vehicle queuing.

Linden Street/Hollis Street/Private Driveway – No change in LOS or vehicle queuing is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as an increase in average motorist delay of less than 1.0 seconds. Independent of the Project, the private driveway approach is predicted to operate at capacity during the weekday evening peak-hour under 2027 No-Build (both with and without Wellesley Park) conditions as a result of the relatively large volume of conflicting traffic on Linden Street during this period.

Hollis Street/Project Site Driveways – An analysis of operating conditions at the Hollis Street Project site driveways was not completed as these driveways will accommodate relatively low traffic volumes that are associated with visitor parking, the loading/delivery area and the renovated multifamily homes, and will not result in significant activity during the weekday peak commuter hours to the extent that motorist delays would be experienced at the intersections.

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

Signalized Intersection/ Peak-hour/Movement	2020 Existing				2027 No-Build (With Wellesley Park)				2027 No-Build (Without Wellesley Park)				2027 Build			
	V/C[a]	Delay[b]	LOS[c]	Queue[d] Avg/95th	V/C	Delay	LOS	Queue Avg/95th	V/C	Delay	LOS	Queue Avg/95th	V/C	Delay	LOS	Queue Avg/95th
Linden Street at Crest Road																
Weekday Morning:																
Linden Street EB LT/TH/RT	0.83	40.0	D	11/25[e]	0.95	60.8	E	13/28[e]	0.96	61.7	E	13/28[e]	0.96	62.0	E	13/29[e]
Linden Street WB LT	0.61	39.9	D	5/7	0.67	43.8	D	5/7	0.67	43.9	D	5/7	0.68	44.1	D	5/7
Linden Street WB TH/RT	0.59	38.9	D	5/7	0.65	42.4	D	6/8	0.65	42.4	D	6/8	0.66	42.6	D	6/8
Crest Road NB LT/TH/RT	0.81	43.4	D	8/18[e]	0.85	47.7	D	9/21[e]	0.85	47.3	D	9/21[e]	0.85	47.3	D	9/21[e]
Crest Road SB LT/TH/RT	0.43	29.1	C	3/6	0.48	29.8	C	4/7	0.48	29.8	C	4/7	0.48	29.8	C	4/7
Overall	--	**39.5**	**D**	--	--	**49.0**	**D**	--	--	**49.2**	**D**	--	--	**49.4**	**D**	--
Weekday Evening:																
Linden Street EB LT/TH/RT	0.58	33.0	C	4/9	0.63	35.9	D	5/9	0.63	35.9	D	5/9	0.63	36.1	D	5/10
Linden Street WB LT	0.64	29.5	C	6/16[e]	0.75	37.0	D	7/18[e]	0.76	37.2	D	7/18[e]	0.76	37.8	D	7/19[e]
Linden Street WB TH/RT	0.70	31.2	C	7/20[e]	0.83	41.2	D	9/23[e]	0.83	41.8	D	9/23[e]	0.84	42.3	D	9/23[e]
Crest Road NB LT/TH/RT	0.75	34.7	C	6/15[e]	0.77	35.8	D	7/18[e]	0.77	35.4	D	7/18[e]	0.77	35.5	D	7/18[e]
Crest Road SB LT/TH/RT	0.16	22.8	C	1/3	0.16	22.7	C	1/4	0.16	22.6	C	1/4	0.17	22.6	C	1/4
Overall	--	**31.5**	**C**	--	--	**37.1**	**D**	--	--	**37.2**	**D**	--	--	**37.5**	**D**	--
Linden Street at Everett Street and a Private Driveway																
Weekday Morning:																
Linden Street EB LT/TH/RT	0.85	34.8	C	12/15	0.95	47.7	D	14/19[e]	0.95	47.7	D	14/19[e]	0.96	48.8	D	14/19[e]
Linden Street WB LT/TH/RT	0.58	22.3	C	8/9	0.65	24.1	C	9/10	0.65	24.1	C	9/10	0.65	24.1	C	9/10
Private Driveway NB LT/TH/RT	0.01	19.9	B	0/0	0.01	19.9	B	0/0	0.01	19.9	B	0/0	0.01	19.9	B	0/0
Everett Street SB LT/TH/RT	0.41	25.4	C	3/5	0.46	26.5	C	4/5	0.46	26.5	C	4/5	0.46	26.5	C	4/5
Overall	--	**28.6**	**C**	--	--	**35.6**	**D**	--	--	**35.6**	**D**	--	--	**36.1**	**D**	--
Weekday Evening:																
Linden Street EB LT/TH/RT	0.52	21.3	C	6/10	0.57	22.4	C	7/11	0.57	22.4	C	7/11	0.57	22.4	C	7/11
Linden Street WB LT/TH/RT	0.74	26.8	C	11/16	0.82	31.2	C	13/20[e]	0.82	31.2	C	13/20[e]	0.83	31.5	C	13/21[e]
Private Driveway NB LT/TH/RT	0.20	22.1	C	1/2	0.23	22.5	C	2/2	0.23	22.5	C	2/2	0.23	22.5	C	2/2
Everett Street SB LT/TH/RT	0.25	22.7	C	2/4	0.28	23.2	C	2/4	0.28	23.2	C	2/4	0.28	23.2	C	2/4
Overall	--	**24.2**	**C**	--	--	**26.8**	**C**	--	--	**26.8**	**C**	--	--	**27.0**	**C**	--

[a]Volume-to-capacity ratio.
[b]Percentile delay per vehicle in seconds.
[c]Level-of-Service.
[d]Queue length in vehicles.
[e]95th percentile volume exceeds capacity, queue may be loner. Queue shown is maximum after two cycles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; 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	2020 Existing				2027 No-Build (With Wellesley Park)				2027 No-Build (Without Wellesley Park)				2027 Build			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
Weston Road at Linden Street																
Weekday Morning:																
Linden Street WB LT	16	>50.0	F	2	18	>50.0	F	3	18	>50.0	F	3	19	>50.0	F	3
Linden Street WB RT	153	25.6	D	3	170	36.3	E	5	170	36.1	E	5	170	36.3	E	5
Weston Road NB TH/RT	850	0.0	A	0	945	0.0	A	0	943	0.0	A	0	945	0.0	A	0
Weston Road SB LT/TH	583	4.5	A	2	655	5.1	A	2	648	5.1	A	2	656	5.1	A	2
Weekday Evening:																
Linden Street WB LT	175	>50.0	F	10	194	>50.0	F	16	194	>50.0	F	16	195	>50.0	F	16
Linden Street WB RT	301	16.9	C	3	335	20.9	C	5	334	20.5	C	5	335	20.9	C	5
Weston Road NB TH/RT	437	0.0	A	0	491	0.0	A	0	485	0.0	A	0	492	0.0	A	0
Weston Road SB LT/TH	590	1.6	A	0	660	1.6	A	1	655	1.6	A	1	661	1.7	A	1
Linden Street at Delanson Circle and the MBTA Commuter Parking Lot Drive																
Weekday Morning:																
Linden Street EB LT/TH/RT	701	0.0	A	0	779	0.0	A	0	779	0.0	A	0	780	0.0	A	0
Linden Street WB LT/TH/RT	295	0.6	A	0	328	0.6	A	0	328	0.6	A	0	329	0.6	A	0
MBTA Parking Lot Drive NB LT/TH/RT	1	29.2	D	0	1	35.3	E	0	1	35.3	E	0	1	35.3	E	0
Delanson Circle SB LT/TH/RT	1	10.8	B	0	1	11.2	B	0	1	11.2	B	0	7	24.5	C	0
Weekday Evening:																
Linden Street EB LT/TH/RT	347	0.0	A	0	385	0.0	A	0	385	0.0	A	0	389	0.1	A	0
Linden Street WB LT/TH/RT	596	0.0	A	0	662	0.0	A	0	662	0.0	A	0	667	0.0	A	0
MBTA Parking Lot Drive NB LT/TH/RT	54	32.7	D	3	60	47.9	E	4	60	47.9	E	4	60	49.3	E	4
Delanson Circle SB LT/TH/RT	3	19.7	C	0	3	22.4	C	0	3	22.4	C	0	4	20.3	C	0
Linden Street at Hollis Street and a Private Driveway																
Weekday Morning:																
Linden Street EB LT/TH/RT	576	0.9	A	0	640	0.9	A	0	640	0.9	A	0	644	0.9	A	0
Linden Street WB LT/TH/RT	280	0.3	A	0	311	0.3	A	0	311	0.3	A	0	311	0.3	A	0
Private Driveway NB LT/TH/RT	5	25.4	D	0	5	30.9	D	1	5	30.9	D	1	5	31.2	D	1
Hollis Street SB LT/TH/RT	29	13.9	B	1	32	15.0	C	1	32	15.0	C	1	33	15.0	C	1
Weekday Evening:																
Linden Street EB LT/TH/RT	355	0.5	A	0	394	0.5	A	0	394	0.5	A	0	395	0.5	A	0
Linden Street WB LT/TH/RT	553	0.1	A	0	614	0.1	A	0	614	0.1	A	0	618	0.1	A	0
Private Driveway NB LT/TH/RT	54	26.7	D	2	60	36.9	E	3	60	36.9	E	3	60	37.5	E	3
Hollis Street SB LT/TH/RT	36	14.8	B	1	40	16.0	C	1	40	16.0	C	1	42	16.1	C	1

[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 intersections with Linden Street and Hollis Street in accordance with American Association of State Highway and Transportation Officials (AASHTO)[10] 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 intersections.

[10] *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		
	Recommended Minimum (SSD)	Desirable (ISD)[b]	Measured
Linden Street at the Project Site Driveway			
Stopping Sight Distance:			
Linden Street approaching from the east	200	--	414
Linden Street approaching from the west	200	--	245
Intersection Sight Distance:			
Looking to the east from the Project Site Driveway	200	290	459
Looking to the west from the Project Site Driveway	200	335	277
Hollis Street at the South Project Site Driveway			
Stopping Sight Distance:			
Hollis Street approaching from the north	200	--	200[c]
Hollis Street approaching from the south	200	--	236[d]
Intersection Sight Distance:			
Looking to the north from the Project Site Driveway	200	290	200[c]
Looking to the south from the Project Site Driveway	200	335	236[d]
Hollis Street at the North Project Site Driveway			
Stopping Sight Distance:			
Hollis Street approaching from the north	80	--	80[c]
Hollis Street approaching from the south	200	--	280[d]
Intersection Sight Distance:			
Looking to the north from the Project Site Driveway	80	145	80[c]
Looking to the south from the Project Site Driveway	200	335	280[d]

[a]Recommended minimum values obtained from: *A Policy on Geometric Design of Highways and Streets,* 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2011; and based on the following approach speeds: 30 mph along Linden Street; 30 mph along and Hollis Street approaching from the south and approaching the south Project Site Driveway from the north; 15 mph along Hollis Street approaching the north Project Site Driveway from the north.

[b]Value shown is the intersection sight distance for a vehicle turning right or left exiting a roadway or driveway 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.

[c]Clear Line of sight is provided to/from Westerly Street.

[d]Clear line of sight is provided to/from Linden Street.

As can be seen in Table 11, the available lines of sight at the Project site driveway intersections with Linden Street and Hollis Street were found to meet or exceed the required minimum distance to function in a safe manner (SSD) based on the appropriate approach speed.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a 39-unit multifamily residential community to be known as the Wellesley Crossing Residences and located at Delanson Circle 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[11] and with adjustment to account for the use of public transportation and pedestrian and bicycle trips, the Project is expected to generate approximately 164 automobile trips, 38 transit trips and 24 pedestrian/bicycle trips on an average weekday (two-way, 24-hour volumes), with 10 automobile trips, 3 transit trips and 1 pedestrian/bicycle trip expected during the weekday morning peak-hour, and 15 automobile trips, 3 transit trips and 2 pedestrian/bicycle trips expected during the weekday evening peak-hour;

2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to operate at a level-of-service (LOS) D or better under all analysis conditions where an LOS of "D" or better is defined as "acceptable" operating conditions;

3. Independent of the Project, left-turn movements from Linden Street at Weston Road were identified as operating over capacity (defined as LOS "F") during both the weekday morning and evening peak hours;

4. All movements exiting the Project site driveways to Linden Street and Hollis Street are expected to operate at LOS D or better during the peak hours with negligible vehicle queuing;

[11] Ibid 1.

5. With the exception of the Weston Road/Linden Street intersection, the study area intersections were found to have motor vehicle crash rates that were below the MassDOT average crash rates for a signalized or unsignalized intersection, as appropriate. Recommendations have been developed in consultation with the Town to advance safety-related improvements at the Weston Road/Linden Street and Weston Road/ Central Street intersections (discussion follows); and

6. Lines of sight to and from the Project site driveway intersections with Linden Street and Hollis Street were found to exceed the required minimum distance for the intersections to function in a safe manner.

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 be provided by way of three (3) driveways configured as follows: two (2) driveways that will intersect the west side of Hollis Street approximately 280 feet and 220 feet north of Linden Street, respectively, and one (1) driveway that will intersect the south side of Linden Street approximately 100 feet west of Hollis Street (approximate location of Delanson Circle). The northern Hollis Street driveway will provide access to the two (2) renovated multifamily homes, with the southern Hollis Street driveway providing access to the visitor parking area and for loading and deliveries associated with the 35-unit building. The Linden Street driveway will provide access to the parking garage serving the 35-unit building. In addition, a short-term drop-off/pick-up area will be provided along the west side of Hollis Street that can accommodate approximately two (2) vehicles. The following recommendations are offered with respect to Project access and internal circulation, many of which are reflected on the Site Plans:

- The Project site driveways should be a minimum of 18-feet wide and a maximum of 24-feet wide, or as required to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Wellesley Fire Department.

- Where perpendicular parking is provided, the drive aisle behind the parking should be a minimum of 23-feet in order to allow for vehicle maneuvering.

- A STOP-sign and marked STOP-line should be provided for vehicles exiting the Project site.

- All signs and pavement markings to be installed within the Project site shall conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).[12]

- A sidewalk connection has been provided between the Project site and the existing sidewalk along Linden Street. In addition, a sidewalk will be constructed along the Project site frontage on Hollis Street (west side) between Linden Street and the driveway to 12 Hollis Street. The sidewalk segment that crosses the Project site driveway along Linden Street will be constructed so as to be flush across the driveway.

- Marked crosswalks with Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided at all proposed pedestrian crossings.

- Signs and landscaping to be installed as a part of the Project within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.

- Snow windrows within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.

- Consideration should be given to installing accommodations for the charging of electric vehicles within the Project site.

Additionally, subject to receipt of all necessary rights, permits and approvals, the Applicant will design and construct a crosswalk across Linden Street at the Project site driveway to include the installation of ADA compliant wheelchair ramps and a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) with accompanying pedestrian crossing warning signs.

Off-Site

Weston Road at Linden Street

The addition of Project-related traffic to the intersection of Weston Road at Linden Street was not shown to result in a change in LOS, with Project-related impacts at the intersection defined as an increase in vehicle queuing of up to one (1) vehicle. Independent of and unrelated to the Project, the intersection was found to have a motor vehicle crash rate that was above the MassDOT District 6 average for an unsignalized intersection. In an effort to advance safety improvements at this location (and at the intersection of Central Street and Weston Road, located to the south of the study area), the Applicant will coordinate with the developer of the Wellesley Park project to establish an escrow account with the Town that would be funded by both developers and used to: i) facilitate the completion of Road Safety Audits (RSAs) at both intersections in order identify improvement strategies for the intersections, and ii) to design and construct the short-term, low-cost improvements that are suggested as a part of the RSAs.

Linden Street at Crest Road and Linden Street at Everett Street

The Applicant will design and implement an optimal traffic signal timing and phasing plan for the Linden Street/Crest Road and Linden Street/Everett Street intersections to include a review of the yellow and all-red vehicle clearance intervals and the timing for the pedestrian phase (i.e., "walk" and "don't walk" intervals). These improvements will be completed prior to the issuance of a

[12]Ibid 2.

Certificate of Occupancy for the Project subject to receipt of all necessary rights, permits and approvals.

Linden Street at Hollis Street

Independent of the Project, it is recommended that a STOP-sign and marked STOP-line be provided on the Hollis Street approach to Linden Street, and that a crosswalk be provided across Hollis Street. ADA compliant wheelchair ramps and detectible panels have been installed for the crossing.

Linden Street at the MBTA Parking Lot Driveway

Independent of the Project, it is recommended that a STOP-sign and marked STOP-line be provided on the MBTA parking lot driveway approach to Linden Street, and that a crosswalk be provided across the driveway and Linden Street with accompanying ADA compliant wheelchair ramps and detectible panels (Linden Street crossing discussed previously under "Project Access").

Transportation Demand Management

Public transportation services are provided within the study area by the Massachusetts Bay Transportation Authority (MBTA) (Commuter Rail) and the MetroWest Regional Transit Authority (MWRTA) (fixed-route bus service), and are accessible to residents of the Project. Wellesley Square Station on the Framingham/Worcester Line of the MBTA commuter rail system is located opposite the Project site along the south side of Linden Street. MWRTA bus Route 8 provides service along Linden Street with a stop at Crest Road, which is within a one-minute walking distance of the Project site. In addition to scheduled stops, MWRTA buses also operate in a passenger demand service mode and will stop anywhere along the service route where it is safe to pick-up or discharge a passenger. The MWRTA also provides Paratransit Services for passengers who meet ADA requirements and provides transportation services for seniors and the disabled through the Wellesley Council on Aging.

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 designated for the Project to coordinate the elements of 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 residents detailing available public transportation services, bicycle and walking alternatives, and commuter options available;
- Work-at-home accommodations will be provided to support telecommuting by residents of the Project;

- Pedestrian accommodations have been incorporated within the Project site and link the proposed building to the sidewalk infrastructure along Linden Street. In addition, a sidewalk will be constructed along the Project site frontage on Hollis Street;

- A mail drop will be provided in a central location;

- Secure bicycle parking will be provided consisting of: i) exterior bicycle parking conveniently located proximate to building entrances; and ii) weather protected bicycle parking located in a secure area; and

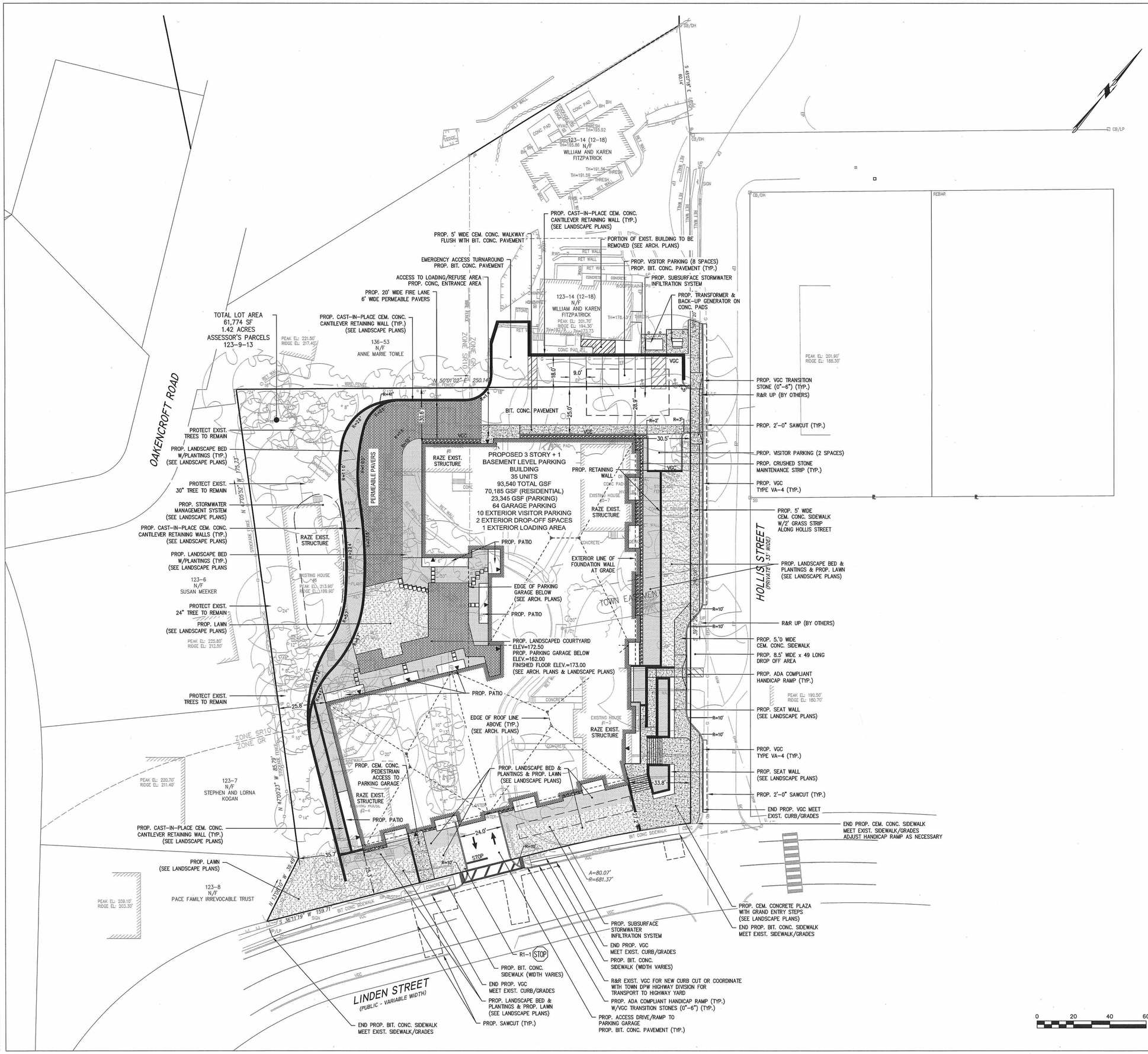
- Transit screens/displays will be provided in the Linden Street building lobby to display real-time transportation information (similar to https://transitscreen.com/).

With implementation of the above recommendations, safe and efficient vehicular, pedestrian and bicycle access will 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
MANUAL TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
WELLESLEY TRAILS MAP
PUBLIC TRANSPORTATION SCHEDULES
VEHICLE TRAVEL SPEED DATA
MOTOR VEHICLE CRASH DATA
GENERAL BACKGROUND TRAFFIC GROWTH
BACKGROUND DEVELOPEMENT TRAFFIC-VOLUME NETWORKS
TRIP-GENERATION CALCULATIONS
MODE OF TRANSPORTATION FOR THE TOWN OF WELLESELY
TRIP-DISTRIBUTION CALCULATIONS
REMOVAL OF DELANSON CIRCLE TRAFFIC-VOUME NETWORKS
CAPACITY ANALYSIS WORKSHEETS

PROJECT SITE PLAN



ABBREVIATIONS

AC	AIR CONDITIONING UNIT
APPROX.	APPROXIMATE
ASPH.	ASPHALT
BCC	BITUMINOUS CONCRETE CURBING
BIT.	BITUMINOUS
BOL	BOLLARD
CB	CATCH BASIN
CEM	CEMENT
CLF	CHAIN LINK FENCE
CO	CLEANOUT
CONC.	CONCRETE
CRW	CONCRETE RETAINING WALL
DUMP	DUMPSTER
(E)	EXISTING ELEVATION
EL.	ELEVATION
EDP	EDGE OF PAVEMENT
EPLP	ENGINEERING PIN/LEAD PLUG
EXIST.	EXISTING
F.F.E.	FIRST FLOOR
FND	FOUND
GM	GAS METER
GRAN.	GRANITE
GUY	GUY WIRE
HH	HANDHOLE
HR	HANDRAIL
I.G.	IRON PIPE
LP	LIGHT POLE
(M)	MARKED
MHB	MASSACHUSETTS HIGHWAY BOUND
N/F	NOW OR FORMERLY
No.	NUMBER
O/H	OVERHANG
OHW	OVERHEAD WIRES
PED	PEDESTRIAN
PROP.	PROPOSED
R	RIM
R&R	REMOVE & RESET
REM.	REMOVE
RET	RETAIN
RD	ROOF DRAIN
RRT	RAILROAD TIE
SMH	SEWER MANHOLE
TOF	TOP OF FOUNDATION
TOW	TOP OF WALL
TYP.	TYPICAL
UEM	UTILITY ELECTRIC METER
UP	UTILITY POLE
VGC	VERTICAL GRANITE CURB
WP	WOODEN POST
WSF	WOODEN STOCKADE FENCE

LEGEND

SURVEY SYMBOLS

- IRON PIN
- R/C REBAR WITH CAP
- CB/DH CONCRETE BOUND WITH DRILL HOLE
- SB STONE BOUND
- SB/DH STONE BOUND

UTILITY SYMBOLS

- ELECTRIC HAND HOLE
- TELE/COMM HAND HOLE
- GUY POLE
- GW GUY WIRE
- HVAC UNIT
- YARD LAMP
- TRANSFORMER
- WATER GATE
- EMH ELECTRIC MANHOLE
- SMH SEWER MANHOLE
- DMH DRAIN MANHOLE
- TMH TELEPHONE MANHOLE
- CBN DRAINAGE CATCH BASIN
- HYDRANT
- UTILITY POLE
- SIGN

DECIDUOUS TREE

CONIFEROUS TREE

LINE DESIGNATORS

- G GAS LINE
- FP FIRE PROTECTION WATER SERVICE
- DW DOMESTIC WATER SERVICE
- E UNDERGROUND ELECTRIC
- D STORM DRAIN LINE
- S SANITARY SEWER LINE
- 100 MAJOR CONTOUR
- 99.55 X SPOT GRADE
- BUILDING ENTRANCE

LAWN AREA

LANDSCAPE BEDS

PERMEABLE PAVERS

CEM. CONC. SIDEWALK

ARCHITECT
EMBARC
60 K STREET, 3RD FLOOR
BOSTON, MA 02127
O: 617.766.8330
www.embarcstudio.com

OWNER
DELANSON REALTY PARTNERS, LLC
49 COOLIDGE STREET, BROOKLINE, MA 02446

CONSULTANTS
CIVIL ENGINEER & SURVEYOR
MCKENZIE ENGINEERING GROUP
150 LONGWATER DRIVE, SUITE 101
NORWELL, MA 02061
781-792-3900

LANDSCAPE ARCHITECT
VERDANT LANDSCAPE ARCHITECTURE
318 HARVARD ST, SUITE 25
BROOKLINE, MA 02446
617-735-1180

MEP/FP ENGINEER
WOZNY / BARBAR & ASSOCIATES
1076 WASHINGTON ST
HANOVER, MA 02339
781-826-4144

WELLESLEY SQUARE RESIDENCES

Delanson Circle, Wellesley, MA 02482

PERMIT SET

REVISIONS

MARK	ISSUE	DATE

DRAWING INFORMATION

ISSUE:	PERMIT SET
DATE:	FEBRUARY 21, 2020
PROJECT #:	216-175
SCALE:	1"=20'

DRAWING TITLE
Site Development Plan

DRAWING NUMBER
C-1

copyright: EMBARC STUDIO, LLC

C:\Users\johnsonalex\Revit Local Files\175003_8 Delanson Circle_r19_alexnelson.rvt

2/7/2020 10:54:10 AM

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494VOL1

Start	1/9/2020	WB		Hour Totals		EB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	95			2	110				
12:15		0	103			1	110				
12:30		1	127			0	109				
12:45		1	107	4	432	0	102	3	431	7	863
01:00		0	103			0	96				
01:15		2	125			0	101				
01:30		0	78			0	88				
01:45		0	108	2	414	0	87	0	372	2	786
02:00		0	126			0	92				
02:15		0	101			1	85				
02:30		0	129			0	103				
02:45		0	124	0	480	0	99	1	379	1	859
03:00		0	133			1	82				
03:15		2	116			0	98				
03:30		0	134			1	118				
03:45		0	125	2	508	2	105	4	403	6	911
04:00		0	128			2	90				
04:15		1	132			3	89				
04:30		4	147			0	78				
04:45		1	115	6	522	3	102	8	359	14	881
05:00		1	154			3	87				
05:15		0	114			9	84				
05:30		2	106			10	69				
05:45		5	108	8	482	18	73	40	313	48	795
06:00		8	103			26	79				
06:15		8	90			25	75				
06:30		13	100			43	86				
06:45		27	99	56	392	80	71	174	311	230	703
07:00		24	105			93	77				
07:15		43	74			118	56				
07:30		87	77			157	32				
07:45		76	59	230	315	145	37	513	202	743	517
08:00		47	84			102	36				
08:15		56	51			122	20				
08:30		82	37			155	27				
08:45		66	33	251	205	127	30	506	113	757	318
09:00		45	40			135	19				
09:15		50	43			91	9				
09:30		65	21			98	5				
09:45		64	16	224	120	95	11	419	44	643	164
10:00		69	15			73	9				
10:15		73	20			93	3				
10:30		78	15			100	4				
10:45		61	6	281	56	86	2	352	18	633	74
11:00		86	0			90	4				
11:15		94	2			121	0				
11:30		89	0			96	3				
11:45		107	0	376	2	125	1	432	8	808	10
Total		1440	3928			2452	2953			3892	6881
Percent		26.8%	73.2%			45.4%	54.6%			36.1%	63.9%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494VOL1

Start	1/10/2020	WB		Hour Totals		EB		Hour Totals		Combined Totals	
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	122			1	115				
12:15		4	124			2	125				
12:30		1	118			0	121				
12:45		1	112	7	476	2	92	5	453	12	929
01:00		2	126			2	101				
01:15		1	120			1	112				
01:30		0	128			0	88				
01:45		0	112	3	486	1	104	4	405	7	891
02:00		1	116			0	117				
02:15		0	128			0	102				
02:30		0	118			1	99				
02:45		0	137	1	499	0	105	1	423	2	922
03:00		2	133			0	107				
03:15		0	138			0	105				
03:30		1	145			1	75				
03:45		1	133	4	549	0	94	1	381	5	930
04:00		2	127			3	92				
04:15		0	105			1	71				
04:30		1	126			2	71				
04:45		3	108	6	466	5	67	11	301	17	767
05:00		1	120			2	83				
05:15		1	121			8	92				
05:30		6	112			17	67				
05:45		3	93	11	446	17	83	44	325	55	771
06:00		7	106			29	91				
06:15		10	107			33	73				
06:30		11	83			37	73				
06:45		34	70	62	366	63	65	162	302	224	668
07:00		23	89			98	61				
07:15		46	69			132	48				
07:30		93	71			134	43				
07:45		78	54	240	283	115	44	479	196	719	479
08:00		26	82			127	31				
08:15		53	42			122	20				
08:30		75	51			100	23				
08:45		52	54	206	229	110	19	459	93	665	322
09:00		61	39			100	17				
09:15		61	38			88	12				
09:30		84	31			103	10				
09:45		73	31	279	139	102	6	393	45	672	184
10:00		70	26			105	13				
10:15		86	24			86	12				
10:30		90	14			110	8				
10:45		92	16	338	80	113	5	414	38	752	118
11:00		109	15			89	8				
11:15		120	8			124	3				
11:30		115	3			122	5				
11:45		117	7	461	33	124	3	459	19	920	52
Total		1618	4052			2432	2981			4050	7033
Percent		28.5%	71.5%			44.9%	55.1%			36.5%	63.5%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494VOL1

Start Time	1/11/2020 Sat	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	120			2	97				
12:15		3	120			0	129				
12:30		2	134			0	113				
12:45		0	139	9	513	1	138	3	477	12	990
01:00		2	121			1	125				
01:15		2	138			1	129				
01:30		1	113			1	99				
01:45		1	119	6	491	2	113	5	466	11	957
02:00		2	128			0	91				
02:15		0	135			0	104				
02:30		0	131			0	84				
02:45		1	107	3	501	0	105	0	384	3	885
03:00		0	111			0	105				
03:15		0	110			1	113				
03:30		1	122			1	80				
03:45		0	124	1	467	0	98	2	396	3	863
04:00		3	107			2	94				
04:15		0	124			0	94				
04:30		0	90			1	108				
04:45		2	107	5	428	11	78	14	374	19	802
05:00		1	112			3	85				
05:15		1	80			1	66				
05:30		2	70			5	65				
05:45		2	88	6	350	12	67	21	283	27	633
06:00		1	95			6	67				
06:15		3	76			10	53				
06:30		3	70			14	61				
06:45		12	41	19	282	14	44	44	225	63	507
07:00		14	61			15	42				
07:15		23	46			32	33				
07:30		17	41			25	34				
07:45		23	43	77	191	50	16	122	125	199	316
08:00		29	45			36	30				
08:15		36	28			58	23				
08:30		41	35			62	18				
08:45		65	28	171	136	89	22	245	93	416	229
09:00		75	40			74	13				
09:15		66	29			93	14				
09:30		84	27			73	4				
09:45		76	12	301	108	121	8	361	39	662	147
10:00		107	28			80	14				
10:15		85	15			103	6				
10:30		109	20			92	3				
10:45		119	6	420	69	108	3	383	26	803	95
11:00		134	5			124	4				
11:15		116	8			120	5				
11:30		123	7			119	6				
11:45		133	3	506	23	136	4	499	19	1005	42
Total		1524	3559			1699	2907			3223	6466
Percent		30.0%	70.0%			36.9%	63.1%			33.3%	66.7%
Grand Total		4582	11539			6583	8841			11165	20380
Percent		28.4%	71.6%			42.7%	57.3%			35.4%	64.6%
ADT		ADT 10,515		AADT 10,515							

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494VOL1

Start	1/6/2020		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	4	3	7	5	9	3	*	*	7	4
01:00	*	*	*	*	*	*	2	0	3	4	6	5	*	*	4	3
02:00	*	*	*	*	*	*	0	1	1	1	3	0	*	*	1	1
03:00	*	*	*	*	*	*	2	4	4	1	1	2	*	*	2	2
04:00	*	*	*	*	*	*	6	8	6	11	5	14	*	*	6	11
05:00	*	*	*	*	*	*	8	40	11	44	6	21	*	*	8	35
06:00	*	*	*	*	*	*	56	174	62	162	19	44	*	*	46	127
07:00	*	*	*	*	*	*	230	**513**	240	**479**	77	122	*	*	182	371
08:00	*	*	*	*	*	*	251	506	206	459	171	245	*	*	209	403
09:00	*	*	*	*	*	*	224	419	279	393	301	361	*	*	268	391
10:00	*	*	*	*	*	*	281	352	338	414	420	383	*	*	346	383
11:00	*	*	*	*	*	*	**376**	432	**461**	459	**506**	**499**	*	*	**448**	**463**
12:00 PM	*	*	*	*	*	*	432	**431**	476	**453**	**513**	**477**	*	*	474	**454**
01:00	*	*	*	*	*	*	414	372	486	405	491	466	*	*	464	414
02:00	*	*	*	*	*	*	480	379	499	423	501	384	*	*	493	395
03:00	*	*	*	*	*	*	508	403	**549**	381	467	396	*	*	**508**	393
04:00	*	*	*	*	*	*	**522**	359	466	301	428	374	*	*	472	345
05:00	*	*	*	*	*	*	482	313	446	325	350	283	*	*	426	307
06:00	*	*	*	*	*	*	392	311	366	302	282	225	*	*	347	279
07:00	*	*	*	*	*	*	315	202	283	196	191	125	*	*	263	174
08:00	*	*	*	*	*	*	205	113	229	93	136	93	*	*	190	100
09:00	*	*	*	*	*	*	120	44	139	45	108	39	*	*	122	43
10:00	*	*	*	*	*	*	56	18	80	38	69	26	*	*	68	27
11:00	*	*	*	*	*	*	2	8	33	19	23	19	*	*	19	15
Lane	0	0	0	0	0	0	5368	5405	5670	5413	5083	4606	0	0	5373	5140
Day	0		0		0		10773		11083		9689		0		10513	
AM Peak	-	-	-	-	-	-	11:00	07:00	11:00	07:00	11:00	11:00	-	-	11:00	11:00
Vol.	-	-	-	-	-	-	376	513	461	479	506	499	-	-	448	463
PM Peak	-	-	-	-	-	-	16:00	12:00	15:00	12:00	12:00	12:00	-	-	15:00	12:00
Vol.	-	-	-	-	-	-	522	431	549	453	513	477	-	-	508	454

Comb. Total	0	0	0	10773	11083	9689	0	10513

ADT ADT 10,515 AADT 10,515

MANUAL TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Weston Rd From North		Linden St From East		Weston Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	27	69	1	16	104	38	255
07:15 AM	56	109	1	24	162	45	397
07:30 AM	39	92	6	43	161	54	395
07:45 AM	51	68	2	38	135	44	338
Total	173	338	10	121	562	181	1385
08:00 AM	42	78	6	35	145	34	340
08:15 AM	36	110	6	31	154	39	376
08:30 AM	47	95	8	34	99	48	331
08:45 AM	55	94	2	48	141	54	394
Total	180	377	22	148	539	175	1441
Grand Total	353	715	32	269	1101	356	2826
Apprch %	33.1	66.9	10.6	89.4	75.6	24.4	
Total %	12.5	25.3	1.1	9.5	39	12.6	
Cars	343	708	28	262	1087	355	2783
% Cars	97.2	99	87.5	97.4	98.7	99.7	98.5
Trucks	10	7	4	7	14	1	43
% Trucks	2.8	1	12.5	2.6	1.3	0.3	1.5

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 2

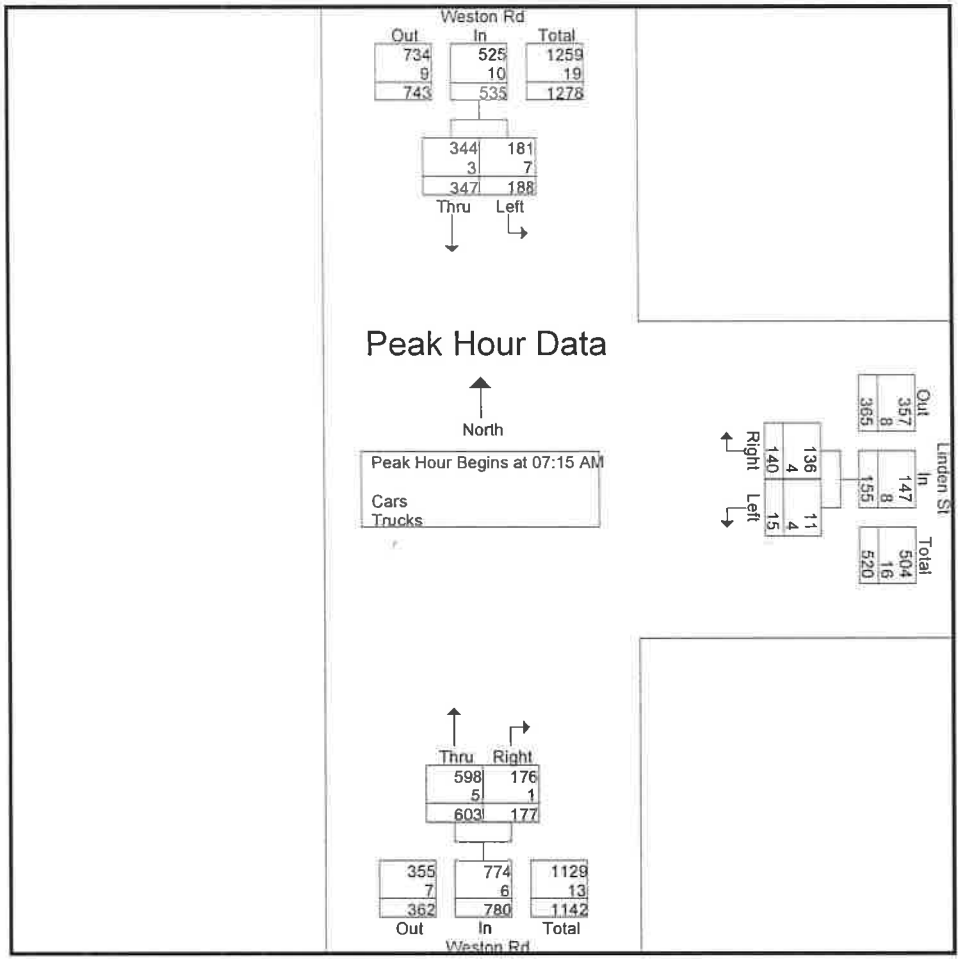
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**56**	**109**	**165**	1	24	25	**162**	45	207	**397**
07:30 AM	39	92	131	**6**	**43**	**49**	161	**54**	**215**	395
07:45 AM	51	68	119	2	38	40	135	44	179	338
08:00 AM	42	78	120	6	35	41	145	34	179	340
Total Volume	188	347	535	15	140	155	603	177	780	1470
% App. Total	35.1	64.9		9.7	90.3		77.3	22.7		
PHF	.839	.796	.811	.625	.814	.791	.931	.819	.907	.926
Cars	181	344	525	11	136	147	598	176	774	1446
% Cars	96.3	99.1	98.1	73.3	97.1	94.8	99.2	99.4	99.2	98.4
Trucks	7	3	10	4	4	8	5	1	6	24
% Trucks	3.7	0.9	1.9	26.7	2.9	5.2	0.8	0.6	0.8	1.6

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 3



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

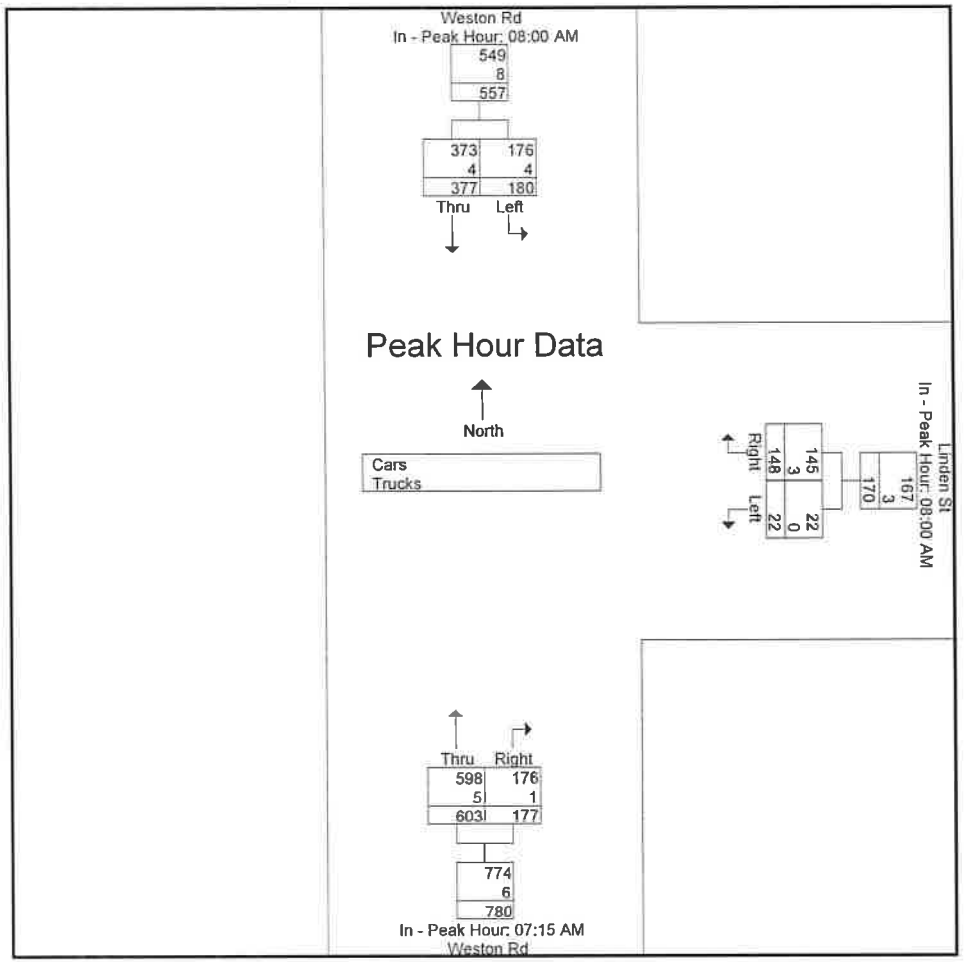
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			07:15 AM		
+0 mins.	42	78	120	6	35	41	**162**	45	207
+15 mins.	36	**110**	146	6	31	37	161	**54**	**215**
+30 mins.	47	95	142	**8**	34	42	135	44	179
+45 mins.	**55**	94	**149**	2	**48**	**50**	145	34	179
Total Volume	180	377	557	22	148	170	603	177	780

Accurate Counts

978-664-2565

% App. Total	32.3	67.7		12.9	87.1		77.3	22.7	
PHF	.818	.857	.935	.688	.771	.850	.931	.819	.907
Cars	176	373	549	22	145	167	598	176	774
% Cars	97.8	98.9	98.6	100	98	98.2	99.2	99.4	99.2
Trucks	4	4	8	0	3	3	5	1	6
% Trucks	2.2	1.1	1.4	0	2	1.8	0.8	0.6	0.8



Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Weston Rd From North		Linden St From East		Weston Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	25	69	1	14	103	38	250
07:15 AM	53	108	1	23	161	45	391
07:30 AM	39	92	3	43	161	53	391
07:45 AM	50	66	1	37	133	44	331
Total	167	335	6	117	558	180	1363
08:00 AM	39	78	6	33	143	34	333
08:15 AM	35	109	6	31	149	39	369
08:30 AM	47	93	8	34	98	48	328
08:45 AM	55	93	2	47	139	54	390
Total	176	373	22	145	529	175	1420
Grand Total	343	708	28	262	1087	355	2783
Apprch %	32.6	67.4	9.7	90.3	75.4	24.6	
Total %	12.3	25.4	1	9.4	39.1	12.8	

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 6

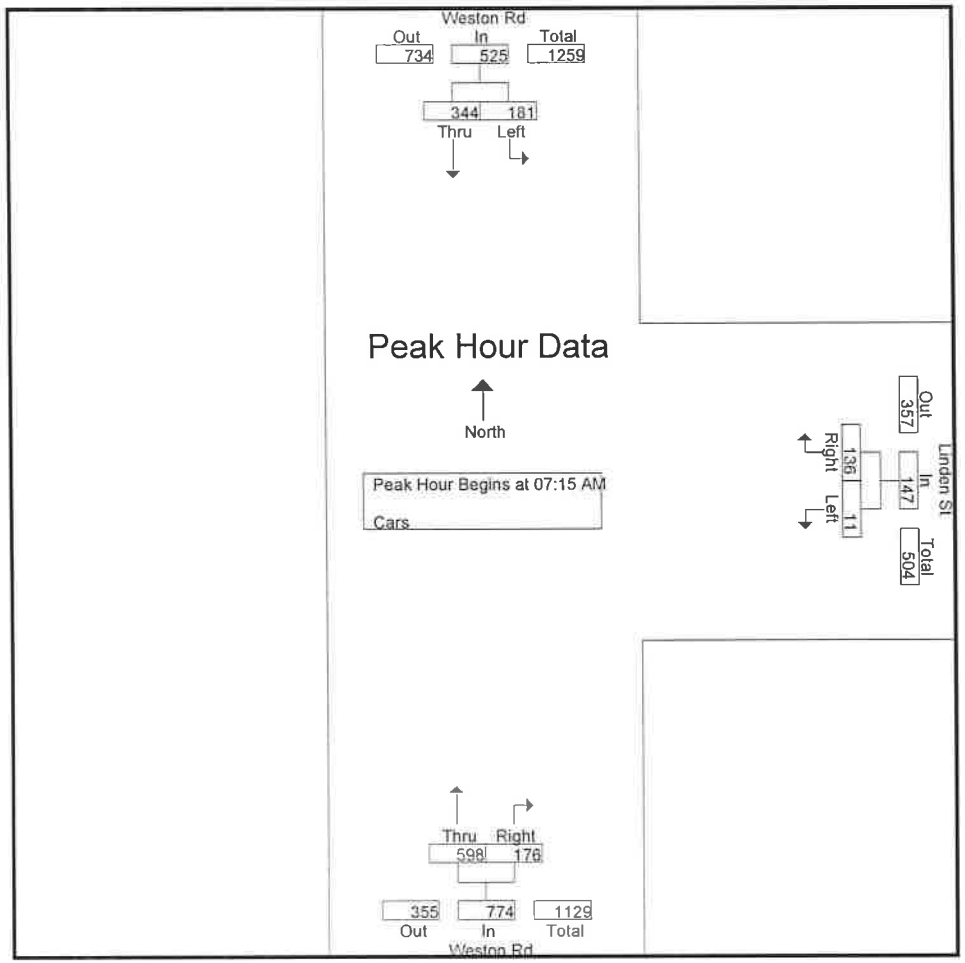
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**53**	**108**	**161**	1	23	24	**161**	45	206	**391**
07:30 AM	39	92	131	3	**43**	**46**	161	**53**	**214**	391
07:45 AM	50	66	116	1	37	38	133	44	177	331
08:00 AM	39	78	117	**6**	33	39	143	34	177	333
Total Volume	181	344	525	11	136	147	598	176	774	1446
% App. Total	34.5	65.5		7.5	92.5		77.3	22.7		
PHF	.854	.796	.815	.458	.791	.799	.929	.830	.904	.925

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 7



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

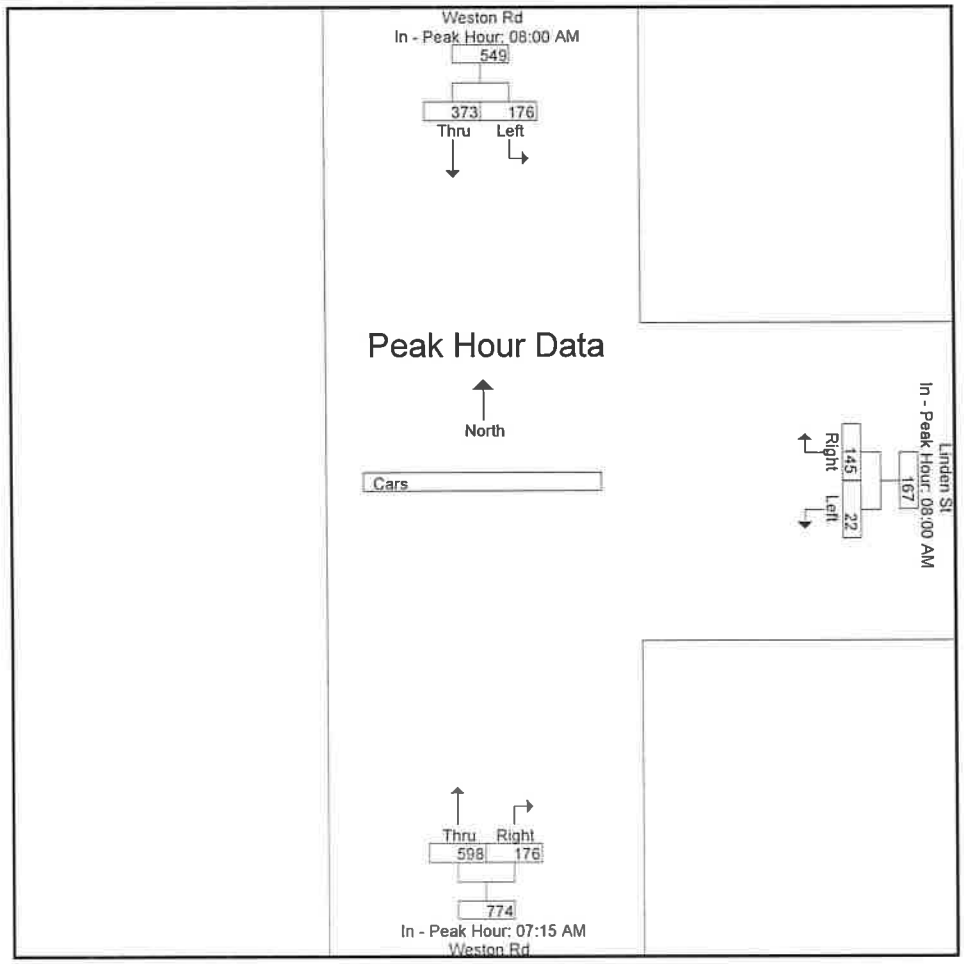
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			07:15 AM		
+0 mins.	39	78	117	6	33	39	**161**	45	206
+15 mins.	35	**109**	144	6	31	37	161	**53**	**214**
+30 mins.	47	93	140	**8**	34	42	133	44	177
+45 mins.	**55**	93	**148**	2	**47**	**49**	143	34	177
Total Volume	176	373	549	22	145	167	598	176	774

Accurate Counts

978-664-2565

% App. Total	32.1	67.9		13.2	86.8		77.3	22.7	
PHF	.800	.856	.927	.688	.771	.852	.929	.830	.904



Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

	Weston Rd From North		Linden St From East		Weston Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	2	0	0	2	1	0	5
07:15 AM	3	1	0	1	1	0	6
07:30 AM	0	0	3	0	0	1	4
07:45 AM	1	2	1	1	2	0	7
Total	6	3	4	4	4	1	22
08:00 AM	3	0	0	2	2	0	7
08:15 AM	1	1	0	0	5	0	7
08:30 AM	0	2	0	0	1	0	3
08:45 AM	0	1	0	1	2	0	4
Total	4	4	0	3	10	0	21
Grand Total	10	7	4	7	14	1	43
Apprch %	58.8	41.2	36.4	63.6	93.3	6.7	
Total %	23.3	16.3	9.3	16.3	32.6	2.3	

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
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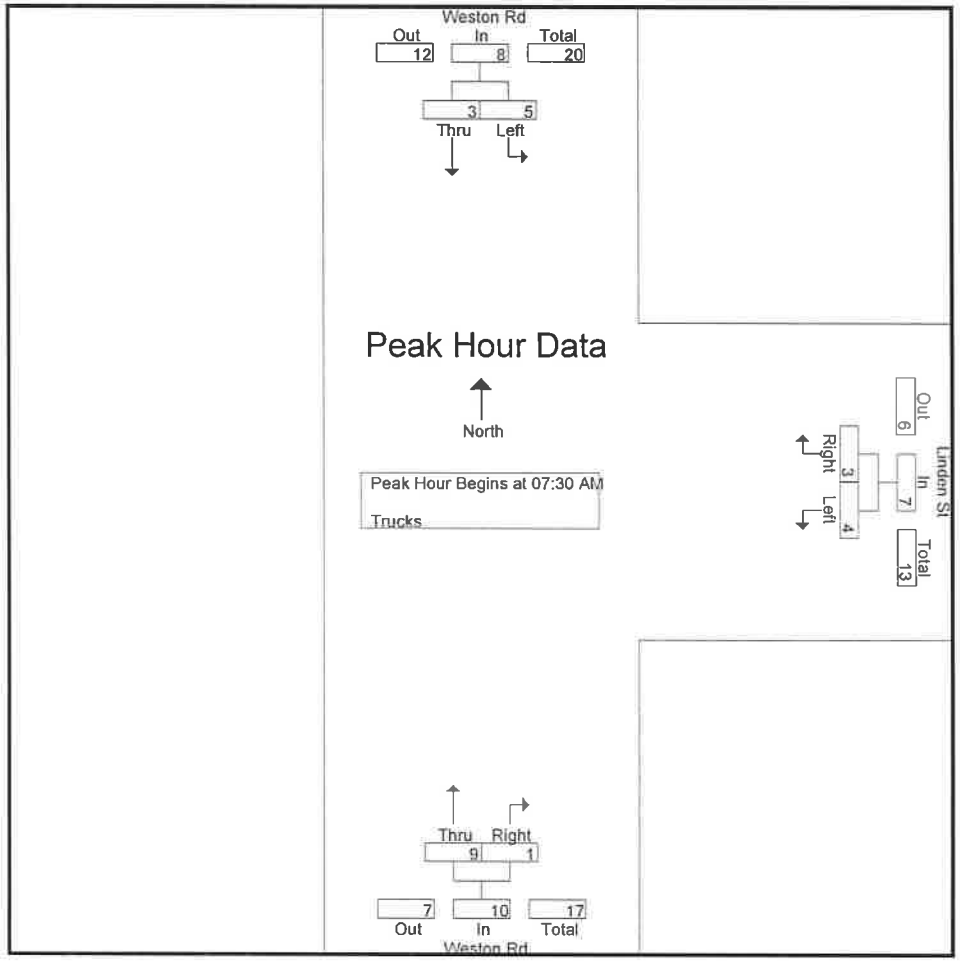
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	3	0	3	0	1	1	4
07:45 AM	1	2	3	1	1	2	2	0	2	7
08:00 AM	3	0	3	0	2	2	2	0	2	7
08:15 AM	1	1	2	0	0	0	5	0	5	7
Total Volume	5	3	8	4	3	7	9	1	10	25
% App. Total	62.5	37.5		57.1	42.9		90	10		
PHF	.417	.375	.667	.333	.375	.583	.450	.250	.500	.893

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 11



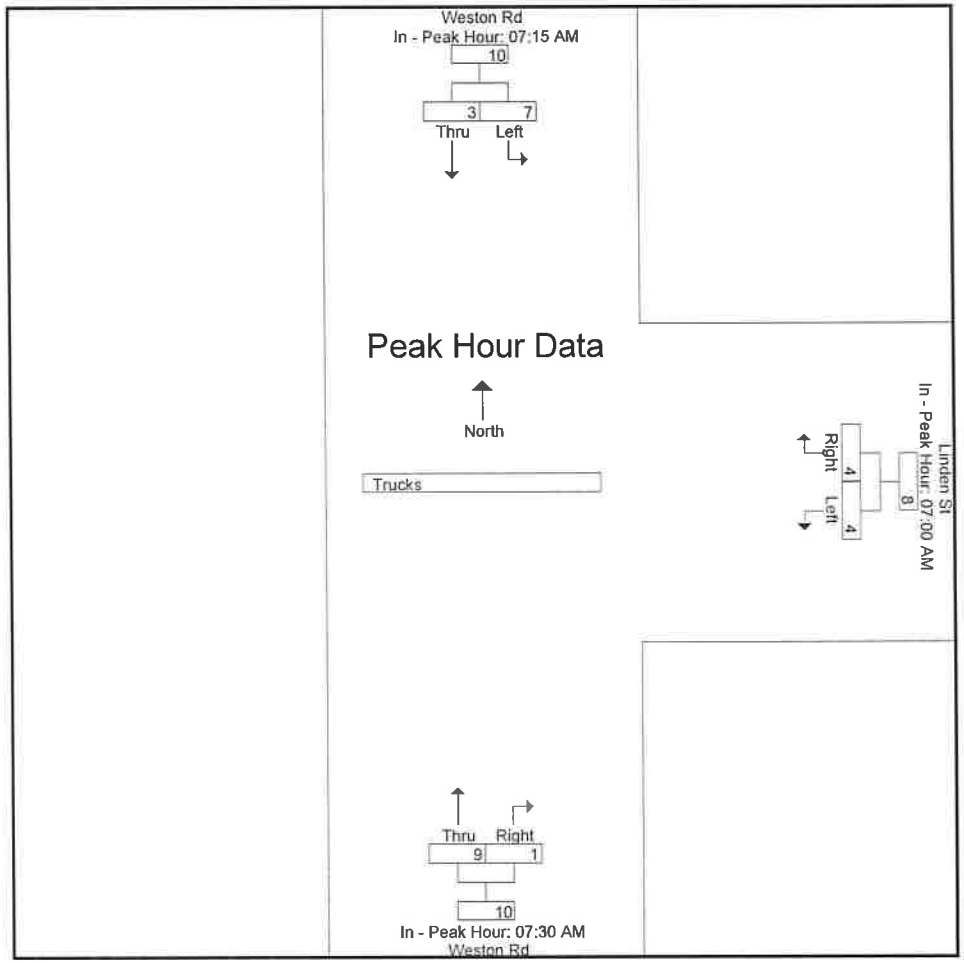
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	**3**	1	**4**	0	**2**	2	0	**1**	1
+15 mins.	0	0	0	0	1	1	2	0	2
+30 mins.	1	**2**	3	**3**	0	**3**	2	0	2
+45 mins.	3	0	3	1	1	2	**5**	0	**5**
Total Volume	7	3	10	4	4	8	9	1	10

Accurate Counts
978-664-2565

% App. Total	70	30		50	50		90	10	
PHF	.583	.375	.625	.333	.500	.667	.450	.250	.500



Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Weston Rd From North			Linden St From East			Weston Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	0	1	0	0	0	2	0	2
07:15 AM	0	1	0	0	0	2	0	0	0	2	1	3
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	5	0	0	0	6	1	7
08:00 AM	0	0	1	0	0	2	0	0	0	3	0	3
08:15 AM	0	0	2	0	0	1	0	0	0	3	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	2
Total	0	0	3	0	0	5	0	0	0	8	0	8
Grand Total	0	1	4	0	0	10	0	0	0	14	1	15
Apprch %	0	100		0	0		0	0				
Total %	0	100		0	0		0	0		93.3	6.7	

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
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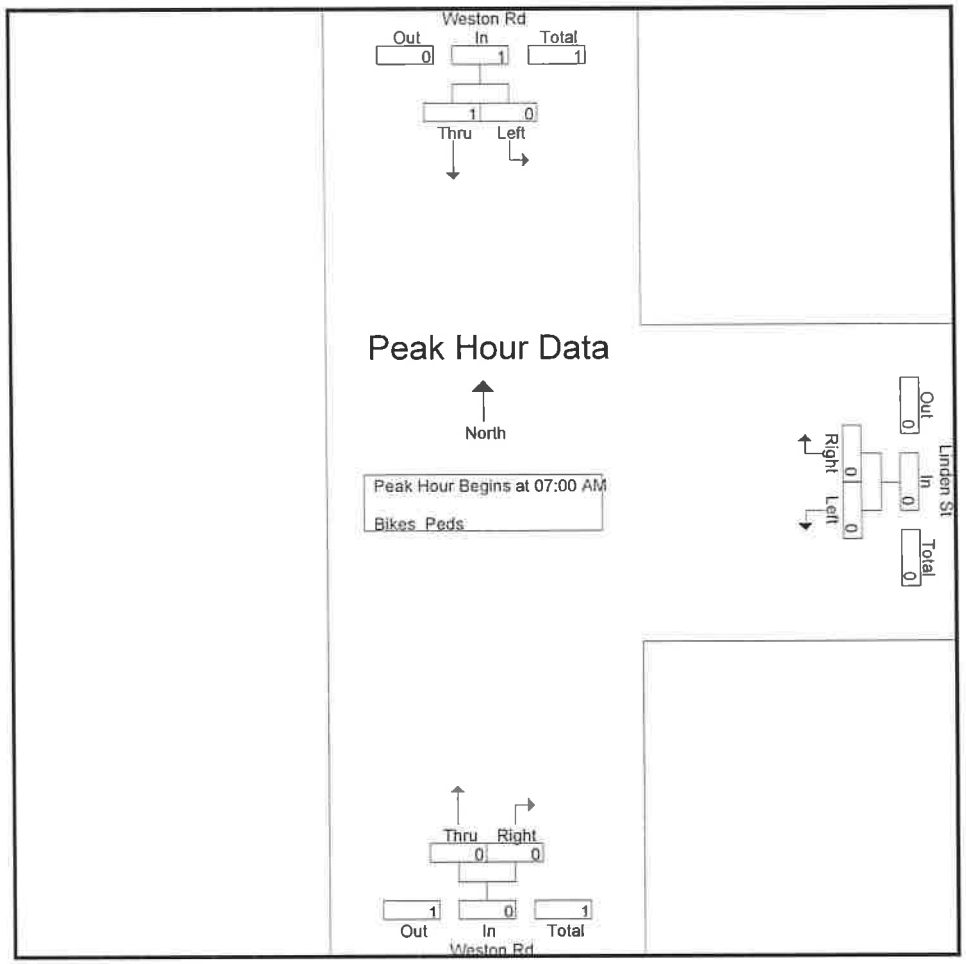
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 15

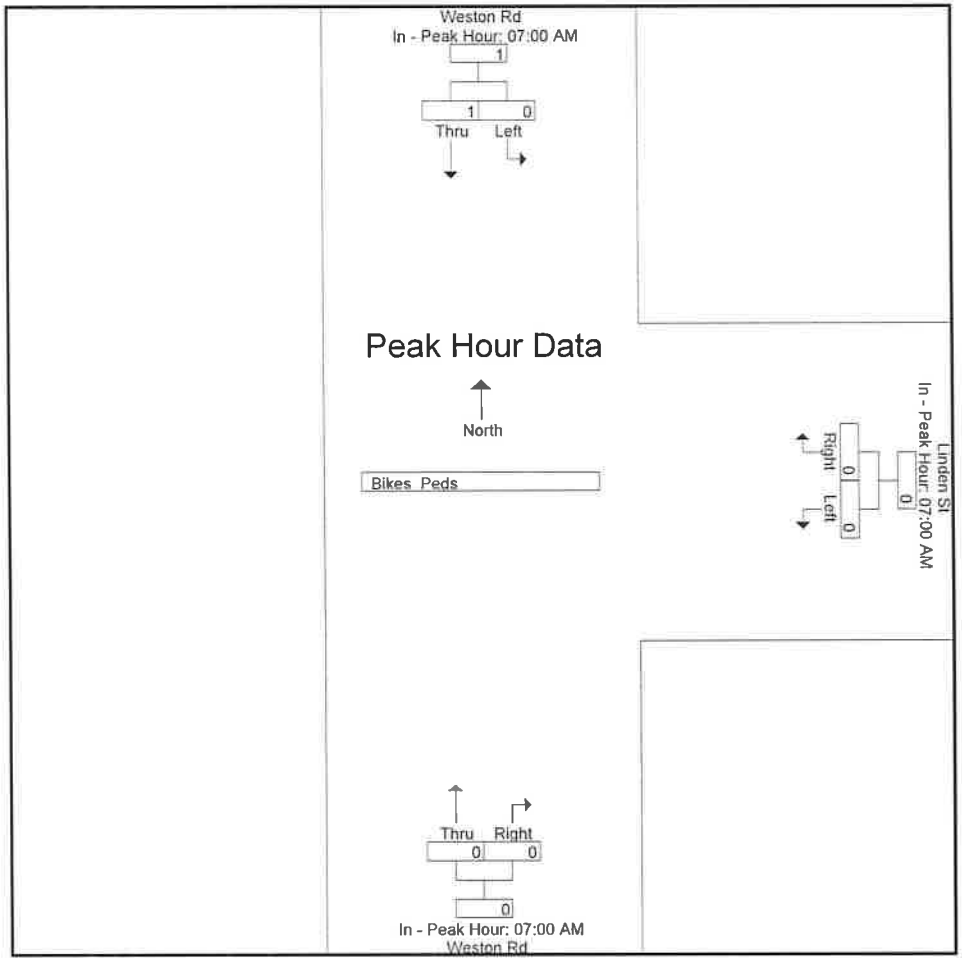


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

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	1	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	0	1	1	0	0	0	0	0	0

% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Weston Rd From North		Linden St From East		Weston Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	17	120	24	75	87	25	348
04:15 PM	19	112	34	79	69	19	332
04:30 PM	25	104	39	73	81	17	339
04:45 PM	29	127	30	55	79	15	335
Total	90	463	127	282	316	76	1354
05:00 PM	21	98	52	68	84	20	343
05:15 PM	24	113	40	80	87	18	362
05:30 PM	11	89	43	55	75	16	289
05:45 PM	11	106	40	68	56	19	300
Total	67	406	175	271	302	73	1294
Grand Total	157	869	302	553	618	149	2648
Apprch %	15.3	84.7	35.3	64.7	80.6	19.4	
Total %	5.9	32.8	11.4	20.9	23.3	5.6	
Cars	156	866	301	553	614	149	2639
% Cars	99.4	99.7	99.7	100	99.4	100	99.7
Trucks	1	3	1	0	4	0	9
% Trucks	0.6	0.3	0.3	0	0.6	0	0.3

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 2

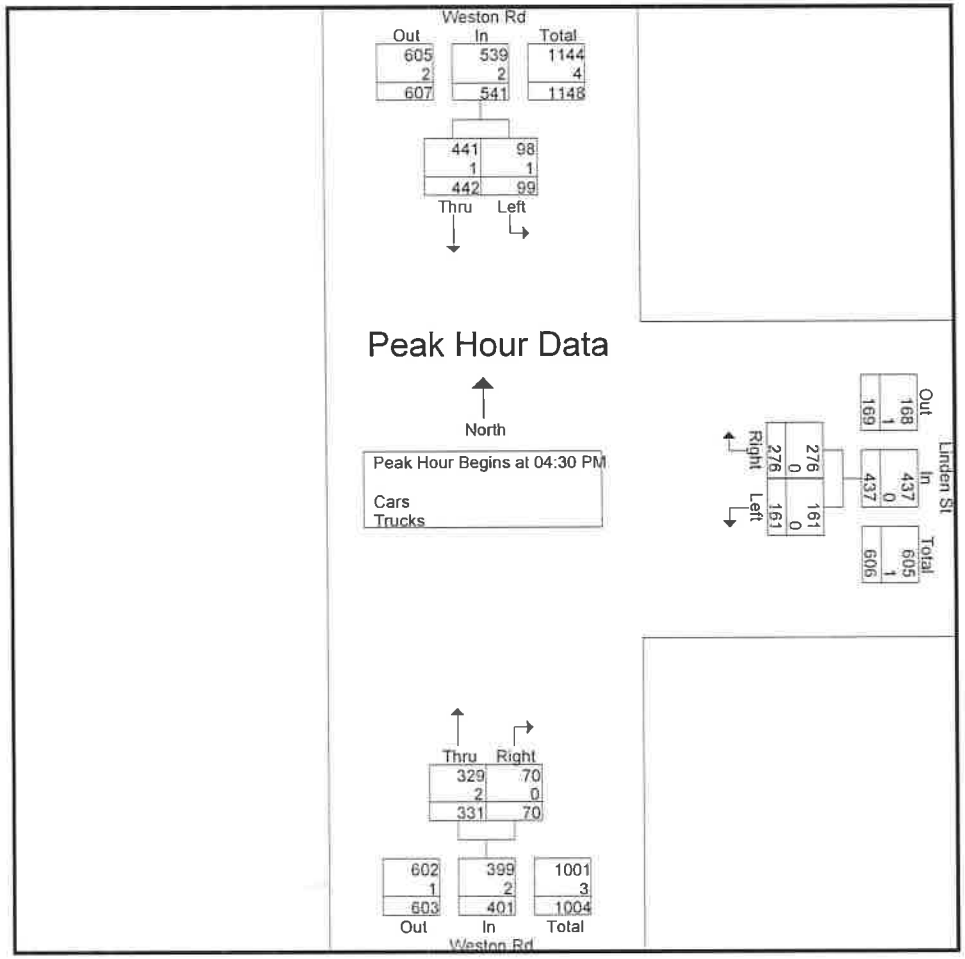
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	25	104	129	39	73	112	81	17	98	339
04:45 PM	**29**	**127**	**156**	30	55	85	79	15	94	335
05:00 PM	21	98	119	**52**	68	**120**	84	**20**	104	343
05:15 PM	24	113	137	40	**80**	120	**87**	18	**105**	**362**
Total Volume	99	442	541	161	276	437	331	70	401	1379
% App. Total	18.3	81.7		36.8	63.2		82.5	17.5		
PHF	.853	.870	.867	.774	.863	.910	.951	.875	.955	.952
Cars	98	441	539	161	276	437	329	70	399	1375
% Cars	99.0	99.8	99.6	100	100	100	99.4	100	99.5	99.7
Trucks	1	1	2	0	0	0	2	0	2	4
% Trucks	1.0	0.2	0.4	0	0	0	0.6	0	0.5	0.3

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 3



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

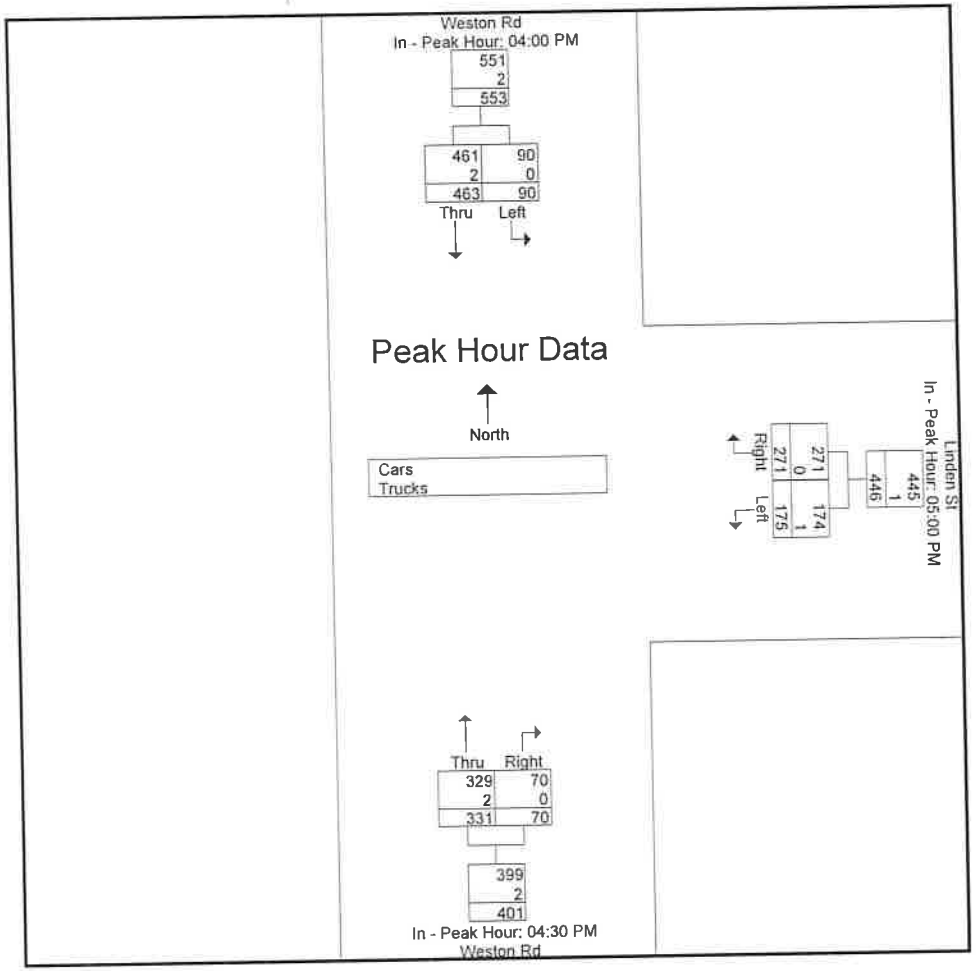
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:30 PM		
+0 mins.	17	120	137	**52**	68	**120**	81	17	98
+15 mins.	19	112	131	40	**80**	120	79	15	94
+30 mins.	25	104	129	43	55	98	84	**20**	104
+45 mins.	**29**	**127**	**156**	40	68	108	**87**	18	**105**
Total Volume	90	463	553	175	271	446	331	70	401

Accurate Counts

978-664-2565

% App. Total	16.3	83.7		39.2	60.8		82.5	17.5	
PHF	.776	.911	.886	.841	.847	.929	.951	.875	.955
Cars	90	461	551	174	271	445	329	70	399
% Cars	100	99.6	99.6	99.4	100	99.8	99.4	100	99.5
Trucks	0	2	2	1	0	1	2	0	2
% Trucks	0	0.4	0.4	0.6	0	0.2	0.6	0	0.5



Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Weston Rd From North		Linden St From East		Weston Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	17	120	24	75	85	25	346
04:15 PM	19	110	34	79	69	19	330
04:30 PM	25	104	39	73	81	17	339
04:45 PM	29	127	30	55	78	15	334
Total	90	461	127	282	313	76	1349
05:00 PM	21	98	52	68	83	20	342
05:15 PM	23	112	40	80	87	18	360
05:30 PM	11	89	42	55	75	16	288
05:45 PM	11	106	40	68	56	19	300
Total	66	405	174	271	301	73	1290
Grand Total	156	866	301	553	614	149	2639
Apprch %	15.3	84.7	35.2	64.8	80.5	19.5	
Total %	5.9	32.8	11.4	21	23.3	5.6	

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 6

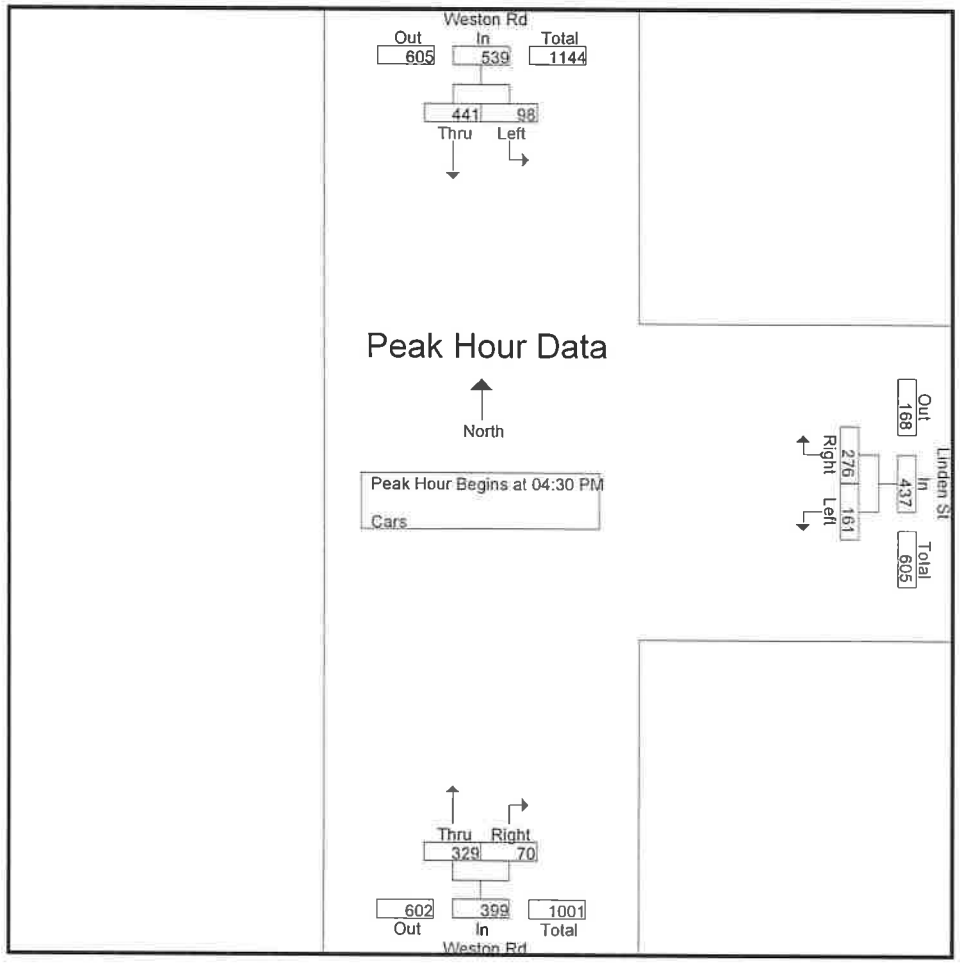
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	25	104	129	39	73	112	81	17	98	339
04:45 PM	**29**	**127**	**156**	30	55	85	78	15	93	334
05:00 PM	21	98	119	**52**	68	**120**	83	**20**	103	342
05:15 PM	23	112	135	40	**80**	120	**87**	18	**105**	**360**
Total Volume	98	441	539	161	276	437	329	70	399	1375
% App. Total	18.2	81.8		36.8	63.2		82.5	17.5		
PHF	.845	.868	.864	.774	.863	.910	.945	.875	.950	.955

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 7



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

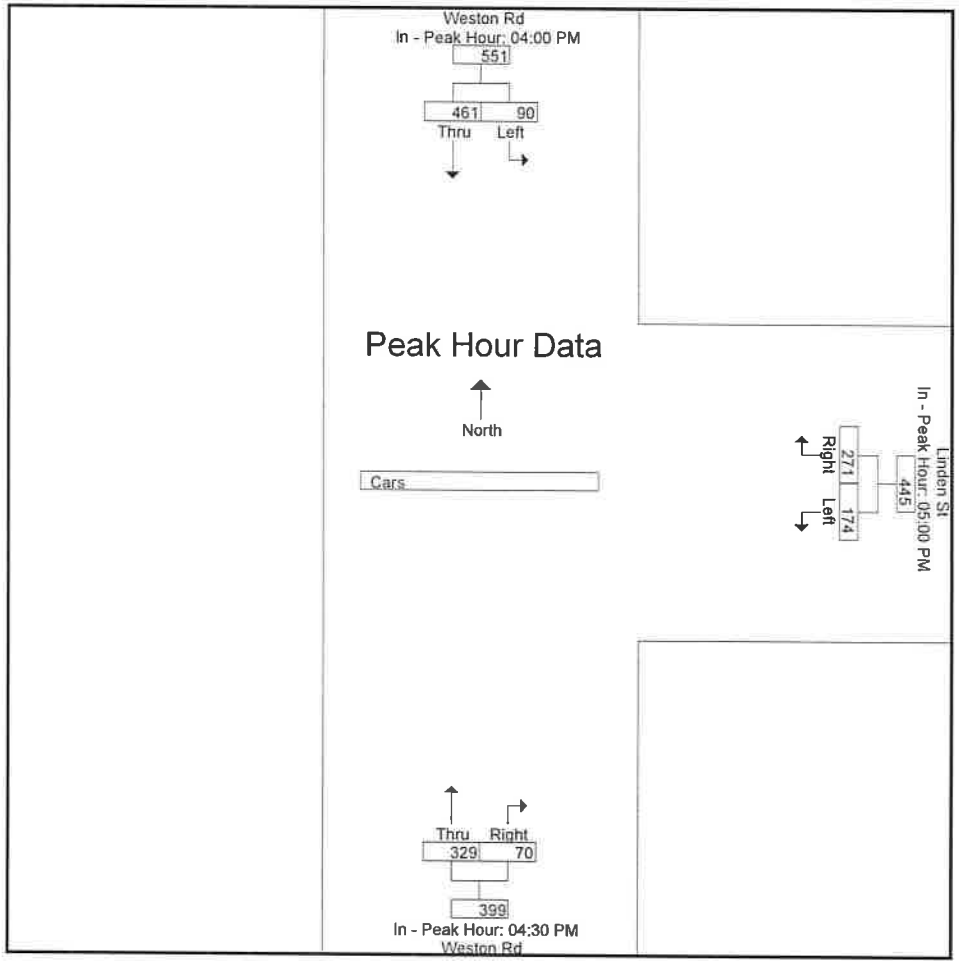
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:30 PM		
+0 mins.	17	120	137	**52**	68	**120**	81	17	98
+15 mins.	19	110	129	40	**80**	120	78	15	93
+30 mins.	25	104	129	42	55	97	83	**20**	103
+45 mins.	**29**	**127**	**156**	40	68	108	**87**	18	**105**
Total Volume	90	461	551	174	271	445	329	70	399

Accurate Counts

978-664-2565

% App. Total	16.3	83.7		39.1	60.9		82.5	17.5	
PHF	.776	.907	.883	.837	.847	.927	.945	.875	.950



Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

	Weston Rd From North		Linden St From East		Weston Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	0	0	0	2	0	2
04:15 PM	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	1
Total	0	2	0	0	3	0	5
05:00 PM	0	0	0	0	1	0	1
05:15 PM	1	1	0	0	0	0	2
05:30 PM	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0
Total	1	1	1	0	1	0	4
Grand Total	1	3	1	0	4	0	9
Apprch %	25	75	100	0	100	0	
Total %	11.1	33.3	11.1	0	44.4	0	

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 10

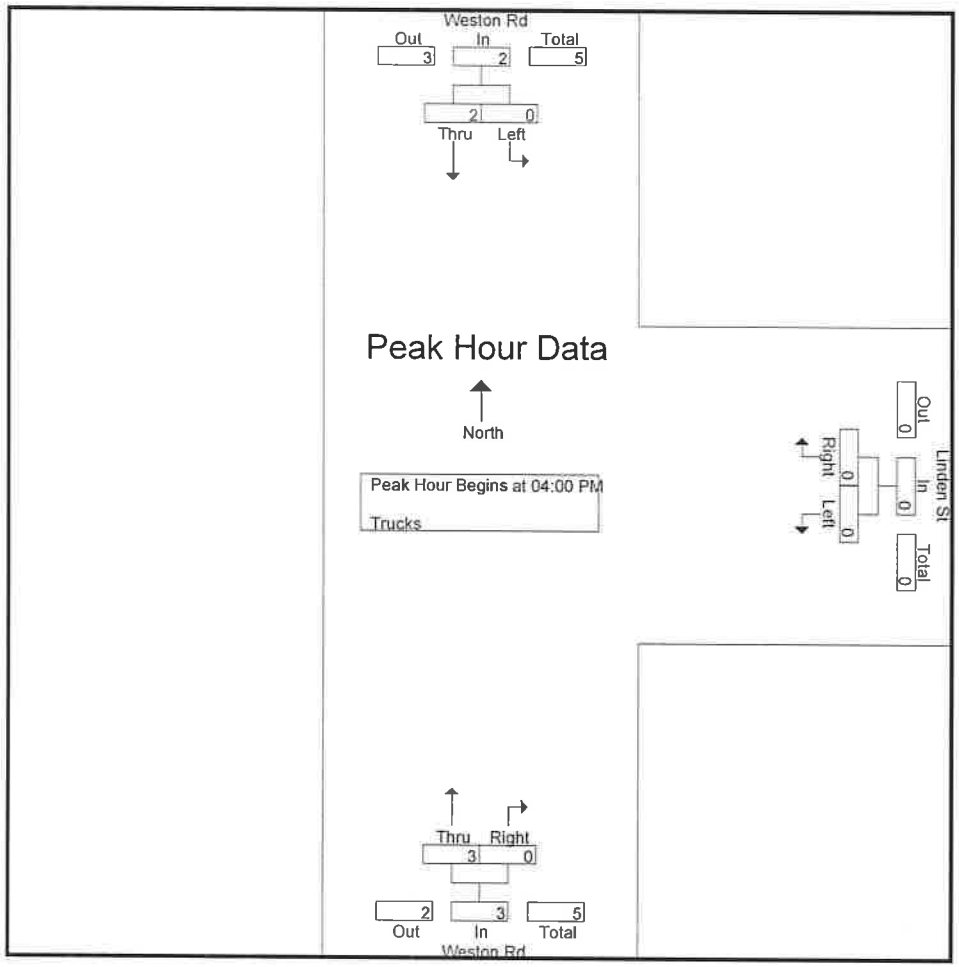
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	2	2	0	0	0	3	0	3	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375	.625

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 11



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

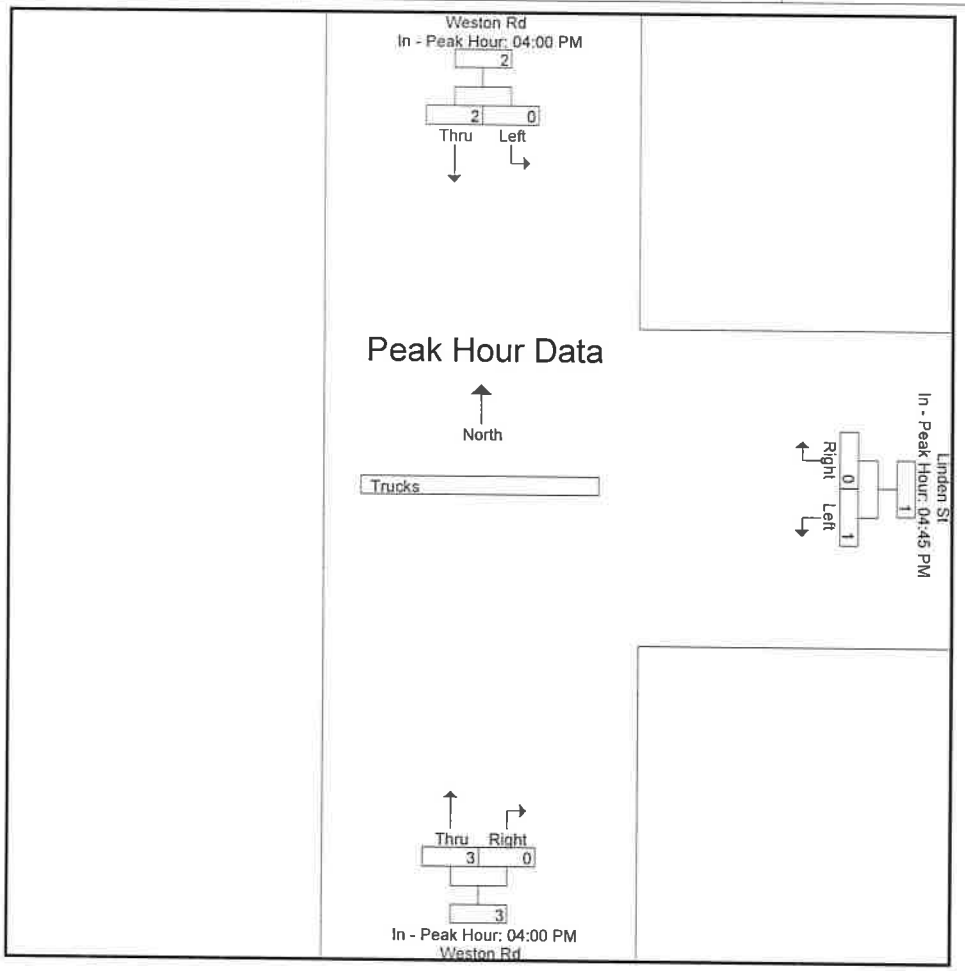
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	1	0	1
Total Volume	0	2	2	1	0	1	3	0	3

Accurate Counts

978-664-2565

% App. Total	0	100		100	0		100	0	
PHF	.000	.250	.250	.250	.000	.250	.375	.000	.375



Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Weston Rd From North			Linden St From East			Weston Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	0	3	0	0	0	4	0	4
04:15 PM	0	0	1	0	0	1	0	0	0	2	0	2
04:30 PM	0	0	2	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	4	0	0	5	0	0	0	9	0	9
05:00 PM	0	0	2	0	0	0	0	0	0	2	0	2
05:15 PM	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
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	2	0	0	1	0	0	0	3	0	3
Grand Total	0	0	6	0	0	6	0	0	0	12	0	12
Apprch %	0	0		0	0		0	0				
Total %										100	0	

Accurate Counts

978-664-2565

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

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 14

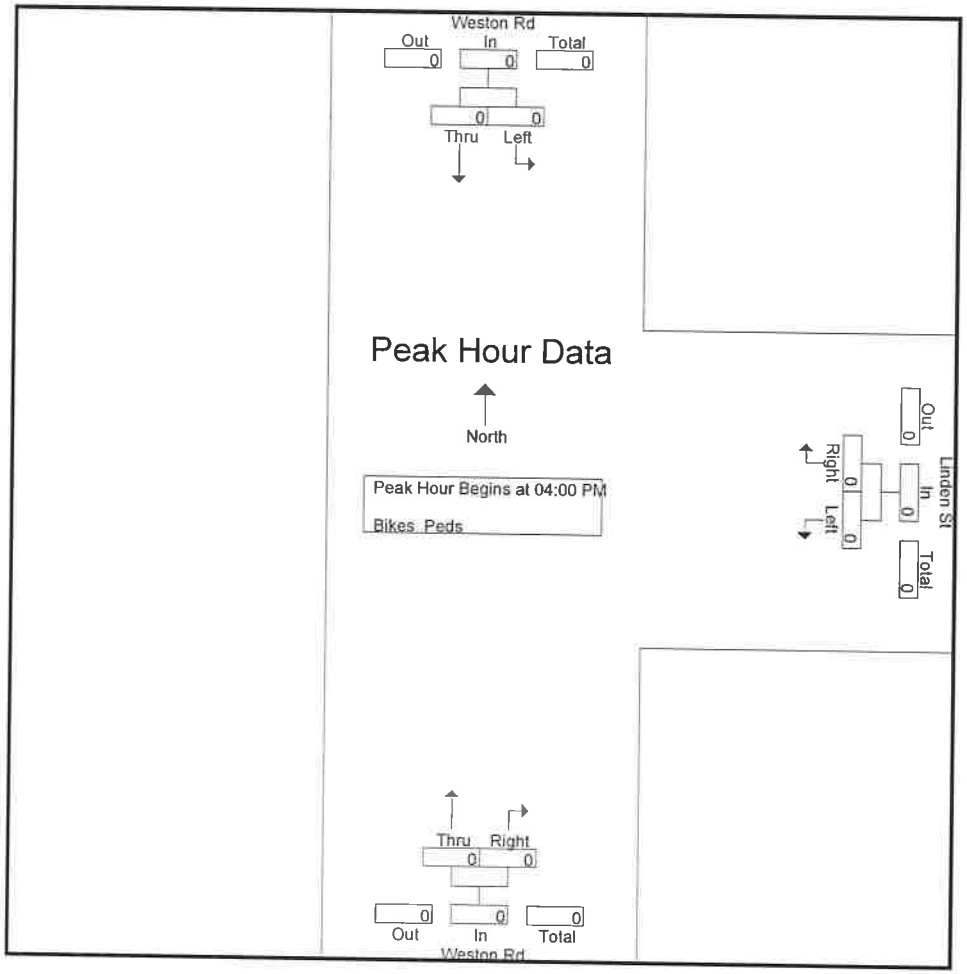
	Weston Rd From North			Linden St From East			Weston Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	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 : Weston Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940001
Site Code : 84940001
Start Date : 1/9/2020
Page No : 15



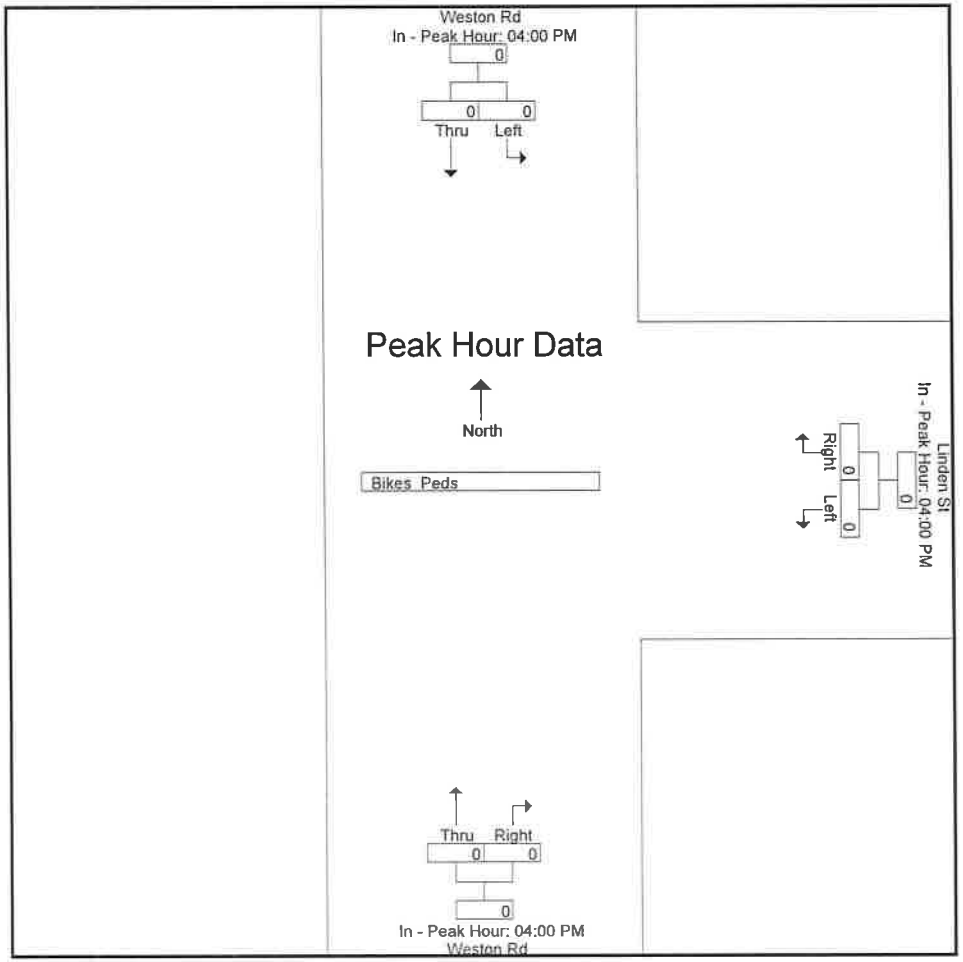
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+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

Accurate Counts
978-664-2565

% 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 : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Crest Rd From North			Linden St From East			Crest Rd From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	2	1	13	8	0	5	1	43	0	60	7	143
07:15 AM	12	8	0	21	20	2	3	0	68	0	95	15	244
07:30 AM	16	12	0	42	45	8	11	7	51	0	89	6	287
07:45 AM	8	11	0	21	24	7	10	4	63	0	98	9	255
Total	39	33	1	97	97	17	29	12	225	0	342	37	929
08:00 AM	10	15	0	27	23	4	14	3	44	1	85	13	239
08:15 AM	10	24	0	33	20	2	11	7	59	0	72	18	256
08:30 AM	8	11	1	48	30	4	10	3	56	0	89	8	268
08:45 AM	6	4	0	34	33	1	23	3	63	2	75	20	264
Total	34	54	1	142	106	11	58	16	222	3	321	59	1027
Grand Total	73	87	2	239	203	28	87	28	447	3	663	96	1956
Apprch %	45.1	53.7	1.2	50.9	43.2	6	15.5	5	79.5	0.4	87	12.6	
Total %	3.7	4.4	0.1	12.2	10.4	1.4	4.4	1.4	22.9	0.2	33.9	4.9	
Cars	73	87	2	231	194	28	83	28	440	3	647	95	1911
% Cars	100	100	100	96.7	95.6	100	95.4	100	98.4	100	97.6	99	97.7
Trucks	0	0	0	8	9	0	4	0	7	0	16	1	45
% Trucks	0	0	0	3.3	4.4	0	4.6	0	1.6	0	2.4	1	2.3

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 2

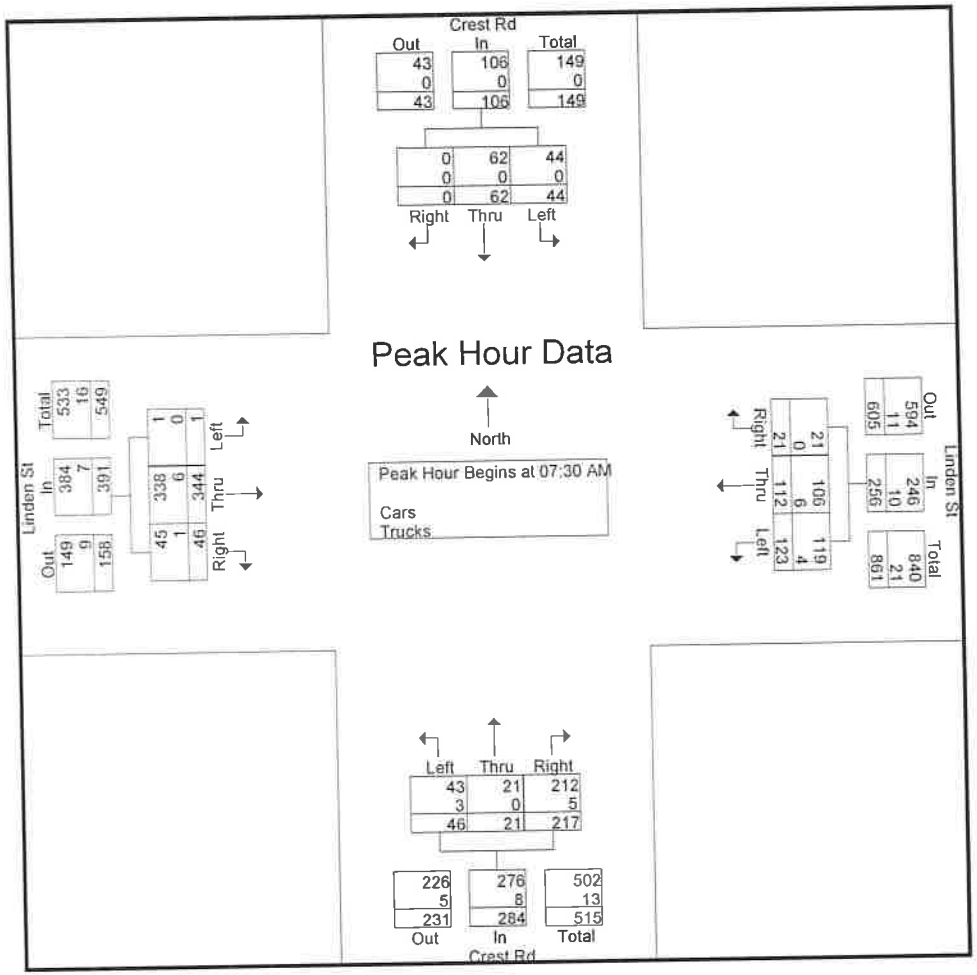
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	12	0	28	**42**	**45**	**8**	**95**	11	**7**	51	69	0	89	6	95	**287**
07:45 AM	8	11	0	19	21	24	7	52	10	4	**63**	**77**	0	**98**	9	**107**	255
08:00 AM	10	15	0	25	27	23	4	54	**14**	3	44	61	**1**	85	13	99	239
08:15 AM	10	**24**	0	**34**	33	20	2	55	11	7	59	77	0	72	**18**	90	256
Total Volume	44	62	0	106	123	112	21	256	46	21	217	284	1	344	46	391	1037
% App. Total	41.5	58.5	0		48	43.8	8.2		16.2	7.4	76.4		0.3	88	11.8		
PHF	.688	.646	.000	.779	.732	.622	.656	.674	.821	.750	.861	.922	.250	.878	.639	.914	.903
Cars	44	62	0	106	119	106	21	246	43	21	212	276	1	338	45	384	1012
% Cars	100	100	0	100	96.7	94.6	100	96.1	93.5	100	97.7	97.2	100	98.3	97.8	98.2	97.6
Trucks	0	0	0	0	4	6	0	10	3	0	5	8	0	6	1	7	25
% Trucks	0	0	0	0	3.3	5.4	0	3.9	6.5	0	2.3	2.8	0	1.7	2.2	1.8	2.4

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 3



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

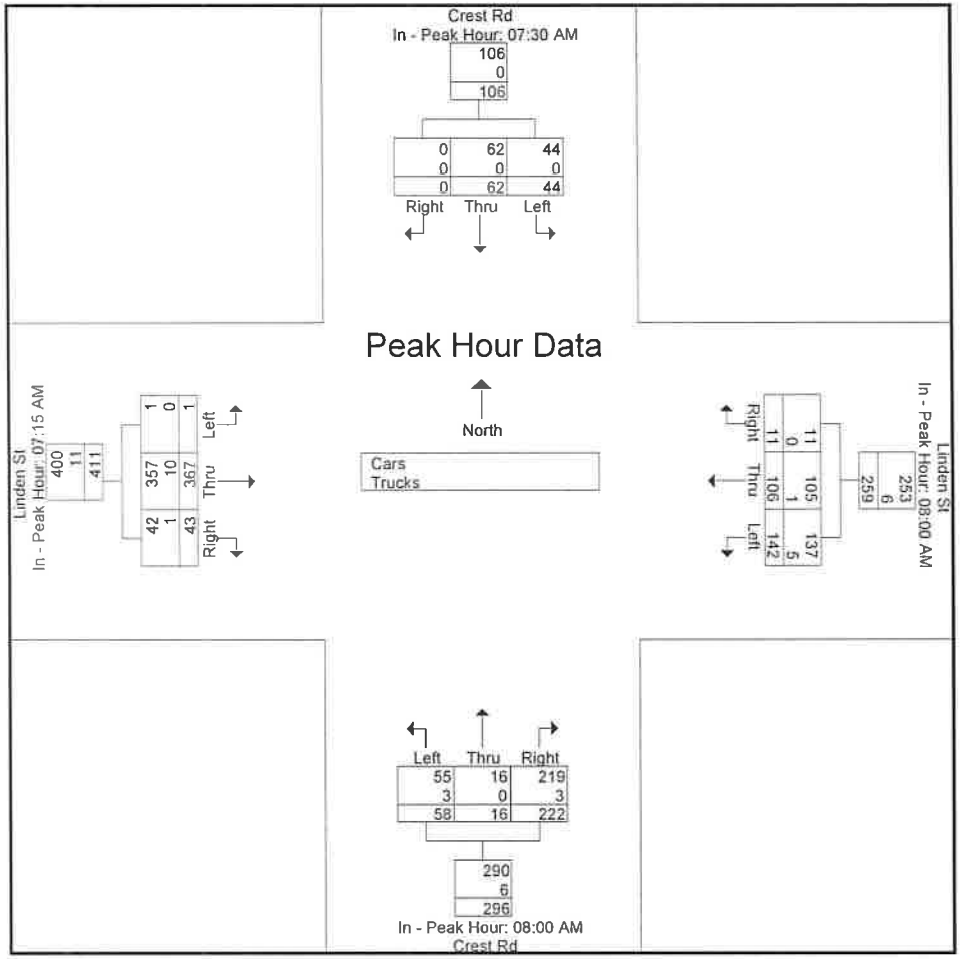
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	**16**	12	0	28	27	23	**4**	54	14	3	44	61	0	95	**15**	**110**
+15 mins.	8	11	0	19	33	20	2	55	11	**7**	59	77	0	89	6	95
+30 mins.	10	15	0	25	**48**	30	4	**82**	10	3	56	69	0	**98**	9	107
+45 mins.	10	**24**	0	**34**	34	**33**	1	68	**23**	3	**63**	**89**	**1**	85	13	99
Total Volume	44	62	0	106	142	106	11	259	58	16	222	296	1	367	43	411

Accurate Counts

978-664-2565

% App. Total	41.5	58.5	0		54.8	40.9	4.2		19.6	5.4	75		0.2	89.3	10.5	
PHF	.688	.646	.000	.779	.740	.803	.688	.790	.630	.571	.881	.831	.250	.936	.717	.934
Cars	44	62	0	106	137	105	11	253	55	16	219	290	1	357	42	400
% Cars	100	100	0	100	96.5	99.1	100	97.7	94.8	100	98.6	98	100	97.3	97.7	97.3
Trucks	0	0	0	0	5	1	0	6	3	0	3	6	0	10	1	11
% Trucks	0	0	0	0	3.5	0.9	0	2.3	5.2	0	1.4	2	0	2.7	2.3	2.7



Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Crest Rd From North			Linden St From East			Crest Rd From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	2	1	13	6	0	5	1	43	0	55	7	136
07:15 AM	12	8	0	20	19	2	3	0	67	0	90	15	236
07:30 AM	16	12	0	40	42	8	11	7	50	0	88	6	280
07:45 AM	8	11	0	21	22	7	9	4	61	0	97	9	249
Total	39	33	1	94	89	17	28	12	221	0	330	37	901
08:00 AM	10	15	0	26	22	4	12	3	44	1	82	12	231
08:15 AM	10	24	0	32	20	2	11	7	57	0	71	18	252
08:30 AM	8	11	1	45	30	4	10	3	56	0	89	8	265
08:45 AM	6	4	0	34	33	1	22	3	62	2	75	20	262
Total	34	54	1	137	105	11	55	16	219	3	317	58	1010
Grand Total	73	87	2	231	194	28	83	28	440	3	647	95	1911
Apprch %	45.1	53.7	1.2	51	42.8	6.2	15.1	5.1	79.9	0.4	86.8	12.8	
Total %	3.8	4.6	0.1	12.1	10.2	1.5	4.3	1.5	23	0.2	33.9	5	

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 6

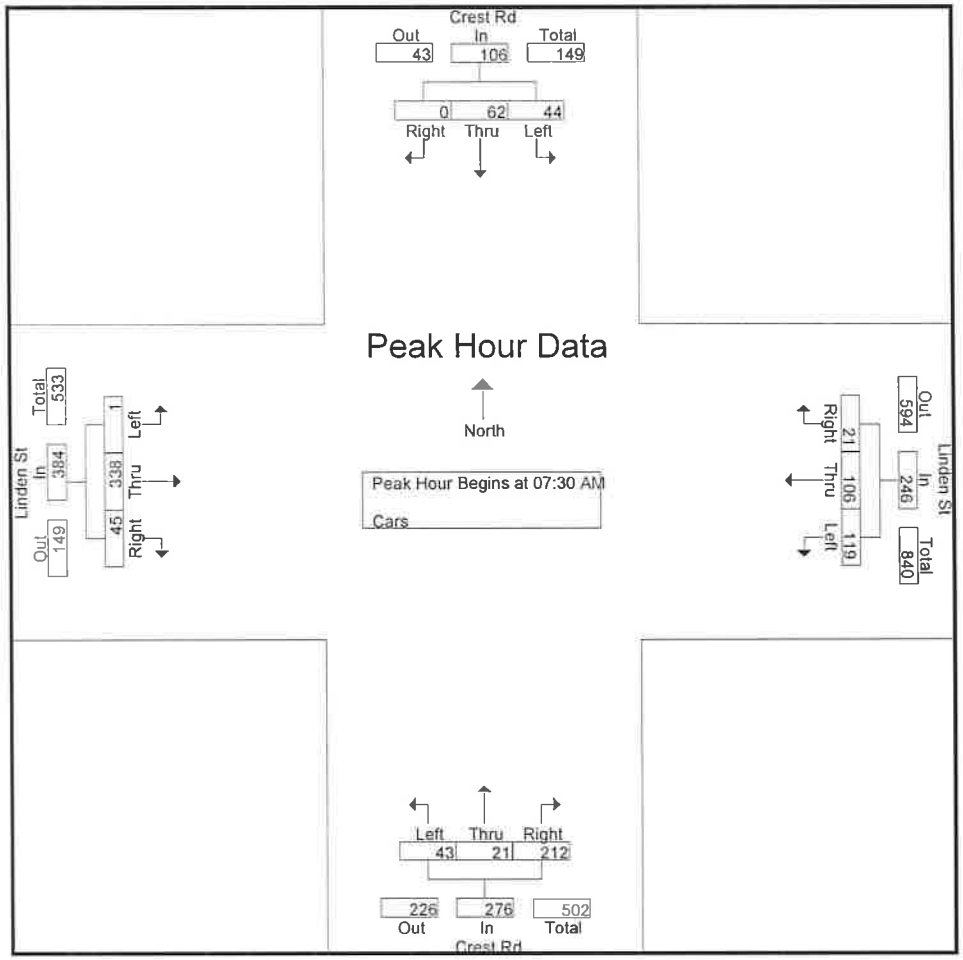
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	12	0	28	**40**	**42**	**8**	**90**	11	**7**	50	68	0	88	6	94	**280**
07:45 AM	8	11	0	19	21	22	7	50	9	4	**61**	74	0	**97**	9	**106**	249
08:00 AM	10	15	0	25	26	22	4	52	**12**	3	44	59	**1**	82	12	95	231
08:15 AM	10	**24**	0	**34**	32	20	2	54	11	7	57	**75**	0	71	**18**	89	252
Total Volume	44	62	0	106	119	106	21	246	43	21	212	276	1	338	45	384	1012
% App. Total	41.5	58.5	0		48.4	43.1	8.5		15.6	7.6	76.8		0.3	88	11.7		
PHF	.688	.646	.000	.779	.744	.631	.656	.683	.896	.750	.869	.920	.250	.871	.625	.906	.904

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 7



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

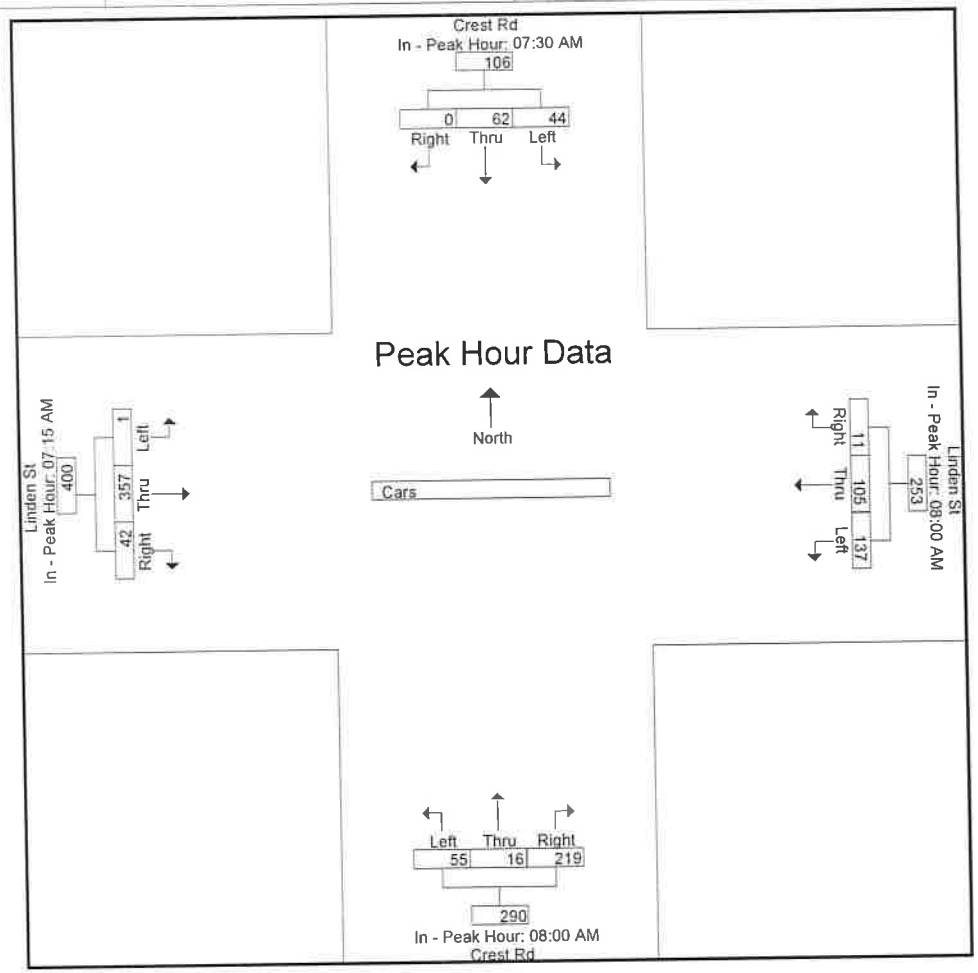
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	**16**	12	0	28	26	22	**4**	52	12	3	44	59	0	90	**15**	105
+15 mins.	8	11	0	19	32	20	2	54	11	**7**	57	75	0	88	6	94
+30 mins.	10	15	0	25	**45**	30	4	**79**	10	3	56	69	0	**97**	9	**106**
+45 mins.	10	**24**	0	**34**	34	**33**	1	68	**22**	3	**62**	**87**	**1**	82	12	95
Total Volume	44	62	0	106	137	105	11	253	55	16	219	290	1	357	42	400

Accurate Counts

978-664-2565

% App. Total	41.5	58.5	0		54.2	41.5	4.3		19	5.5	75.5		0.2	89.2	10.5	
PHF	.688	.646	.000	.779	.761	.795	.688	.801	.625	.571	.883	.833	.250	.920	.700	.943



Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

	Crest Rd From North			Linden St From East			Crest Rd From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	5	0	7
07:15 AM	0	0	0	1	1	0	0	0	1	0	5	0	8
07:30 AM	0	0	0	2	3	0	0	0	1	0	1	0	7
07:45 AM	0	0	0	0	2	0	1	0	2	0	1	0	6
Total	0	0	0	3	8	0	1	0	4	0	12	0	28
08:00 AM	0	0	0	1	1	0	2	0	0	0	3	1	8
08:15 AM	0	0	0	1	0	0	0	0	2	0	1	0	4
08:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	2
Total	0	0	0	5	1	0	3	0	3	0	4	1	17
Grand Total	0	0	0	8	9	0	4	0	7	0	16	1	45
Apprch %	0	0	0	47.1	52.9	0	36.4	0	63.6	0	94.1	5.9	
Total %	0	0	0	17.8	20	0	8.9	0	15.6	0	35.6	2.2	

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 10

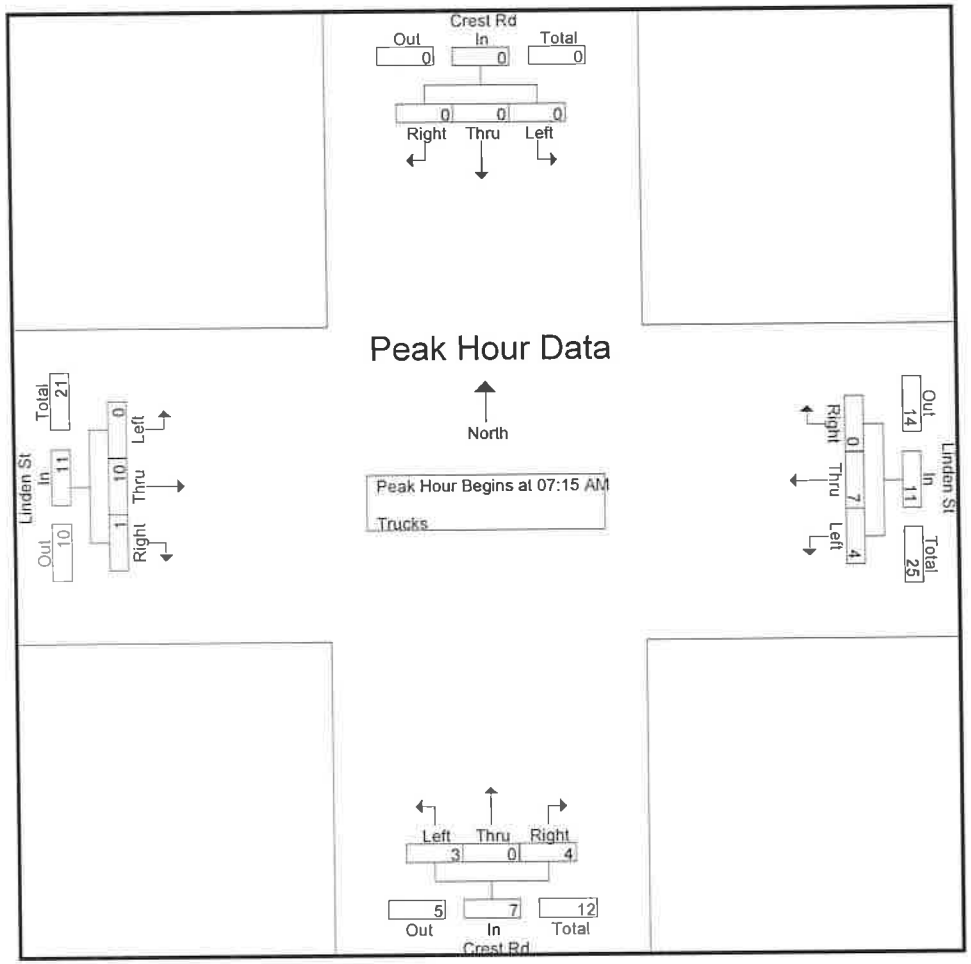
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	**5**	0	**5**	**8**
07:30 AM	0	0	0	0	**2**	**3**	0	**5**	0	0	1	1	0	1	0	1	7
07:45 AM	0	0	0	0	0	2	0	2	1	0	**2**	**3**	0	1	0	1	6
08:00 AM	0	0	0	0	1	1	0	2	**2**	0	0	2	0	3	**1**	4	8
Total Volume	0	0	0	0	4	7	0	11	3	0	4	7	0	10	1	11	29
% App. Total	0	0	0		36.4	63.6	0		42.9	0	57.1		0	90.9	9.1		
PHF	.000	.000	.000	.000	.500	.583	.000	.550	.375	.000	.500	.583	.000	.500	.250	.550	.906

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 11



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

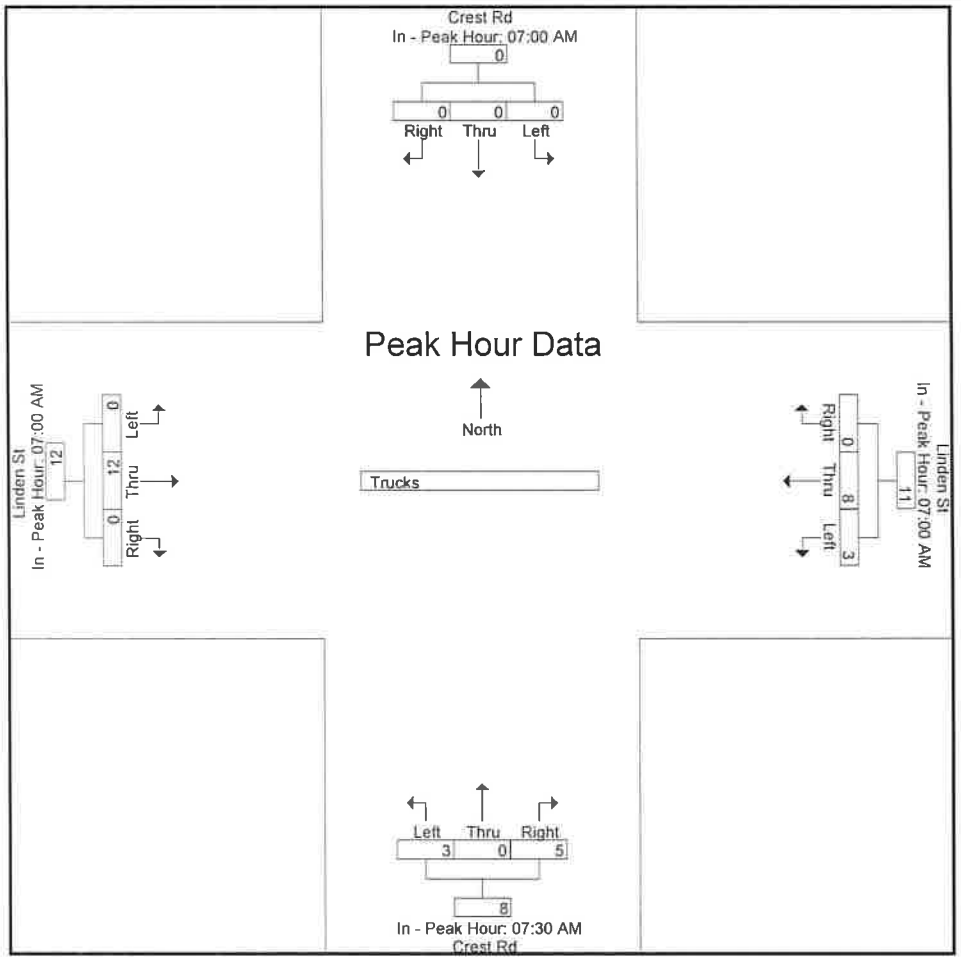
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	**5**	0	**5**
+15 mins.	0	0	0	0	1	1	0	2	1	0	**2**	**3**	0	5	0	5
+30 mins.	0	0	0	0	**2**	**3**	0	**5**	**2**	0	0	2	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	2	2	0	1	0	1
Total Volume	0	0	0	0	3	8	0	11	3	0	5	8	0	12	0	12

Accurate Counts

978-664-2565

% App. Total	0	0	0		27.3	72.7	0		37.5	0	62.5		0	100	0	
PHF	.000	.000	.000	.000	.375	.667	.000	.550	.375	.000	.625	.667	.000	.600	.000	.600



Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St 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	1	0	0	0	0	3	0	3
07:15 AM	0	0	0	1	0	0	0	11	0	0	1	1	0	0	0	4	17	1	18
07:30 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2	1	3
07:45 AM	0	0	0	1	0	0	0	3	0	0	0	1	0	1	0	0	5	1	6
Total	0	0	0	4	0	1	0	16	0	0	1	3	0	1	0	4	27	3	30
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	0	3
08:15 AM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	0	4
08:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3	0	3
08:45 AM	0	0	0	2	1	0	0	2	0	0	0	1	0	1	1	2	7	3	10
Total	0	0	0	3	1	0	0	8	0	0	0	3	0	1	1	3	17	3	20
Grand Total	0	0	0	7	1	1	0	24	0	0	1	6	0	2	1	7	44	6	50
Apprch %	0	0	0		50	50	0		0	0	100		0	66.7	33.3				
Total %	0	0	0		16.7	16.7	0		0	0	16.7		0	33.3	16.7		88	12	

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 14

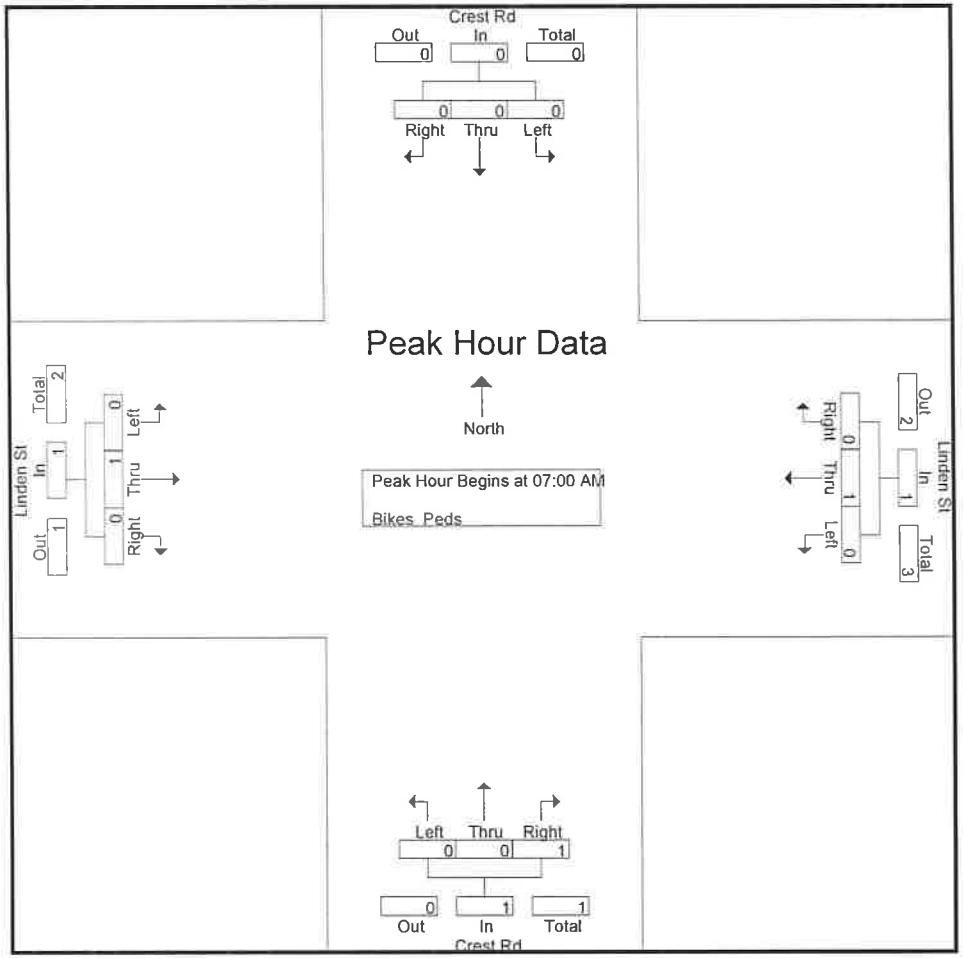
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak 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	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.750

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 15



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

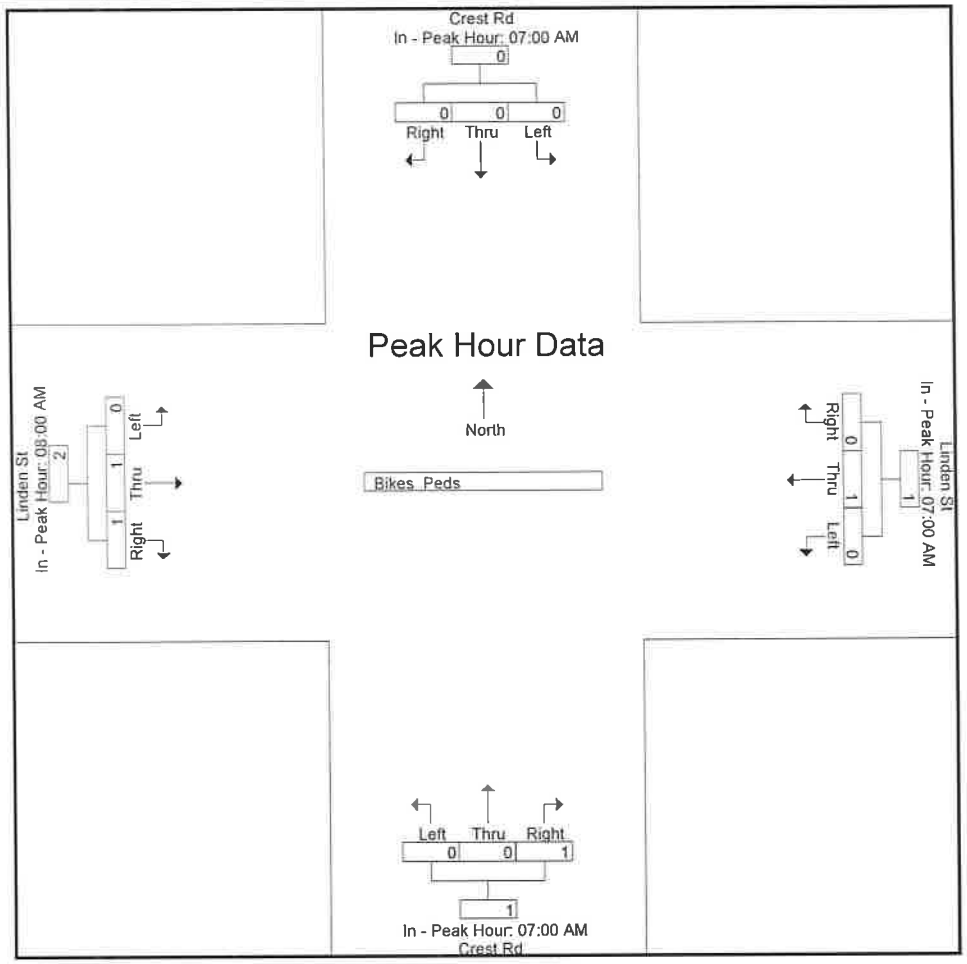
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 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	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	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	2
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	100		0	50	50	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.250	.250



Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Crest Rd From North			Linden St From East			Crest Rd From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	6	6	1	65	60	6	29	5	31	0	44	8	261
04:15 PM	9	12	0	66	83	5	23	8	31	1	40	4	282
04:30 PM	7	5	0	67	72	6	28	7	40	0	33	7	272
04:45 PM	8	7	1	56	63	5	17	3	45	0	32	5	242
Total	30	30	2	254	278	22	97	23	147	1	149	24	1057
05:00 PM	6	8	0	66	81	5	24	12	26	1	42	8	279
05:15 PM	3	11	0	71	85	10	21	10	38	0	38	8	295
05:30 PM	7	9	1	50	63	6	18	7	26	1	27	5	220
05:45 PM	13	27	0	52	63	4	24	7	36	0	21	5	252
Total	29	55	1	239	292	25	87	36	126	2	128	26	1046
Grand Total	59	85	3	493	570	47	184	59	273	3	277	50	2103
Apprch %	40.1	57.8	2	44.4	51.4	4.2	35.7	11.4	52.9	0.9	83.9	15.2	
Total %	2.8	4	0.1	23.4	27.1	2.2	8.7	2.8	13	0.1	13.2	2.4	
Cars	59	85	3	493	569	47	184	59	273	3	277	50	2102
% Cars	100	100	100	100	99.8	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	1	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0.2	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 2

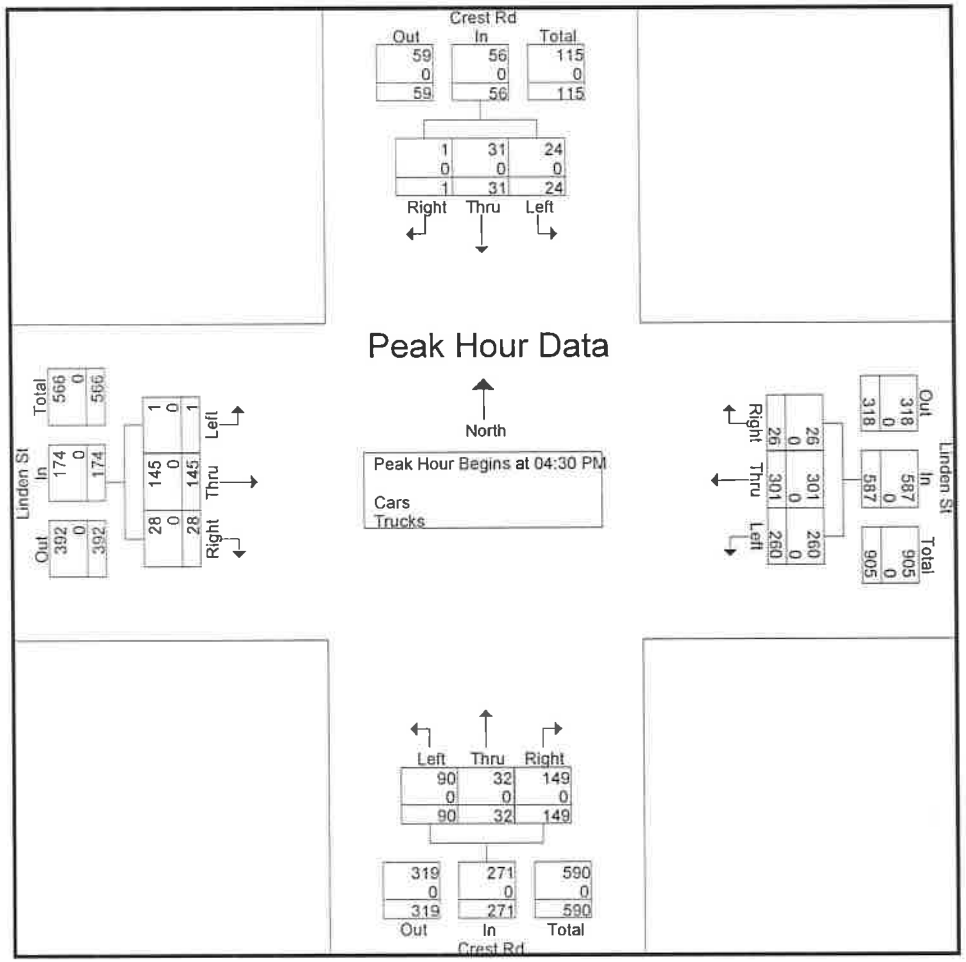
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	5	0	12	67	72	6	145	**28**	7	40	**75**	0	33	7	40	272
04:45 PM	**8**	7	**1**	**16**	56	63	5	124	17	3	**45**	65	0	32	5	37	242
05:00 PM	6	8	0	14	66	81	5	152	24	**12**	26	62	**1**	**42**	**8**	**51**	279
05:15 PM	3	**11**	0	14	**71**	**85**	**10**	**166**	21	10	38	69	0	38	8	46	**295**
Total Volume	24	31	1	56	260	301	26	587	90	32	149	271	1	145	28	174	1088
% App. Total	42.9	55.4	1.8		44.3	51.3	4.4		33.2	11.8	55		0.6	83.3	16.1		
PHF	.750	.705	.250	.875	.915	.885	.650	.884	.804	.667	.828	.903	.250	.863	.875	.853	.922
Cars	24	31	1	56	260	301	26	587	90	32	149	271	1	145	28	174	1088
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 3



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

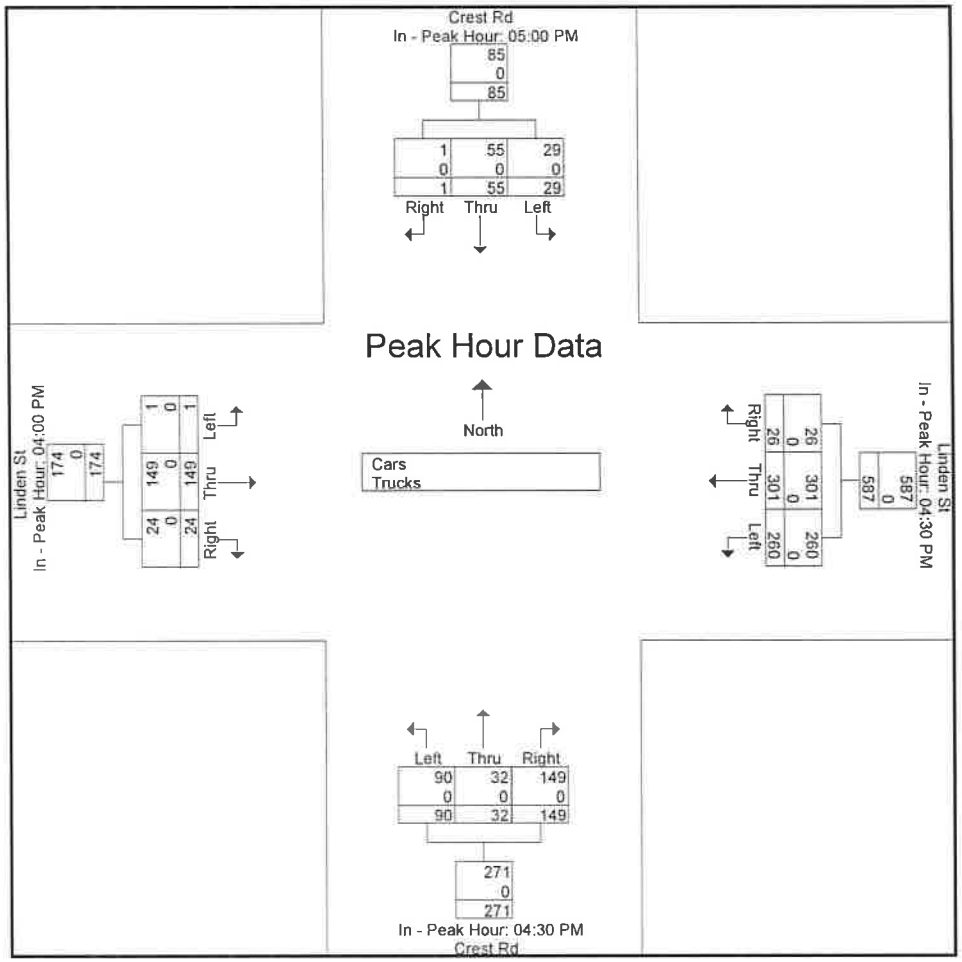
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	6	8	0	14	67	72	6	145	**28**	7	40	**75**	0	**44**	8	**52**
+15 mins.	3	11	0	14	56	63	5	124	17	3	**45**	65	**1**	40	4	45
+30 mins.	7	9	**1**	17	66	81	5	152	24	**12**	26	62	0	33	7	40
+45 mins.	**13**	**27**	0	**40**	**71**	**85**	**10**	**166**	21	10	38	69	0	32	5	37
Total Volume	29	55	1	85	260	301	26	587	90	32	149	271	1	149	24	174

Accurate Counts

978-664-2565

% App. Total	34.1	64.7	1.2		44.3	51.3	4.4		33.2	11.8	55		0.6	85.6	13.8	
PHF	.558	.509	.250	.531	.915	.885	.650	.884	.804	.667	.828	.903	.250	.847	.750	.837
Cars	29	55	1	85	260	301	26	587	90	32	149	271	1	149	24	174
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Crest Rd From North			Linden St From East			Crest Rd From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	6	6	1	65	60	6	29	5	31	0	44	8	261
04:15 PM	9	12	0	66	83	5	23	8	31	1	40	4	282
04:30 PM	7	5	0	67	72	6	28	7	40	0	33	7	272
04:45 PM	8	7	1	56	63	5	17	3	45	0	32	5	242
Total	30	30	2	254	278	22	97	23	147	1	149	24	1057
05:00 PM	6	8	0	66	81	5	24	12	26	1	42	8	279
05:15 PM	3	11	0	71	85	10	21	10	38	0	38	8	295
05:30 PM	7	9	1	50	62	6	18	7	26	1	27	5	219
05:45 PM	13	27	0	52	63	4	24	7	36	0	21	5	252
Total	29	55	1	239	291	25	87	36	126	2	128	26	1045
Grand Total	59	85	3	493	569	47	184	59	273	3	277	50	2102
Apprch %	40.1	57.8	2	44.5	51.3	4.2	35.7	11.4	52.9	0.9	83.9	15.2	
Total %	2.8	4	0.1	23.5	27.1	2.2	8.8	2.8	13	0.1	13.2	2.4	

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 6

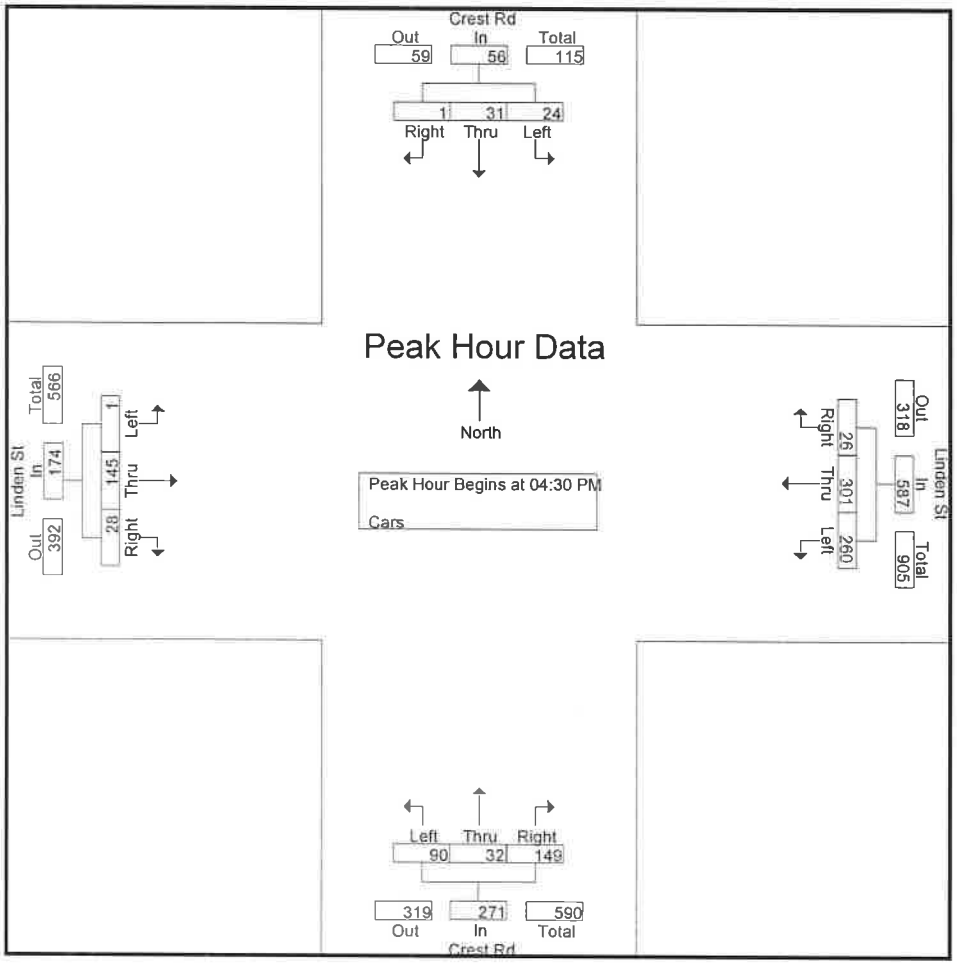
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	5	0	12	67	72	6	145	**28**	7	40	**75**	0	33	7	40	272
04:45 PM	**8**	7	**1**	**16**	56	63	5	124	17	3	**45**	65	0	32	5	37	242
05:00 PM	6	8	0	14	66	81	5	152	24	**12**	26	62	**1**	**42**	**8**	**51**	279
05:15 PM	3	**11**	0	14	**71**	**85**	**10**	**166**	21	10	38	69	0	38	8	46	**295**
Total Volume	24	31	1	56	260	301	26	587	90	32	149	271	1	145	28	174	1088
% App. Total	42.9	55.4	1.8		44.3	51.3	4.4		33.2	11.8	55		0.6	83.3	16.1		
PHF	.750	.705	.250	.875	.915	.885	.650	.884	.804	.667	.828	.903	.250	.863	.875	.853	.922

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 7



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

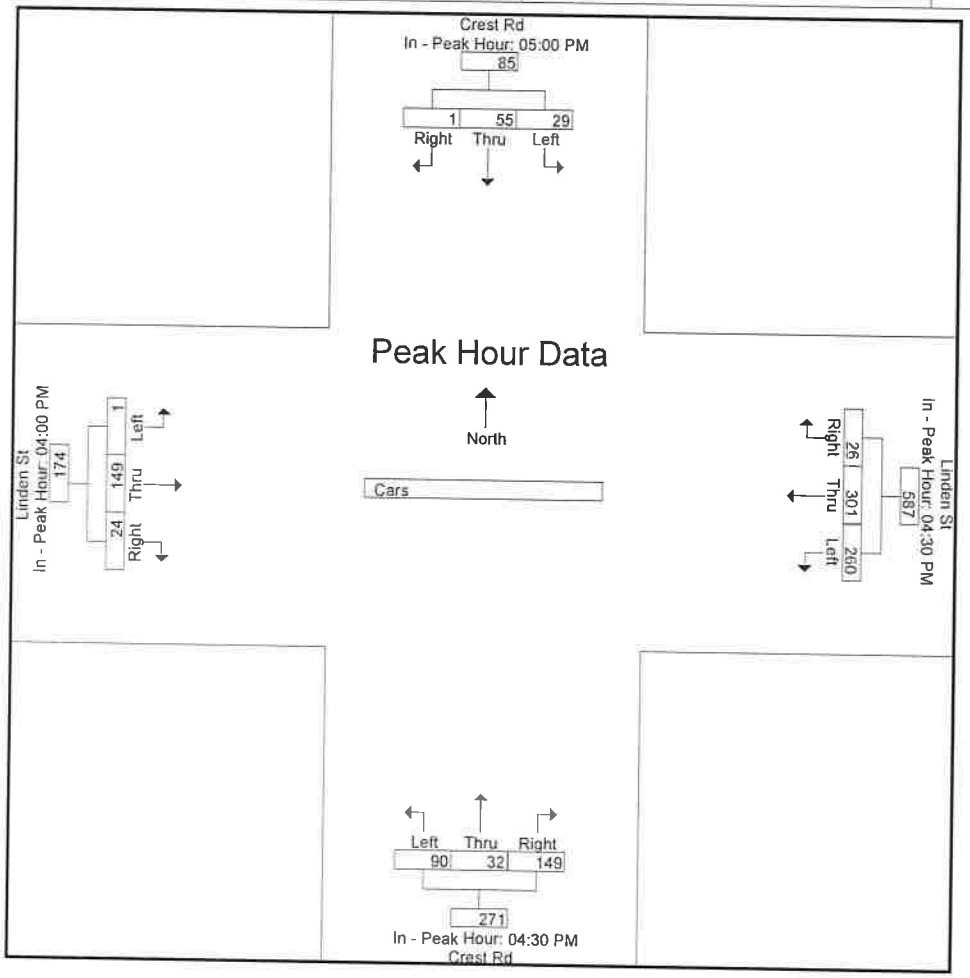
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	6	8	0	14	67	72	6	145	**28**	7	40	**75**	0	**44**	**8**	**52**
+15 mins.	3	11	0	14	56	63	5	124	17	3	**45**	65	**1**	40	4	45
+30 mins.	7	9	**1**	17	66	81	5	152	24	**12**	26	62	0	33	7	40
+45 mins.	**13**	**27**	0	**40**	**71**	**85**	**10**	**166**	21	10	38	69	0	32	5	37
Total Volume	29	55	1	85	260	301	26	587	90	32	149	271	1	149	24	174

Accurate Counts

978-664-2565

% App. Total	34.1	64.7	1.2		44.3	51.3	4.4		33.2	11.8	55		0.6	85.6	13.8	
PHF	.558	.509	.250	.531	.915	.885	.650	.884	.804	.667	.828	.903	.250	.847	.750	.837



Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

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

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 10

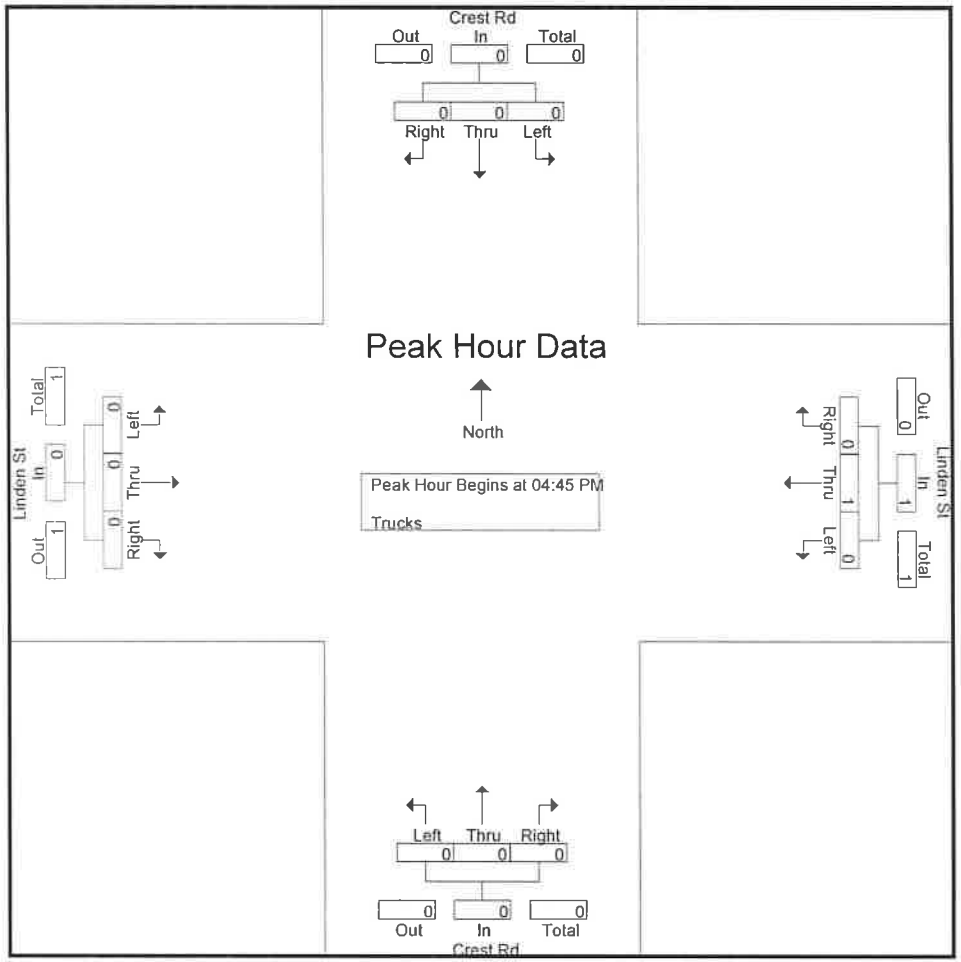
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak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

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 11



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

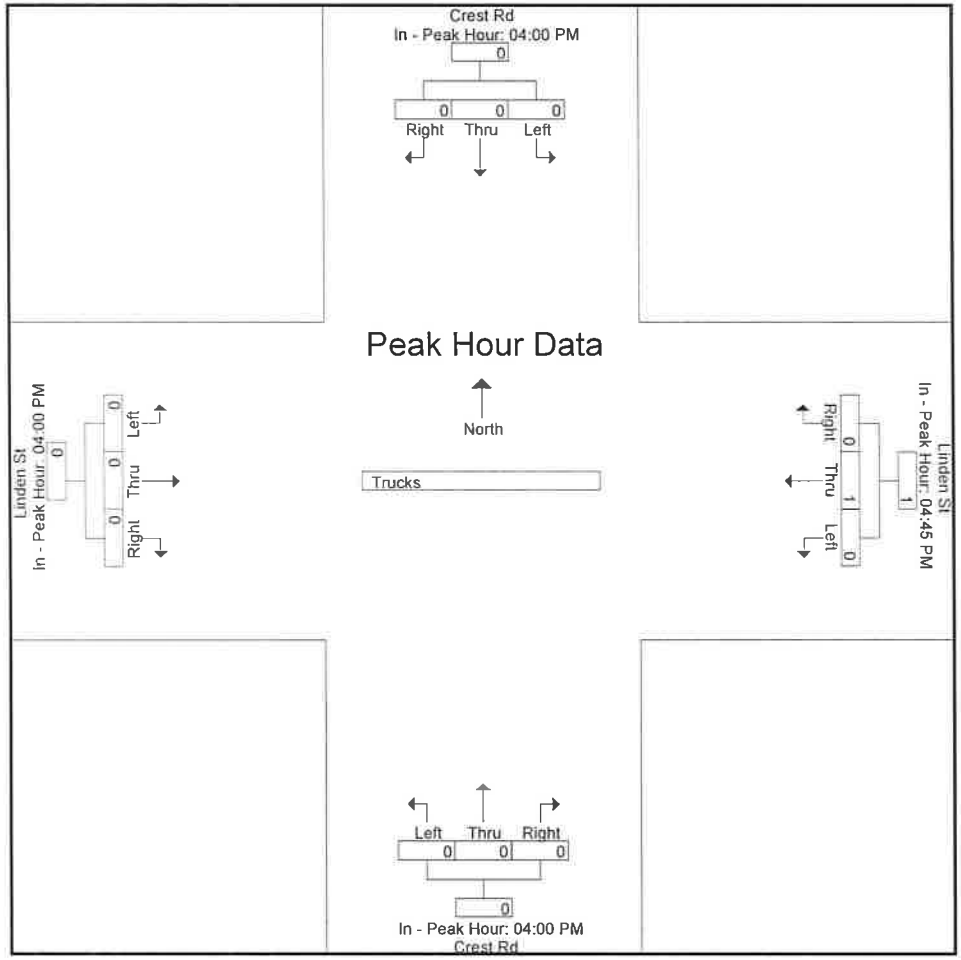
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+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	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	8	0	8
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
Total	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	10	14	0	14
05:00 PM	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	2	8	0	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	0	0	5	0	0	0	2	0	0	0	4	12	0	12
Total	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	7	21	0	21
Grand Total	0	0	0	3	0	0	0	13	0	0	0	2	0	0	0	17	35	0	35
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

Accurate Counts

978-664-2565

N/S Street : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 14

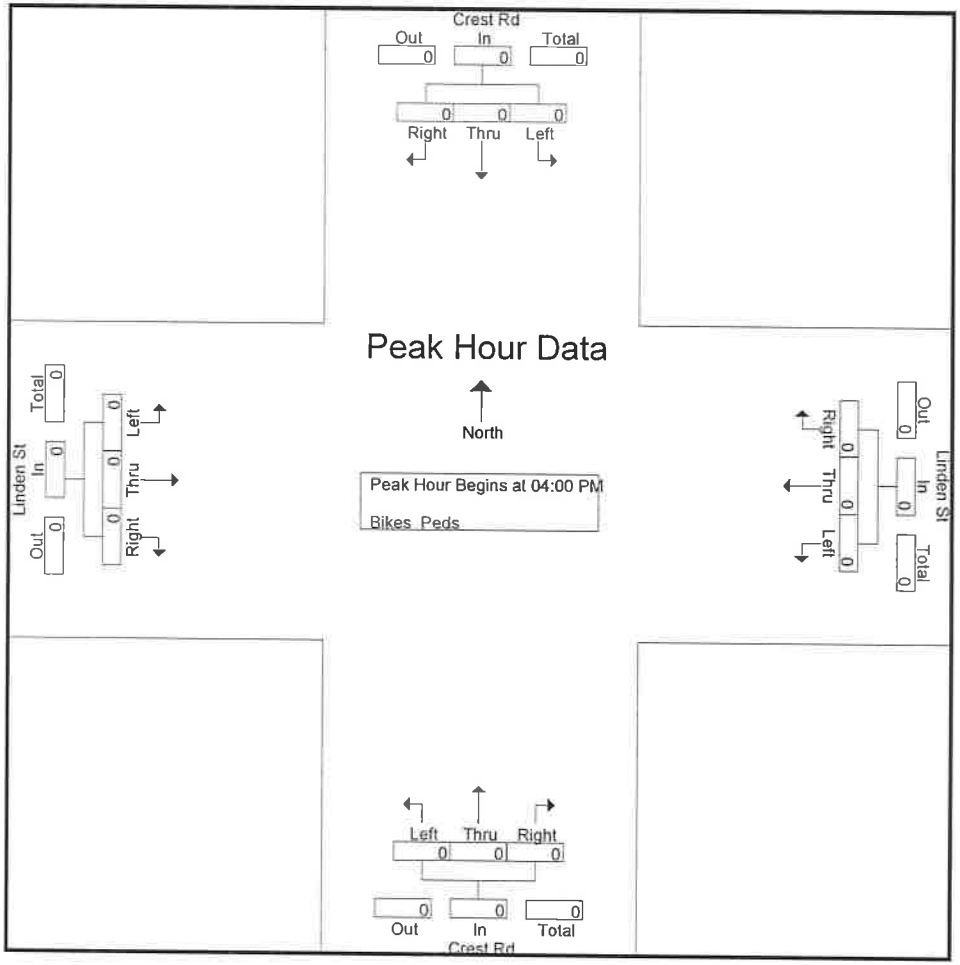
	Crest Rd From North				Linden St From East				Crest Rd From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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 : Crest Road
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940002
Site Code : 84940002
Start Date : 1/9/2020
Page No : 15



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

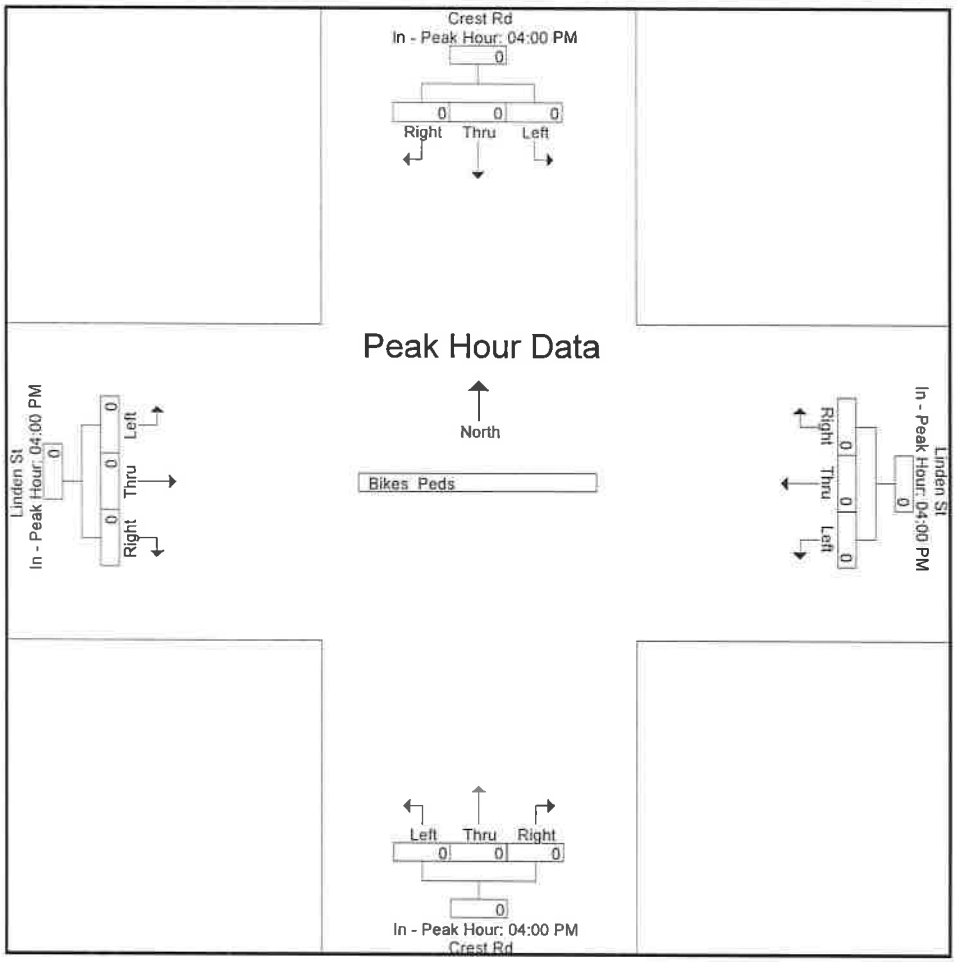
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	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

Accurate Counts

978-664-2565

% 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 : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Delanson Cir From North			Linden St From East			MBTA Lot From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	23	0	0	0	0	0	96	11	130
07:15 AM	0	0	0	7	41	1	1	0	0	0	131	46	227
07:30 AM	0	0	0	1	94	0	0	0	0	0	153	4	252
07:45 AM	0	0	0	5	57	0	0	0	0	0	140	29	231
Total	0	0	0	13	215	1	1	0	0	0	520	90	840
08:00 AM	0	0	1	1	43	0	0	0	0	0	104	36	185
08:15 AM	0	0	0	6	53	0	3	0	2	1	129	10	204
08:30 AM	0	0	1	0	83	0	1	0	2	0	143	8	238
08:45 AM	0	0	0	5	60	0	2	0	2	0	135	11	215
Total	0	0	2	12	239	0	6	0	6	1	511	65	842
Grand Total	0	0	2	25	454	1	7	0	6	1	1031	155	1682
Apprch %	0	0	100	5.2	94.6	0.2	53.8	0	46.2	0.1	86.9	13.1	
Total %	0	0	0.1	1.5	27	0.1	0.4	0	0.4	0.1	61.3	9.2	
Cars	0	0	2	25	436	1	7	0	6	1	1011	155	1644
% Cars	0	0	100	100	96	100	100	0	100	100	98.1	100	97.7
Trucks	0	0	0	0	18	0	0	0	0	0	20	0	38
% Trucks	0	0	0	0	4	0	0	0	0	0	1.9	0	2.3

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 2

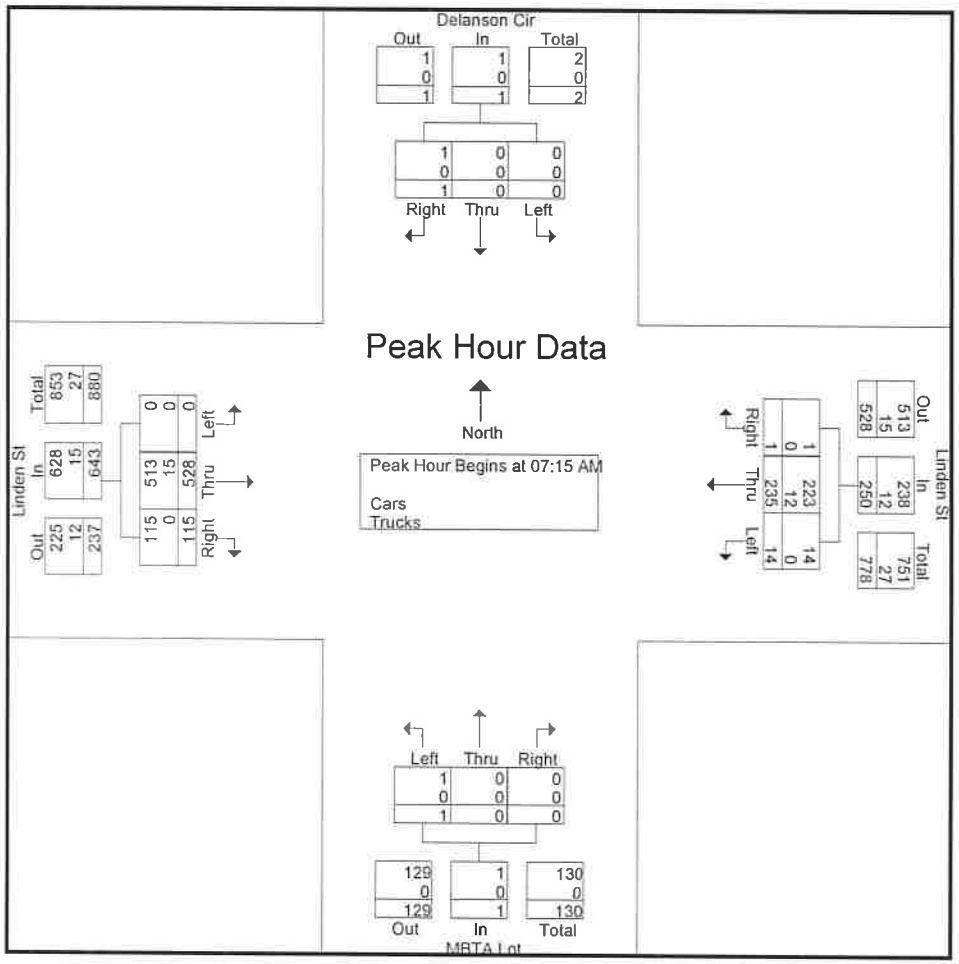
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	7	41	1	49	1	0	0	1	0	131	46	177	227
07:30 AM	0	0	0	0	1	94	0	95	0	0	0	0	0	153	4	157	252
07:45 AM	0	0	0	0	5	57	0	62	0	0	0	0	0	140	29	169	231
08:00 AM	0	0	1	1	1	43	0	44	0	0	0	0	0	104	36	140	185
Total Volume	0	0	1	1	14	235	1	250	1	0	0	1	0	528	115	643	895
% App. Total	0	0	100		5.6	94	0.4		100	0	0		0	82.1	17.9		
PHF	.000	.000	.250	.250	.500	.625	.250	.658	.250	.000	.000	.250	.000	.863	.625	.908	.888
Cars	0	0	1	1	14	223	1	238	1	0	0	1	0	513	115	628	868
% Cars	0	0	100	100	100	94.9	100	95.2	100	0	0	100	0	97.2	100	97.7	97.0
Trucks	0	0	0	0	0	12	0	12	0	0	0	0	0	15	0	15	27
% Trucks	0	0	0	0	0	5.1	0	4.8	0	0	0	0	0	2.8	0	2.3	3.0

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 3



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

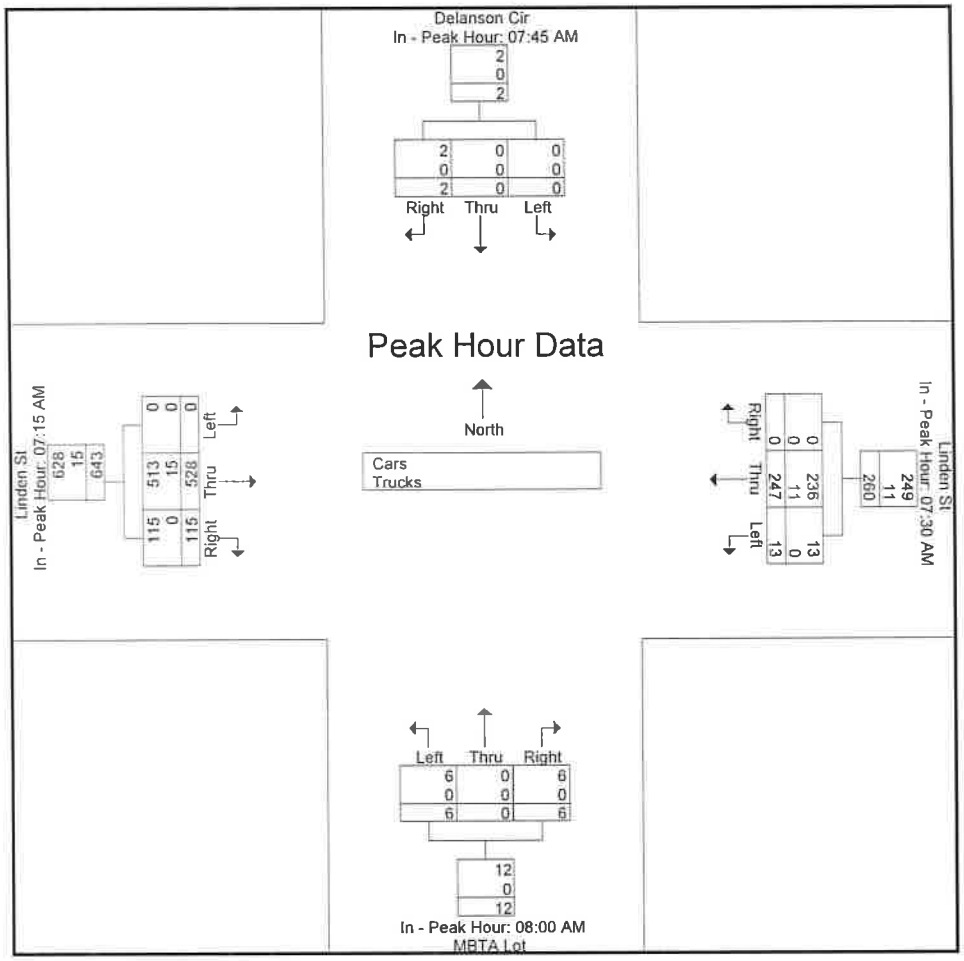
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	0	0	1	**94**	0	**95**	0	0	0	0	0	131	**46**	**177**
+15 mins.	0	0	**1**	**1**	5	57	0	62	**3**	0	**2**	**5**	0	**153**	4	157
+30 mins.	0	0	0	0	1	43	0	44	1	0	2	3	0	140	29	169
+45 mins.	0	0	1	1	**6**	53	0	59	2	0	2	4	0	104	36	140
Total Volume	0	0	2	2	13	247	0	260	6	0	6	12	0	528	115	643

Accurate Counts

978-664-2565

% App. Total	0	0	100		5	95	0		50	0	50		0	82.1	17.9	
PHF	.000	.000	.500	.500	.542	.657	.000	.684	.500	.000	.750	.600	.000	.863	.625	.908
Cars	0	0	2	2	13	236	0	249	6	0	6	12	0	513	115	628
% Cars	0	0	100	100	100	95.5	0	95.8	100	0	100	100	0	97.2	100	97.7
Trucks	0	0	0	0	0	11	0	11	0	0	0	0	0	15	0	15
% Trucks	0	0	0	0	0	4.5	0	4.2	0	0	0	0	0	2.8	0	2.3



Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Delanson Cir From North			Linden St From East			MBTA Lot From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	21	0	0	0	0	0	95	11	127
07:15 AM	0	0	0	7	39	1	1	0	0	0	125	46	219
07:30 AM	0	0	0	1	88	0	0	0	0	0	150	4	243
07:45 AM	0	0	0	5	55	0	0	0	0	0	137	29	226
Total	0	0	0	13	203	1	1	0	0	0	507	90	815
08:00 AM	0	0	1	1	41	0	0	0	0	0	101	36	180
08:15 AM	0	0	0	6	52	0	3	0	2	1	126	10	200
08:30 AM	0	0	1	0	80	0	1	0	2	0	143	8	235
08:45 AM	0	0	0	5	60	0	2	0	2	0	134	11	214
Total	0	0	2	12	233	0	6	0	6	1	504	65	829
Grand Total	0	0	2	25	436	1	7	0	6	1	1011	155	1644
Apprch %	0	0	100	5.4	94.4	0.2	53.8	0	46.2	0.1	86.6	13.3	
Total %	0	0	0.1	1.5	26.5	0.1	0.4	0	0.4	0.1	61.5	9.4	

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 6

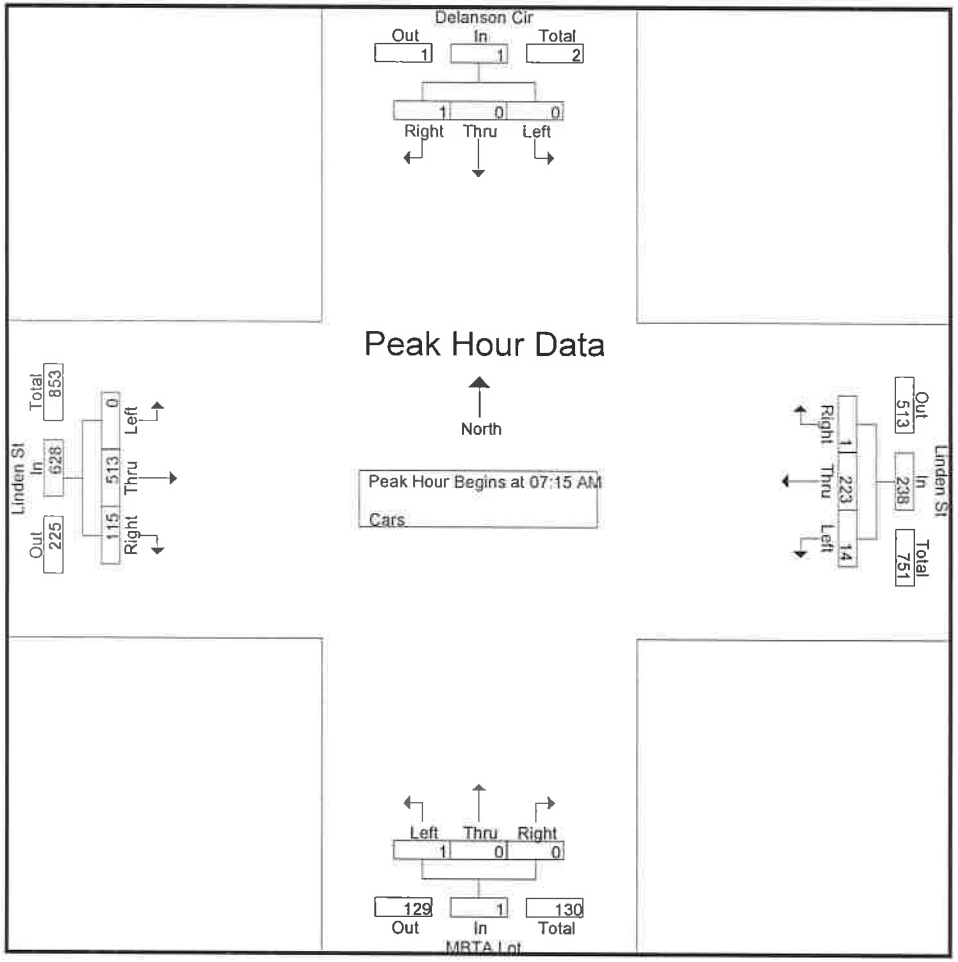
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**7**	39	**1**	47	**1**	0	0	**1**	0	125	**46**	**171**	219
07:30 AM	0	0	0	0	1	**88**	0	**89**	0	0	0	0	0	**150**	4	154	**243**
07:45 AM	0	0	0	0	5	55	0	60	0	0	0	0	0	137	29	166	226
08:00 AM	0	0	**1**	**1**	1	41	0	42	0	0	0	0	0	101	36	137	180
Total Volume	0	0	1	1	14	223	1	238	1	0	0	1	0	513	115	628	868
% App. Total	0	0	100		5.9	93.7	0.4		100	0	0		0	81.7	18.3		
PHF	.000	.000	.250	.250	.500	.634	.250	.669	.250	.000	.000	.250	.000	.855	.625	.918	.893

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 7



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

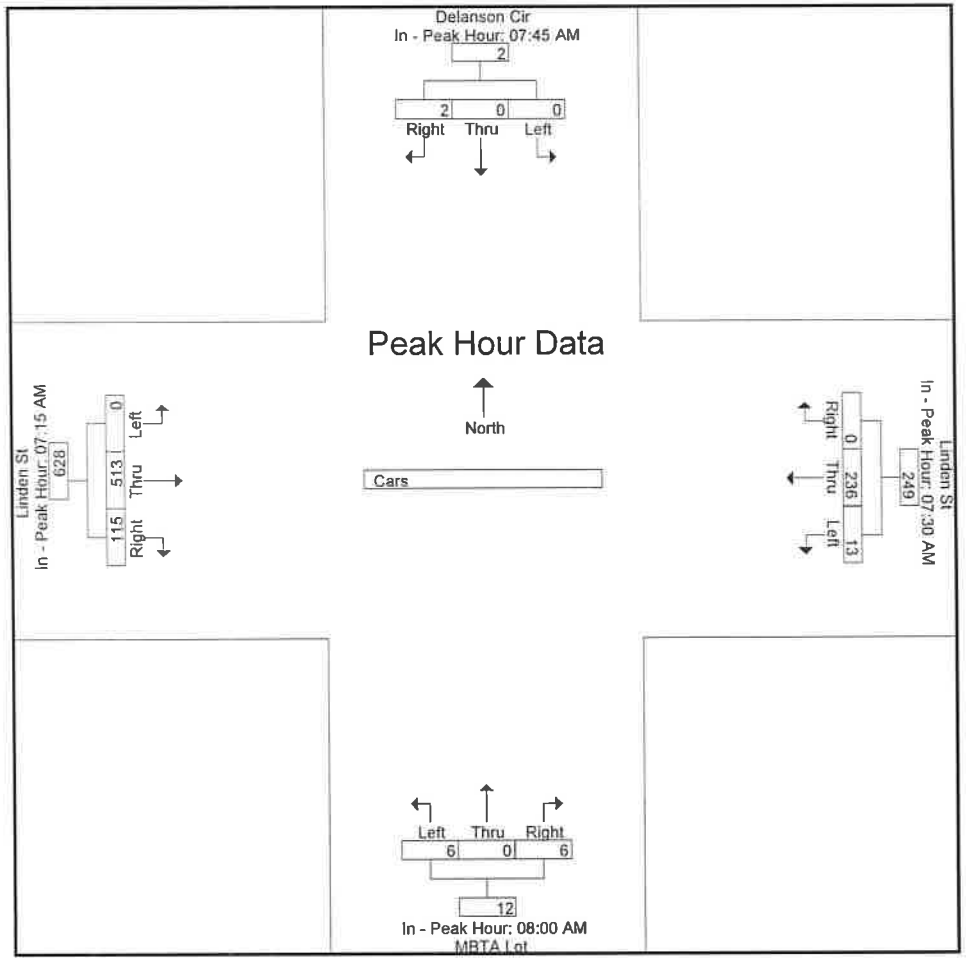
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	0	0	1	**88**	0	**89**	0	0	0	0	0	125	**46**	**171**
+15 mins.	0	0	**1**	**1**	5	55	0	60	**3**	0	**2**	**5**	0	**150**	4	154
+30 mins.	0	0	0	0	1	41	0	42	1	0	2	3	0	137	29	166
+45 mins.	0	0	1	1	**6**	52	0	58	2	0	2	4	0	101	36	137
Total Volume	0	0	2	2	13	236	0	249	6	0	6	12	0	513	115	628

Accurate Counts

978-664-2565

% App. Total	0	0	100		5.2	94.8	0		50	0	50		0	81.7	18.3	
PHF	.000	.000	.500	.500	.542	.670	.000	.699	.500	.000	.750	.600	.000	.855	.625	.918



Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

	Delanson Cir From North			Linden St From East			MBTA Lot From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:15 AM	0	0	0	0	2	0	0	0	0	0	6	0	8
07:30 AM	0	0	0	0	6	0	0	0	0	0	3	0	9
07:45 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	12	0	0	0	0	0	13	0	25
08:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:15 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	6	0	0	0	0	0	7	0	13
Grand Total	0	0	0	0	18	0	0	0	0	0	20	0	38
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	47.4	0	0	0	0	0	52.6	0	

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 10

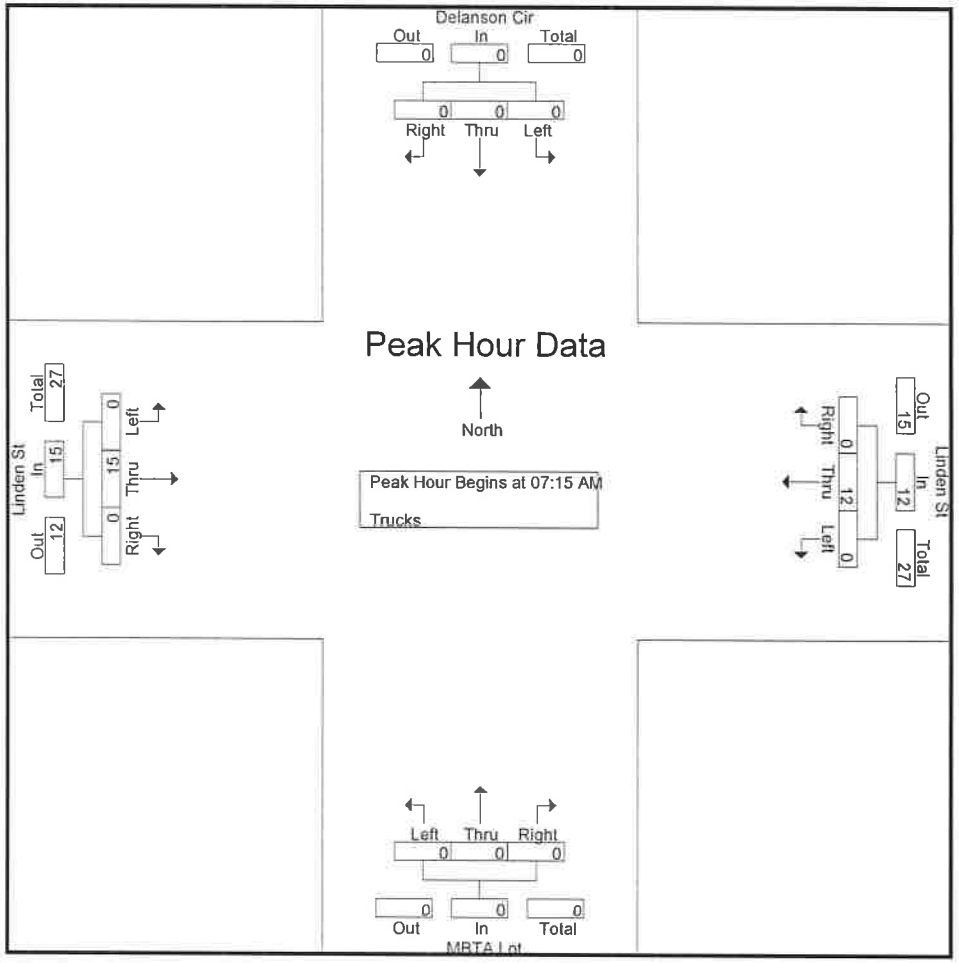
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**	8
07:30 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	3	0	3	**9**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	15	0	15	27
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.750

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 11



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

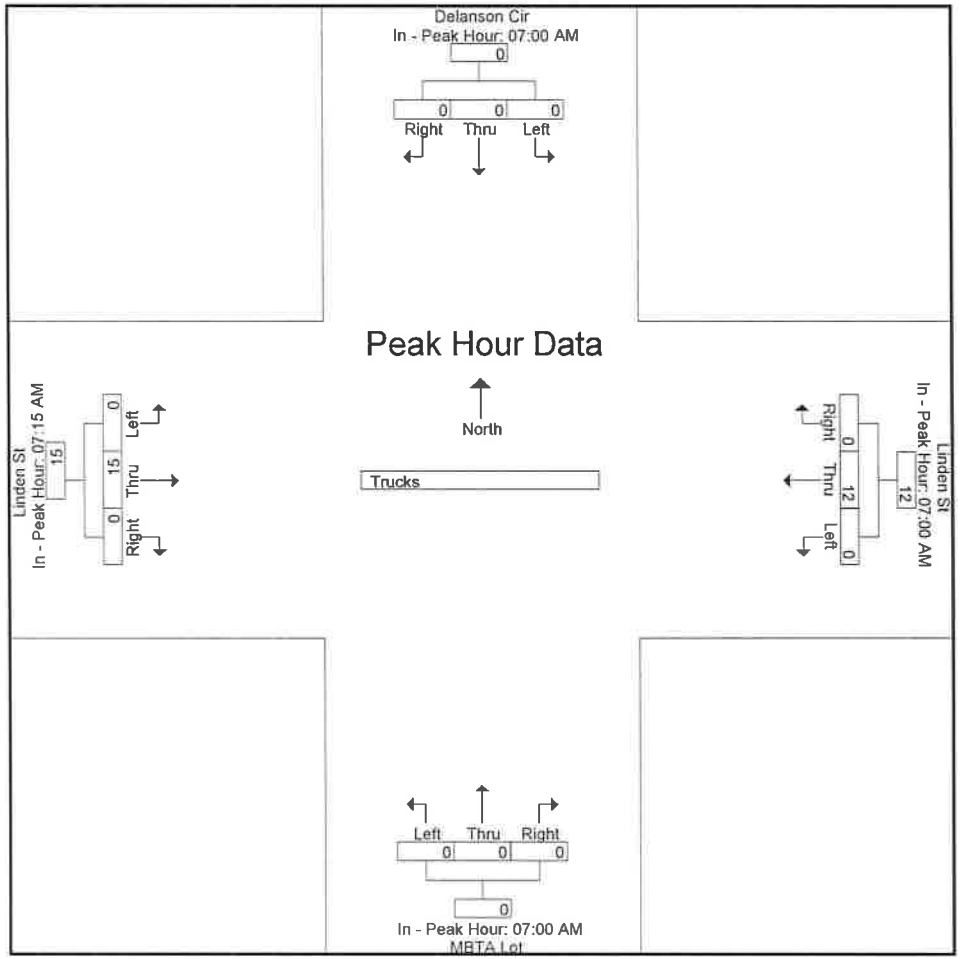
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	15	0	15

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625



Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St 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	0	0	0	0	1	0	0	0	0	2	0	2
07:15 AM	0	0	0	3	0	0	0	0	0	0	0	11	0	1	0	1	15	1	16
07:30 AM	0	0	0	3	0	1	0	0	0	0	0	3	0	0	0	0	6	1	7
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
Total	0	0	0	8	0	1	0	0	0	0	0	16	0	1	0	1	25	2	27
08:00 AM	0	0	0	1	0	0	0	1	0	0	0	10	0	0	0	0	12	0	12
08:15 AM	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	1	9	0	9
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	4
08:45 AM	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	1	10	0	10
Total	0	0	0	8	0	0	0	3	0	0	0	22	0	0	0	2	35	0	35
Grand Total	0	0	0	16	0	1	0	3	0	0	0	38	0	1	0	3	60	2	62
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	50	0		0	0	0		0	50	0		96.8	3.2	

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 14

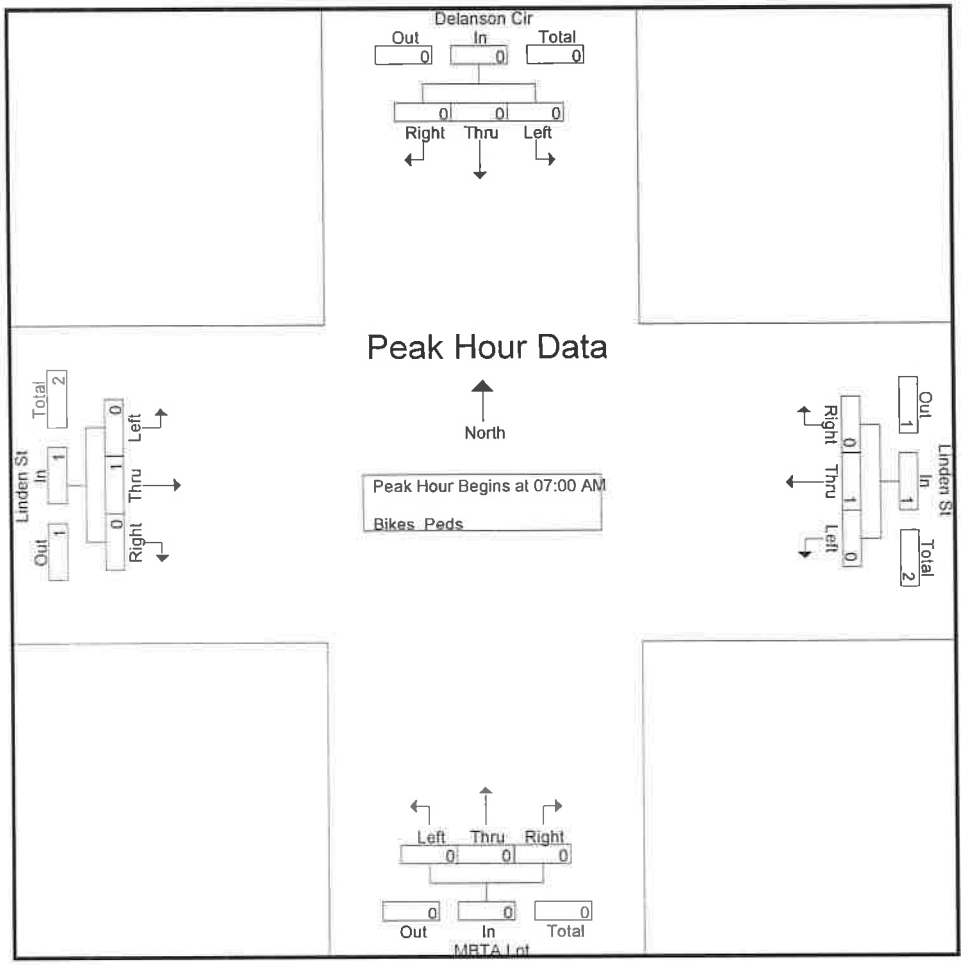
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 15



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

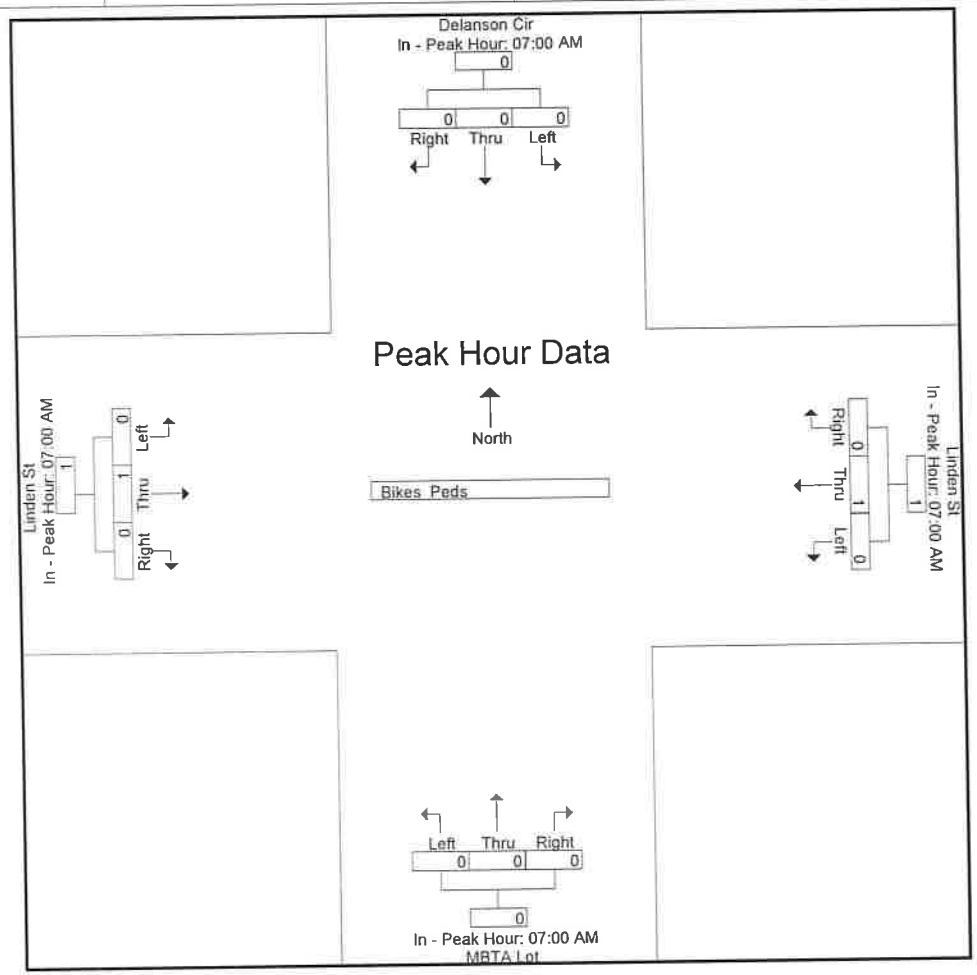
Peak Hour for Each Approach Begins at:

	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	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	0	1	0	1

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250



Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Delanson Cir From North			Linden St From East			MBTA Lot From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	1	129	1	4	0	0	0	78	2	215
04:15 PM	0	0	1	3	135	0	12	0	4	1	76	1	233
04:30 PM	0	0	0	0	138	0	1	0	0	0	80	2	221
04:45 PM	0	0	0	1	123	0	0	0	1	0	86	0	211
Total	0	0	1	5	525	1	17	0	5	1	320	5	880
05:00 PM	1	0	1	0	144	0	20	0	2	0	74	0	242
05:15 PM	1	0	0	1	136	0	19	0	6	1	75	1	240
05:30 PM	0	0	1	0	111	0	2	0	1	0	61	1	177
05:45 PM	0	0	0	0	105	0	29	0	2	0	69	0	205
Total	2	0	2	1	496	0	70	0	11	1	279	2	864
Grand Total	2	0	3	6	1021	1	87	0	16	2	599	7	1744
Apprch %	40	0	60	0.6	99.3	0.1	84.5	0	15.5	0.3	98.5	1.2	
Total %	0.1	0	0.2	0.3	58.5	0.1	5	0	0.9	0.1	34.3	0.4	
Cars	2	0	3	6	1021	1	87	0	16	2	599	7	1744
% Cars	100	0	100	100	100	100	100	0	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 2

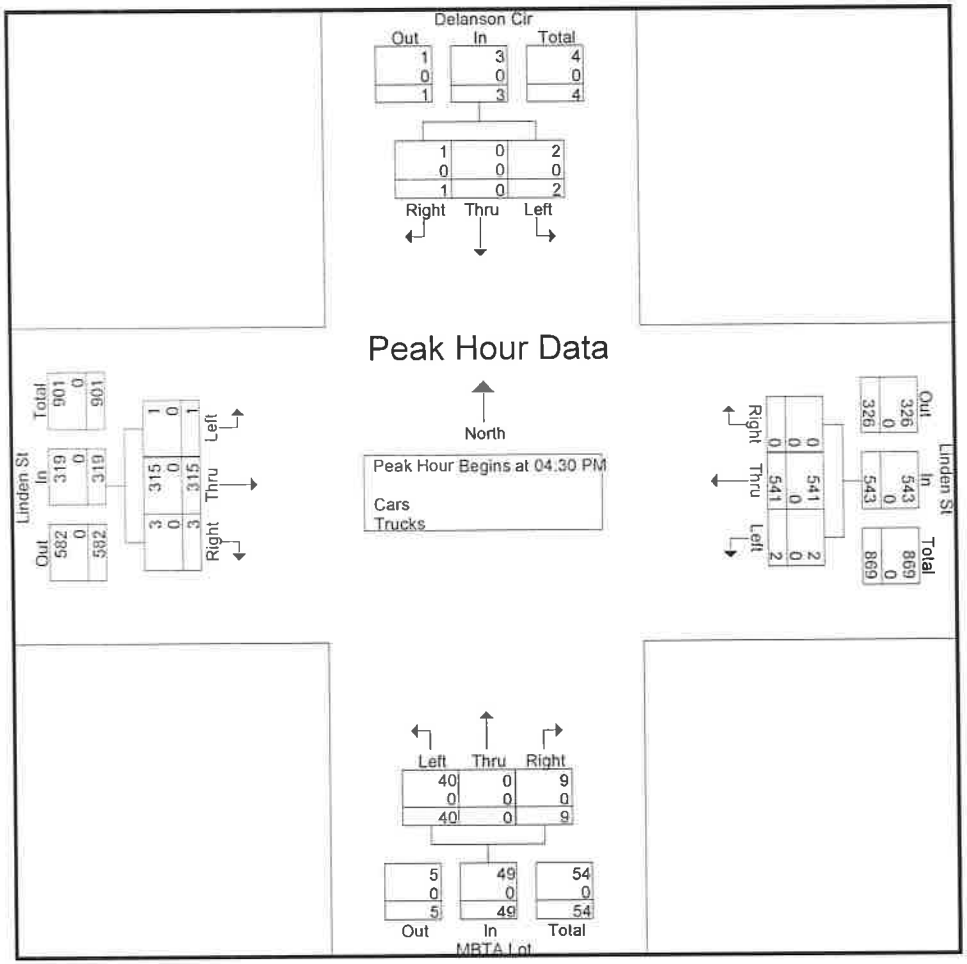
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	138	0	138	1	0	0	1	0	80	2	82	221
04:45 PM	0	0	0	0	1	123	0	124	0	0	1	1	0	86	0	86	211
05:00 PM	1	0	1	2	0	144	0	144	20	0	2	22	0	74	0	74	242
05:15 PM	1	0	0	1	1	136	0	137	19	0	6	25	1	75	1	77	240
Total Volume	2	0	1	3	2	541	0	543	40	0	9	49	1	315	3	319	914
% App. Total	66.7	0	33.3		0.4	99.6	0		81.6	0	18.4		0.3	98.7	0.9		
PHF	.500	.000	.250	.375	.500	.939	.000	.943	.500	.000	.375	.490	.250	.916	.375	.927	.944
Cars	2	0	1	3	2	541	0	543	40	0	9	49	1	315	3	319	914
% Cars	100	0	100	100	100	100	0	100	100	0	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 3



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

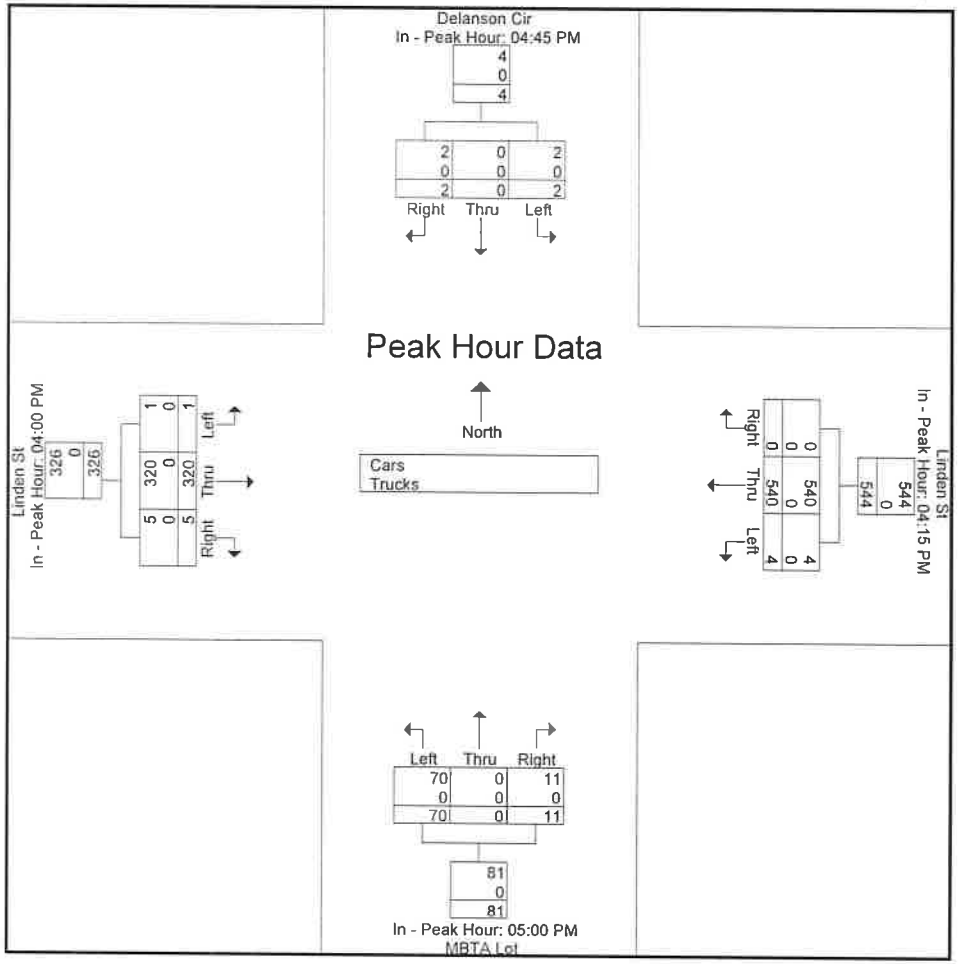
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**3**	135	0	138	20	0	2	22	0	78	**2**	80
+15 mins.	**1**	0	**1**	**2**	0	138	0	138	19	0	**6**	25	**1**	76	1	78
+30 mins.	1	0	0	1	1	123	0	124	2	0	1	3	0	80	2	82
+45 mins.	0	0	1	1	0	**144**	0	**144**	**29**	0	2	**31**	0	**86**	0	**86**
Total Volume	2	0	2	4	4	540	0	544	70	0	11	81	1	320	5	326

Accurate Counts

978-664-2565

% App. Total	50	0	50		0.7	99.3	0		86.4	0	13.6		0.3	98.2	1.5	
PHF	.500	.000	.500	.500	.333	.938	.000	.944	.603	.000	.458	.653	.250	.930	.625	.948
Cars	2	0	2	4	4	540	0	544	70	0	11	81	1	320	5	326
% Cars	100	0	100	100	100	100	0	100	100	0	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Delanson Cir From North			Linden St From East			MBTA Lot From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	1	129	1	4	0	0	0	78	2	215
04:15 PM	0	0	1	3	135	0	12	0	4	1	76	1	233
04:30 PM	0	0	0	0	138	0	1	0	0	0	80	2	221
04:45 PM	0	0	0	1	123	0	0	0	1	0	86	0	211
Total	0	0	1	5	525	1	17	0	5	1	320	5	880
05:00 PM	1	0	1	0	144	0	20	0	2	0	74	0	242
05:15 PM	1	0	0	1	136	0	19	0	6	1	75	1	240
05:30 PM	0	0	1	0	111	0	2	0	1	0	61	1	177
05:45 PM	0	0	0	0	105	0	29	0	2	0	69	0	205
Total	2	0	2	1	496	0	70	0	11	1	279	2	864
Grand Total	2	0	3	6	1021	1	87	0	16	2	599	7	1744
Apprch %	40	0	60	0.6	99.3	0.1	84.5	0	15.5	0.3	98.5	1.2	
Total %	0.1	0	0.2	0.3	58.5	0.1	5	0	0.9	0.1	34.3	0.4	

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 6

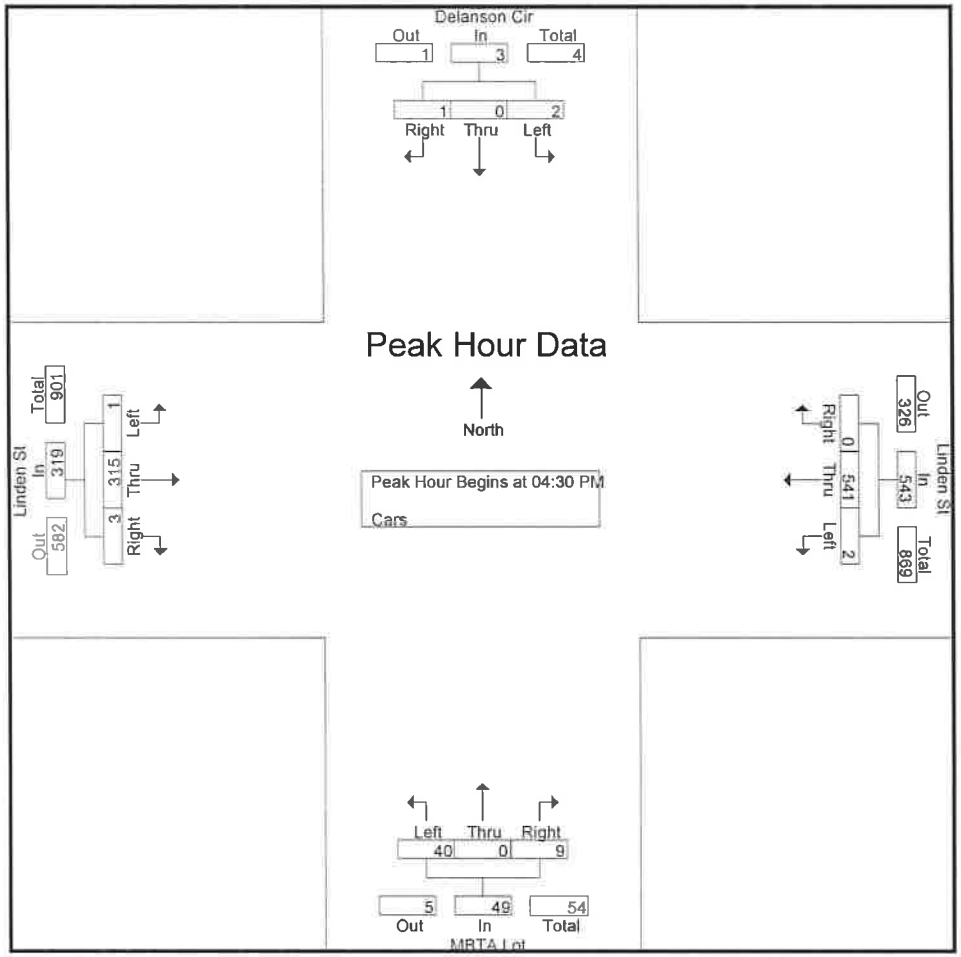
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	138	0	138	1	0	0	1	0	80	2	82	221
04:45 PM	0	0	0	0	1	123	0	124	0	0	1	1	0	86	0	86	211
05:00 PM	1	0	1	2	0	144	0	144	20	0	2	22	0	74	0	74	242
05:15 PM	1	0	0	1	1	136	0	137	19	0	6	25	1	75	1	77	240
Total Volume	2	0	1	3	2	541	0	543	40	0	9	49	1	315	3	319	914
% App. Total	66.7	0	33.3		0.4	99.6	0		81.6	0	18.4		0.3	98.7	0.9		
PHF	.500	.000	.250	.375	.500	.939	.000	.943	.500	.000	.375	.490	.250	.916	.375	.927	.944

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 7



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

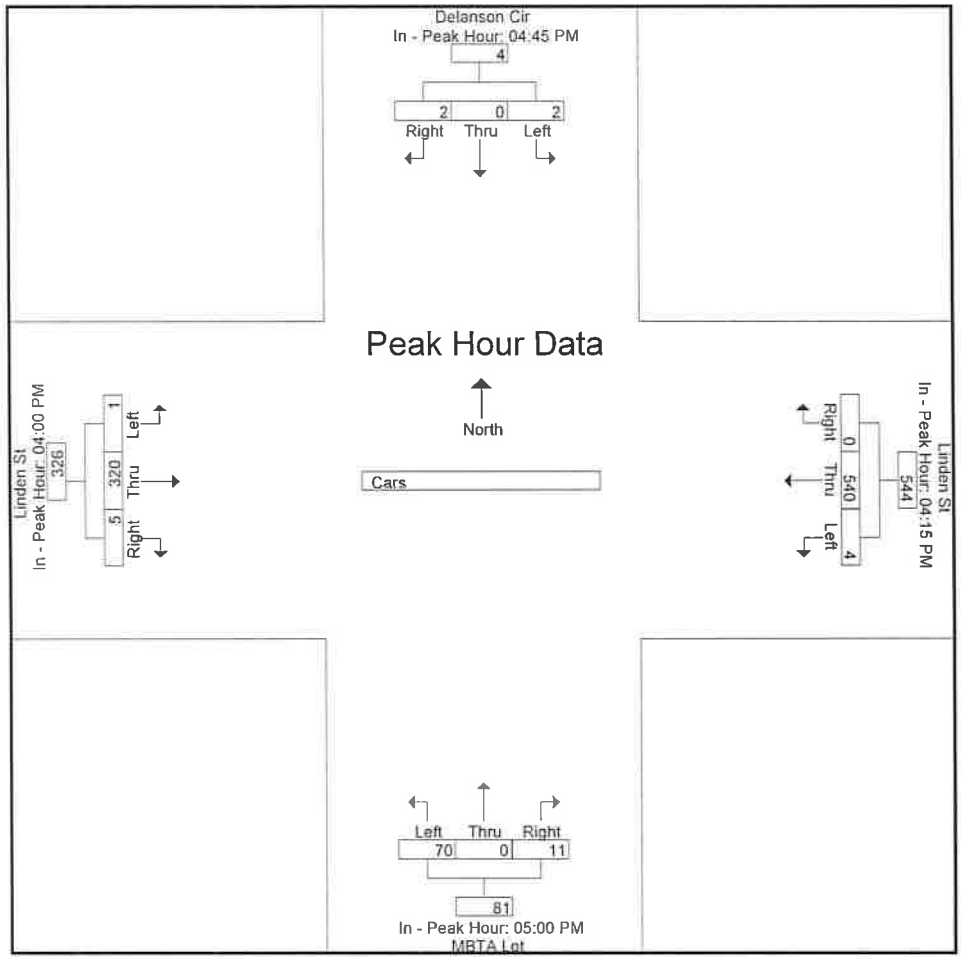
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**3**	135	0	138	20	0	2	22	0	78	**2**	80
+15 mins.	**1**	0	**1**	**2**	0	138	0	138	19	0	**6**	25	**1**	76	1	78
+30 mins.	1	0	0	1	1	123	0	124	2	0	1	3	0	80	2	82
+45 mins.	0	0	1	1	0	**144**	0	**144**	**29**	0	2	**31**	0	**86**	0	**86**
Total Volume	2	0	2	4	4	540	0	544	70	0	11	81	1	320	5	326

Accurate Counts

978-664-2565

% App. Total	50	0	50		0.7	99.3	0		86.4	0	13.6		0.3	98.2	1.5	
PHF	.500	.000	.500	.500	.333	.938	.000	.944	.603	.000	.458	.653	.250	.930	.625	.948



Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

	Delanson Cir From North			Linden St From East			MBTA Lot From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	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
05:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 10

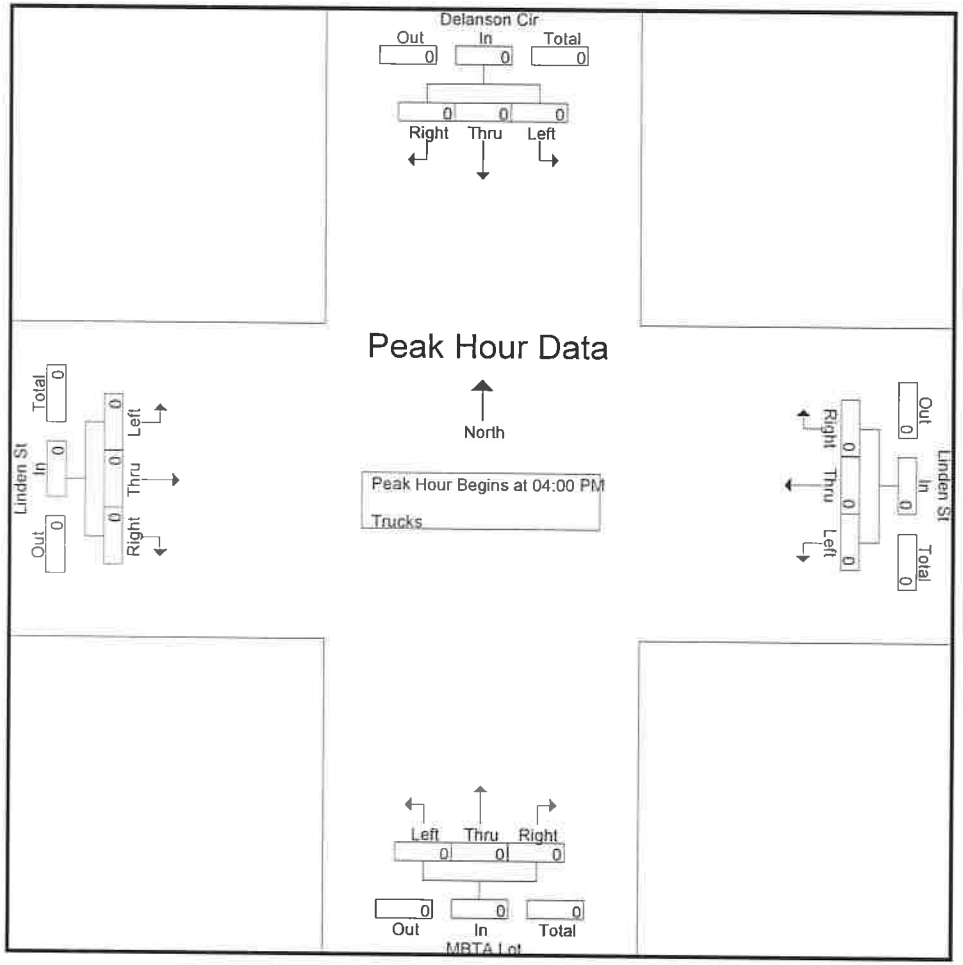
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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 : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 11



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

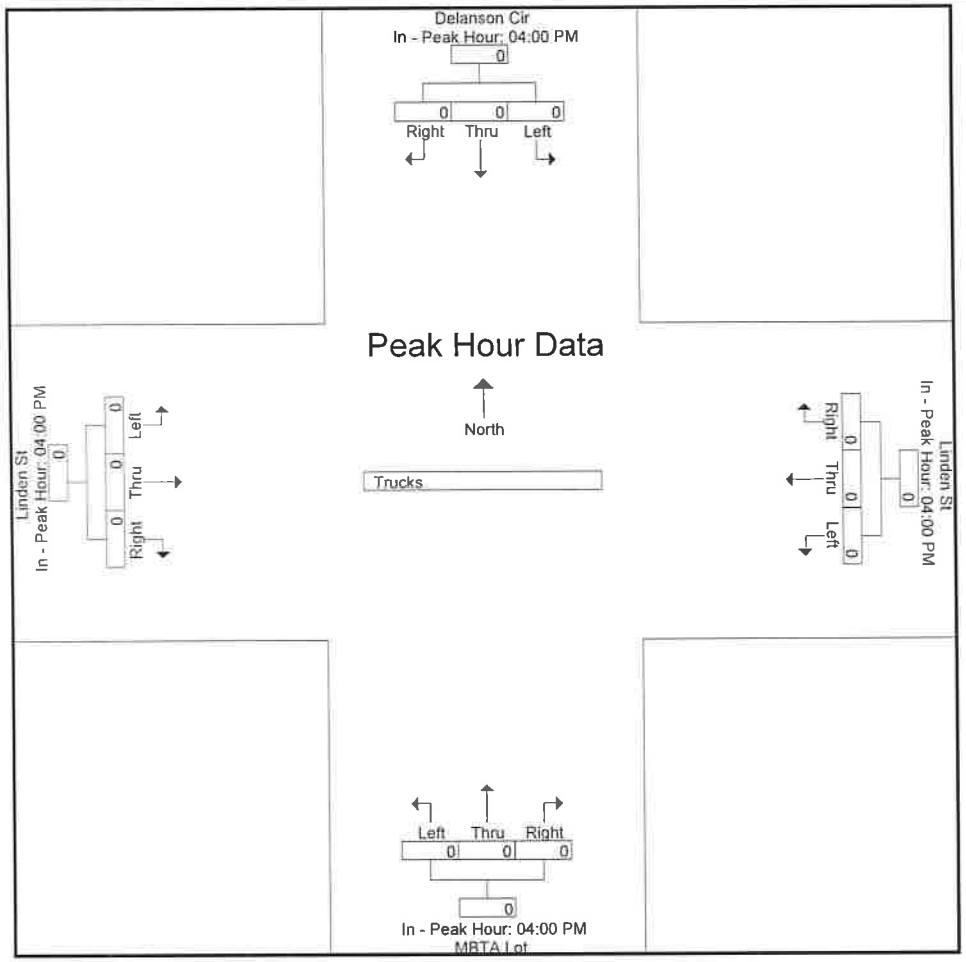
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	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

Accurate Counts

978-664-2565

% 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 : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	7	0	7
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	1	7	0	7
04:30 PM	0	0	0	3	0	1	0	0	0	0	0	4	0	0	0	0	7	1	8
04:45 PM	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	8	0	8
Total	0	0	0	8	0	1	0	0	0	0	0	20	0	0	0	1	29	1	30
05:00 PM	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	9	0	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	5
05:45 PM	0	0	0	3	0	0	0	0	0	0	0	11	0	0	0	1	15	0	15
Total	0	0	0	6	0	0	0	0	0	0	0	23	0	0	0	1	30	0	30
Grand Total	0	0	0	14	0	1	0	0	0	0	0	43	0	0	0	2	59	1	60
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0				
Total %	0	0	0		0	100	0		0	0	0		0	0	0		98.3	1.7	

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 14

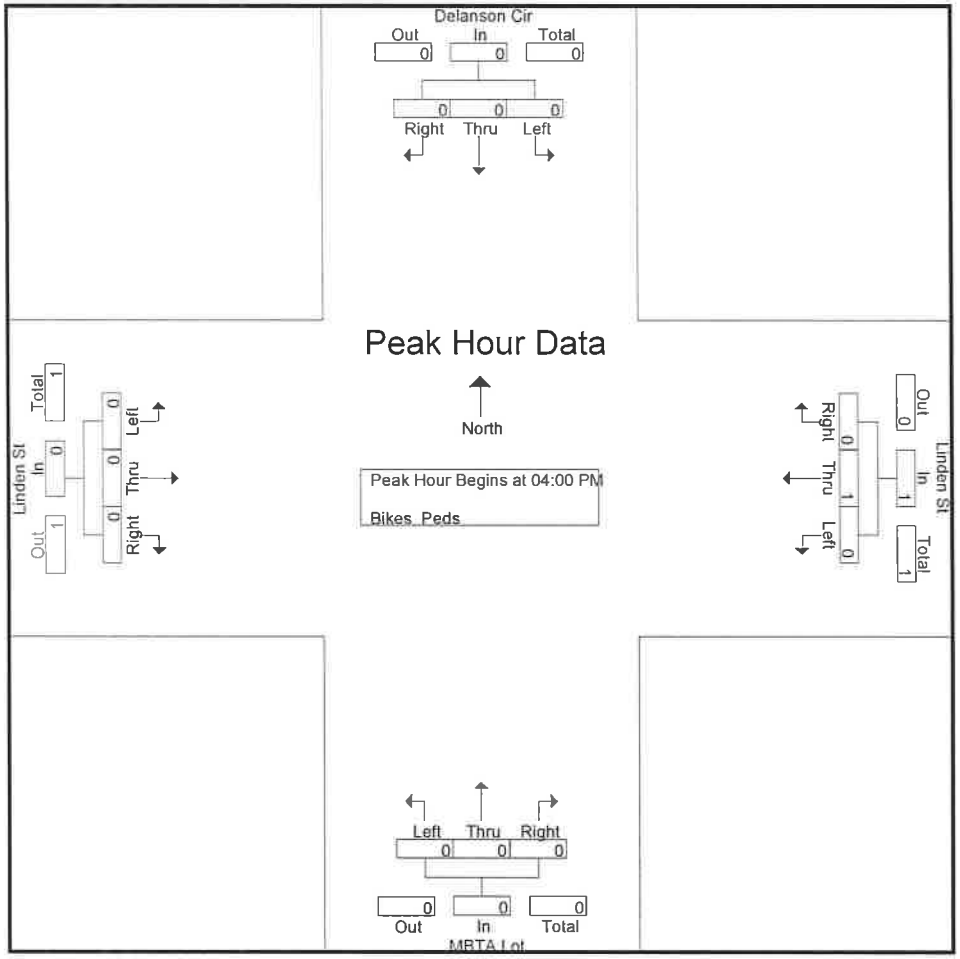
	Delanson Cir From North				Linden St From East				MBTA Lot From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															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

Accurate Counts

978-664-2565

N/S Street : Delanson Circle / MBTA Lot
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940003
Site Code : 84940003
Start Date : 1/9/2020
Page No : 15



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

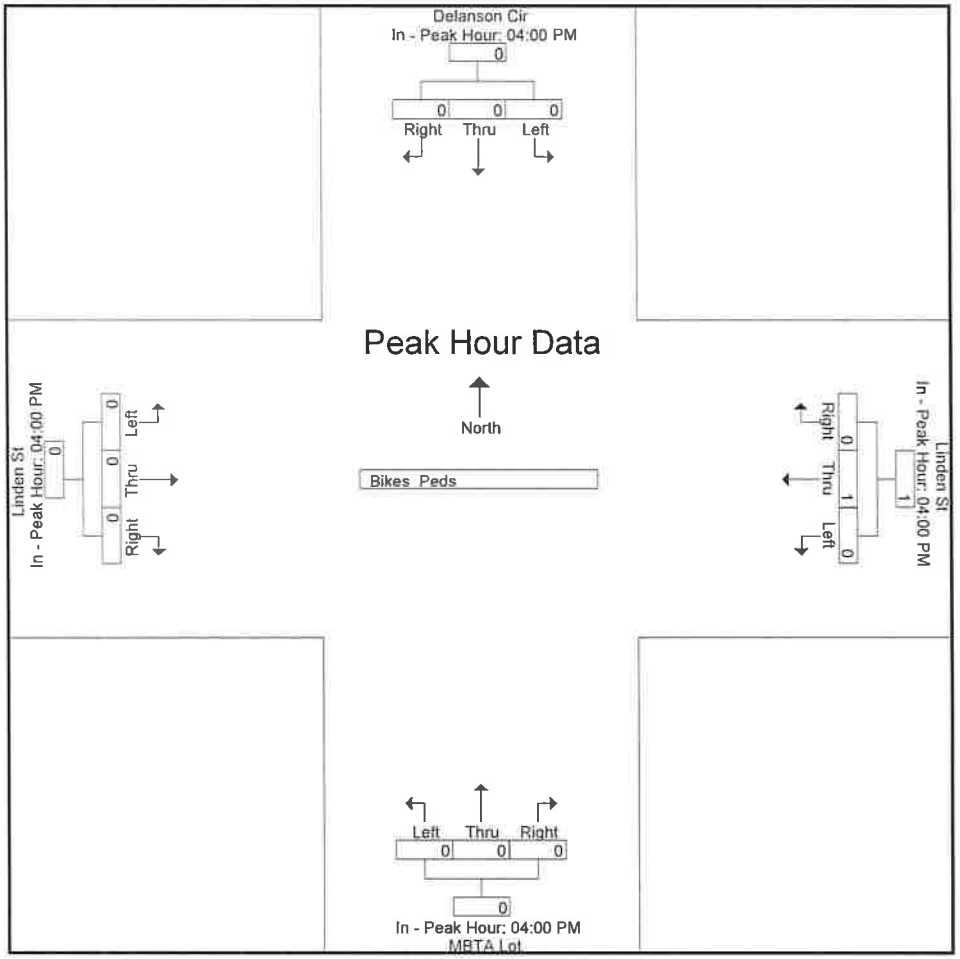
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	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	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Hollis St From North			Linden St From East			Hollis St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	1	21	0	0	0	0	3	93	0	120
07:15 AM	0	0	11	2	40	0	0	0	1	4	120	3	181
07:30 AM	0	0	2	1	92	0	1	0	0	16	138	1	251
07:45 AM	2	0	6	3	57	1	1	0	0	13	124	1	208
Total	2	0	21	7	210	1	2	0	1	36	475	5	760
08:00 AM	0	0	7	1	40	1	0	0	0	13	91	4	157
08:15 AM	1	1	8	4	51	1	1	0	2	15	110	1	195
08:30 AM	0	1	6	5	79	0	0	0	1	21	127	1	241
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	21	10	170	2	1	0	3	49	328	6	593
Grand Total	3	2	42	17	380	3	3	0	4	85	803	11	1353
Apprch %	6.4	4.3	89.4	4.2	95	0.8	42.9	0	57.1	9.5	89.3	1.2	
Total %	0.2	0.1	3.1	1.3	28.1	0.2	0.2	0	0.3	6.3	59.3	0.8	
Cars	3	2	41	17	363	3	3	0	4	85	784	11	1316
% Cars	100	100	97.6	100	95.5	100	100	0	100	100	97.6	100	97.3
Trucks	0	0	1	0	17	0	0	0	0	0	19	0	37
% Trucks	0	0	2.4	0	4.5	0	0	0	0	0	2.4	0	2.7

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 2

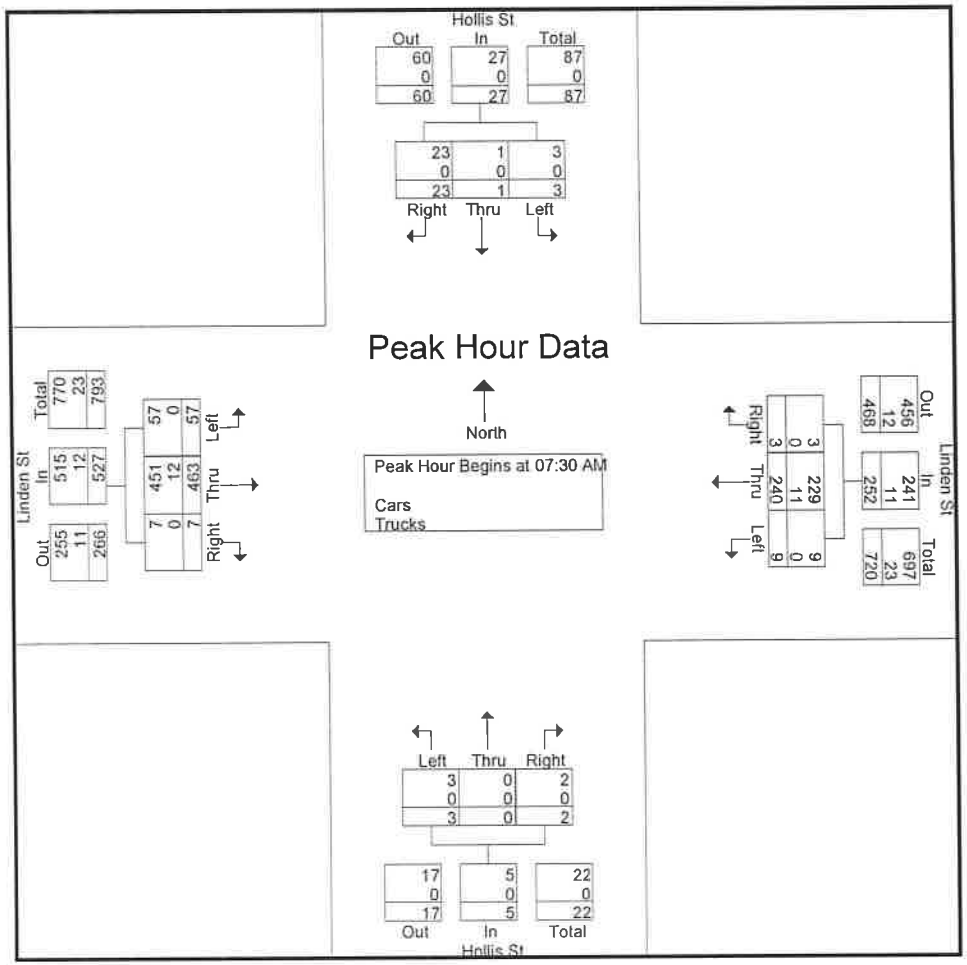
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	1	**92**	0	**93**	**1**	0	0	1	**16**	**138**	1	**155**	**251**
07:45 AM	**2**	0	6	8	3	57	**1**	61	1	0	0	1	13	124	1	138	208
08:00 AM	0	0	7	7	1	40	1	42	0	0	0	0	13	91	**4**	108	157
08:15 AM	1	**1**	**8**	**10**	**4**	51	1	56	1	0	**2**	**3**	15	110	1	126	195
Total Volume	3	1	23	27	9	240	3	252	3	0	2	5	57	463	7	527	811
% App. Total	11.1	3.7	85.2		3.6	95.2	1.2		60	0	40		10.8	87.9	1.3		
PHF	.375	.250	.719	.675	.563	.652	.750	.677	.750	.000	.250	.417	.891	.839	.438	.850	.808
Cars	3	1	23	27	9	229	3	241	3	0	2	5	57	451	7	515	788
% Cars	100	100	100	100	100	95.4	100	95.6	100	0	100	100	100	97.4	100	97.7	97.2
Trucks	0	0	0	0	0	11	0	11	0	0	0	0	0	12	0	12	23
% Trucks	0	0	0	0	0	4.6	0	4.4	0	0	0	0	0	2.6	0	2.3	2.8

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 3



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

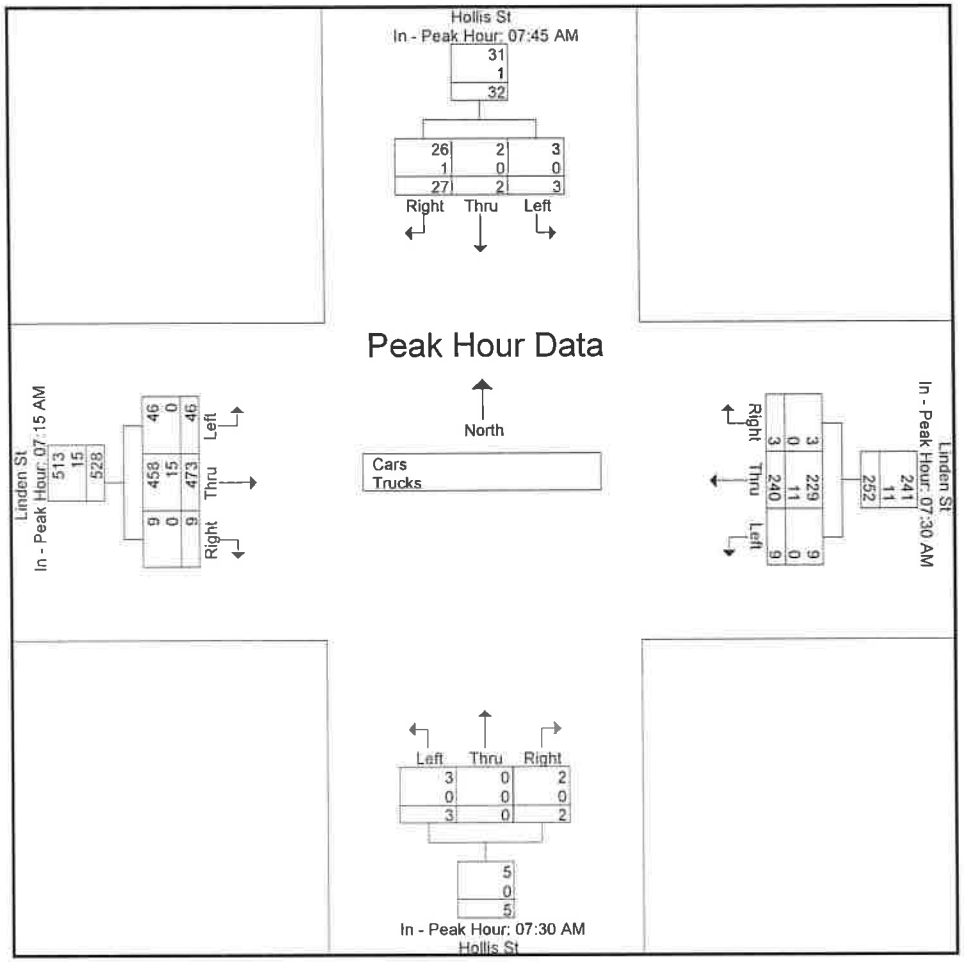
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	**2**	0	6	8	1	**92**	0	**93**	**1**	0	0	1	4	120	3	127
+15 mins.	0	0	7	7	3	57	**1**	61	1	0	0	1	**16**	**138**	1	**155**
+30 mins.	1	**1**	**8**	**10**	1	40	1	42	0	0	0	0	13	124	1	138
+45 mins.	0	1	6	7	**4**	51	1	56	1	0	**2**	**3**	13	91	**4**	108
Total Volume	3	2	27	32	9	240	3	252	3	0	2	5	46	473	9	528

Accurate Counts

978-664-2565

% App. Total	9.4	6.2	84.4		3.6	95.2	1.2		60	0	40		8.7	89.6	1.7	
PHF	.375	.500	.844	.800	.563	.652	.750	.677	.750	.000	.250	.417	.719	.857	.563	.852
Cars	3	2	26	31	9	229	3	241	3	0	2	5	46	458	9	513
% Cars	100	100	96.3	96.9	100	95.4	100	95.6	100	0	100	100	100	96.8	100	97.2
Trucks	0	0	1	1	0	11	0	11	0	0	0	0	0	15	0	15
% Trucks	0	0	3.7	3.1	0	4.6	0	4.4	0	0	0	0	0	3.2	0	2.8



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Hollis St From North			Linden St From East			Hollis St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	1	19	0	0	0	0	3	92	0	117
07:15 AM	0	0	11	2	38	0	0	0	1	4	114	3	173
07:30 AM	0	0	2	1	86	0	1	0	0	16	135	1	242
07:45 AM	2	0	6	3	55	1	1	0	0	13	121	1	203
Total	2	0	21	7	198	1	2	0	1	36	462	5	735
08:00 AM	0	0	7	1	38	1	0	0	0	13	88	4	152
08:15 AM	1	1	8	4	50	1	1	0	2	15	107	1	191
08:30 AM	0	1	5	5	77	0	0	0	1	21	127	1	238
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	20	10	165	2	1	0	3	49	322	6	581
Grand Total	3	2	41	17	363	3	3	0	4	85	784	11	1316
Apprch %	6.5	4.3	89.1	4.4	94.8	0.8	42.9	0	57.1	9.7	89.1	1.2	
Total %	0.2	0.2	3.1	1.3	27.6	0.2	0.2	0	0.3	6.5	59.6	0.8	

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 6

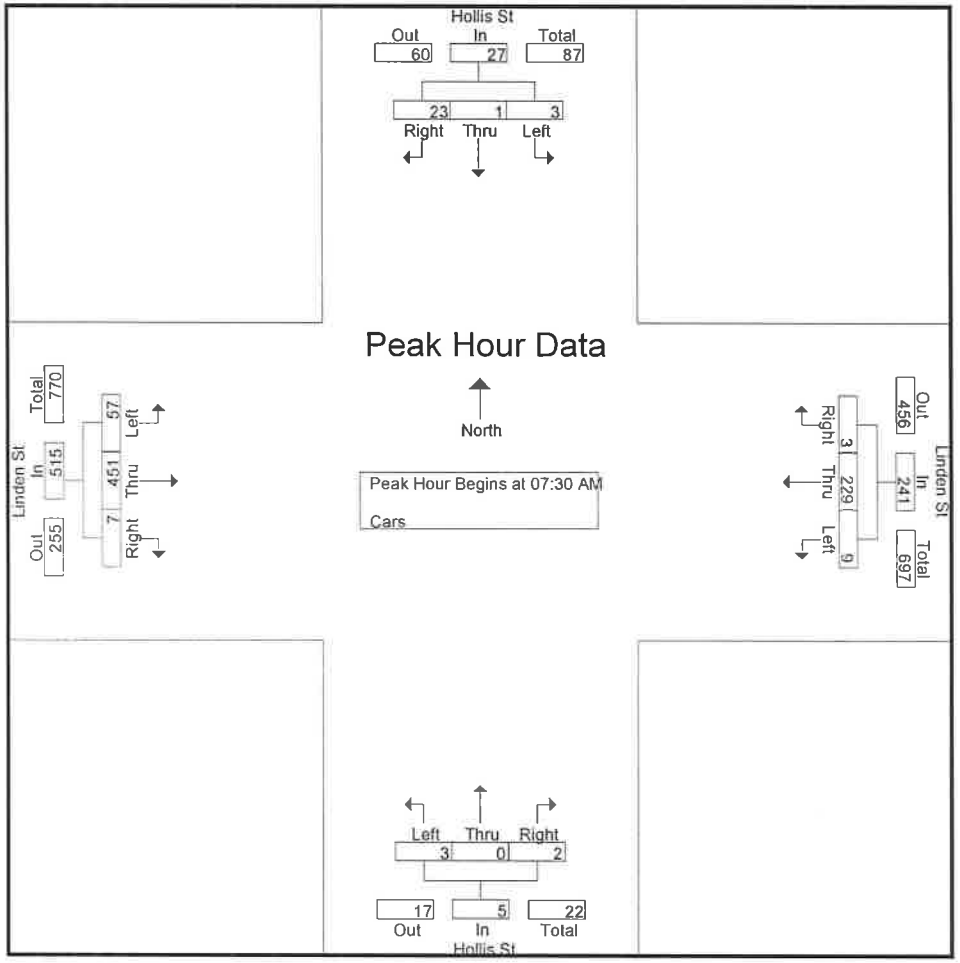
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	1	**86**	0	**87**	**1**	0	0	1	**16**	**135**	1	**152**	**242**
07:45 AM	**2**	0	6	8	3	55	**1**	59	1	0	0	1	13	121	1	135	203
08:00 AM	0	0	7	7	1	38	1	40	0	0	0	0	13	88	**4**	105	152
08:15 AM	1	**1**	**8**	**10**	**4**	50	1	55	1	0	**2**	**3**	15	107	1	123	191
Total Volume	3	1	23	27	9	229	3	241	3	0	2	5	57	451	7	515	788
% App. Total	11.1	3.7	85.2		3.7	95	1.2		60	0	40		11.1	87.6	1.4		
PHF	.375	.250	.719	.675	.563	.666	.750	.693	.750	.000	.250	.417	.891	.835	.438	.847	.814

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 7



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

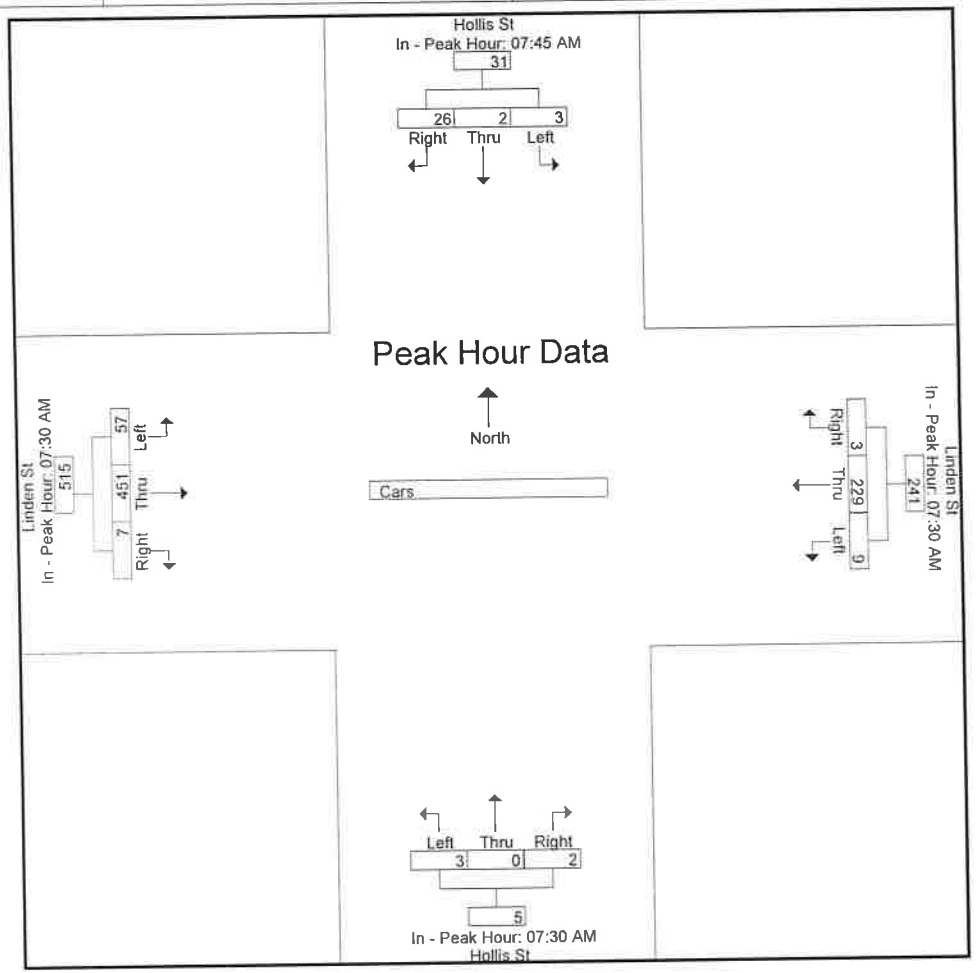
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	0	6	8	1	**86**	0	**87**	**1**	0	0	1	**16**	**135**	1	**152**
+15 mins.	0	0	7	7	3	55	**1**	59	1	0	0	1	13	121	1	135
+30 mins.	1	**1**	**8**	**10**	1	38	1	40	0	0	0	0	13	88	**4**	105
+45 mins.	0	1	5	6	**4**	50	1	55	1	0	**2**	**3**	15	107	1	123
Total Volume	3	2	26	31	9	229	3	241	3	0	2	5	57	451	7	515

Accurate Counts

978-664-2565

% App. Total	9.7	6.5	83.9		3.7	95	1.2		60	0	40		11.1	87.6	1.4	
PHF	.375	.500	.813	.775	.563	.666	.750	.693	.750	.000	.250	.417	.891	.835	.438	.847



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

	Hollis St From North			Linden St From East			Hollis St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:15 AM	0	0	0	0	2	0	0	0	0	0	6	0	8
07:30 AM	0	0	0	0	6	0	0	0	0	0	3	0	9
07:45 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	12	0	0	0	0	0	13	0	25
08:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:15 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
08:30 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	5	0	0	0	0	0	6	0	12
Grand Total	0	0	1	0	17	0	0	0	0	0	19	0	37
Apprch %	0	0	100	0	100	0	0	0	0	0	100	0	
Total %	0	0	2.7	0	45.9	0	0	0	0	0	51.4	0	

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 10

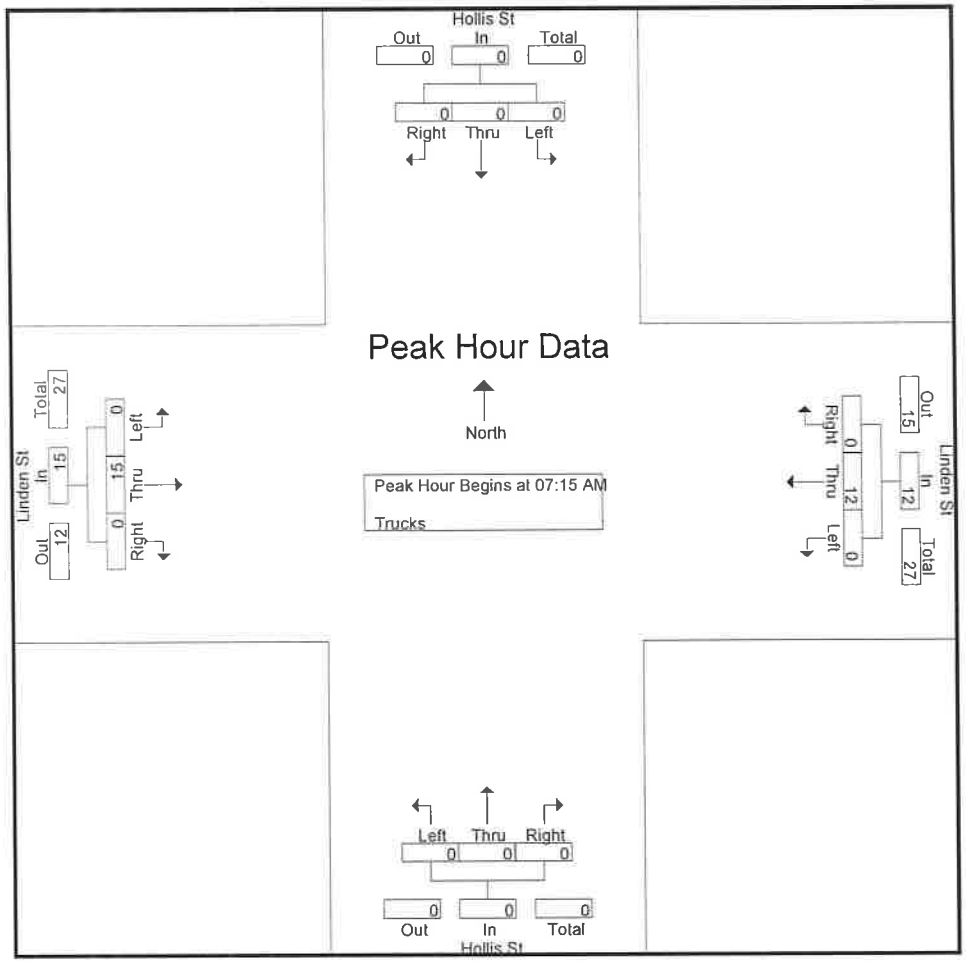
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	15	0	15	27
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.750

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 11



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

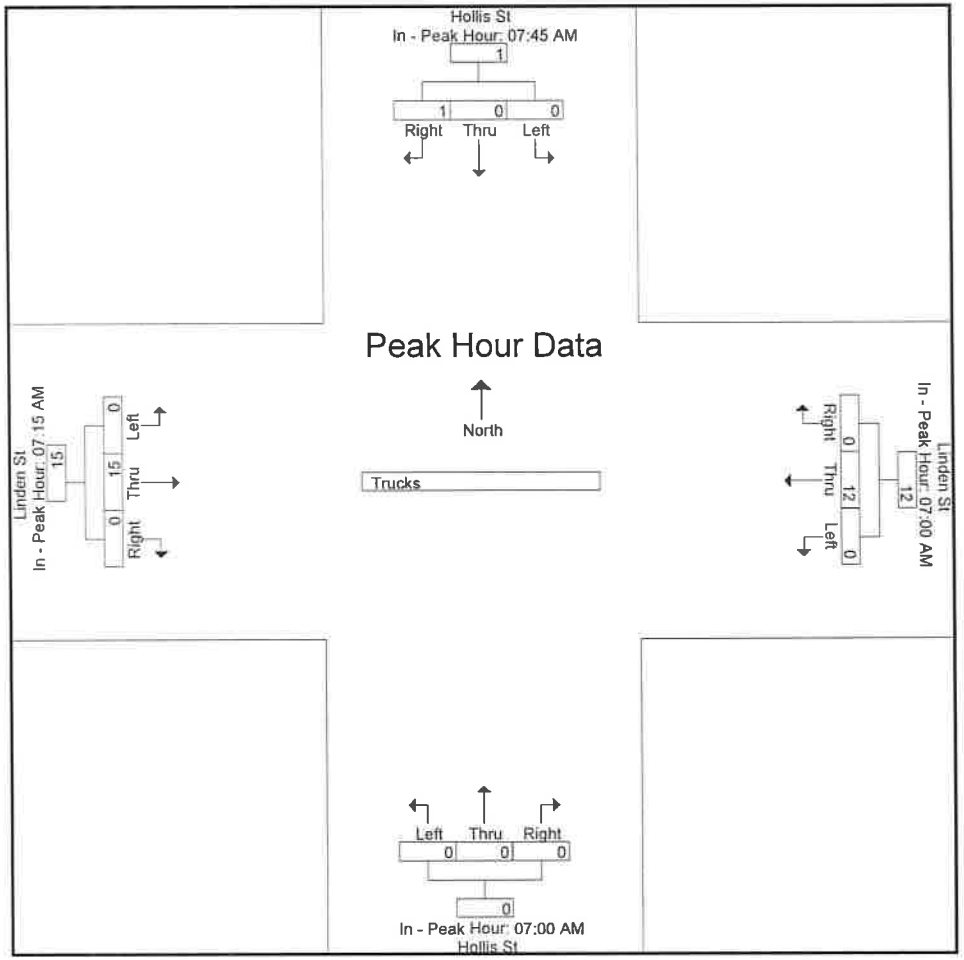
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+45 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	1	1	0	12	0	12	0	0	0	0	0	15	0	15

Accurate Counts

978-664-2565

% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Hollis St From North				Linden St From East				Hollis St From South				Linden St 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	0	0	0	0	1	0	0	0	0	2	0	2
07:15 AM	0	0	0	4	0	0	0	5	0	0	0	12	0	1	0	0	21	1	22
07:30 AM	0	0	0	3	0	0	0	0	0	0	0	3	0	1	0	0	6	1	7
07:45 AM	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	4	0	4
Total	0	0	0	9	0	0	0	6	0	0	0	18	0	2	0	0	33	2	35
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	10	0	10
08:15 AM	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	0	7	0	7
08:30 AM	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	0	5	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	0	0	4	0	0	0	14	0	0	0	1	22	0	22
Grand Total	0	0	0	12	0	0	0	10	0	0	0	32	0	2	0	1	55	2	57
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0				
Total %	0	0	0		0	0	0		0	0	0		0	100	0		96.5	3.5	

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 14

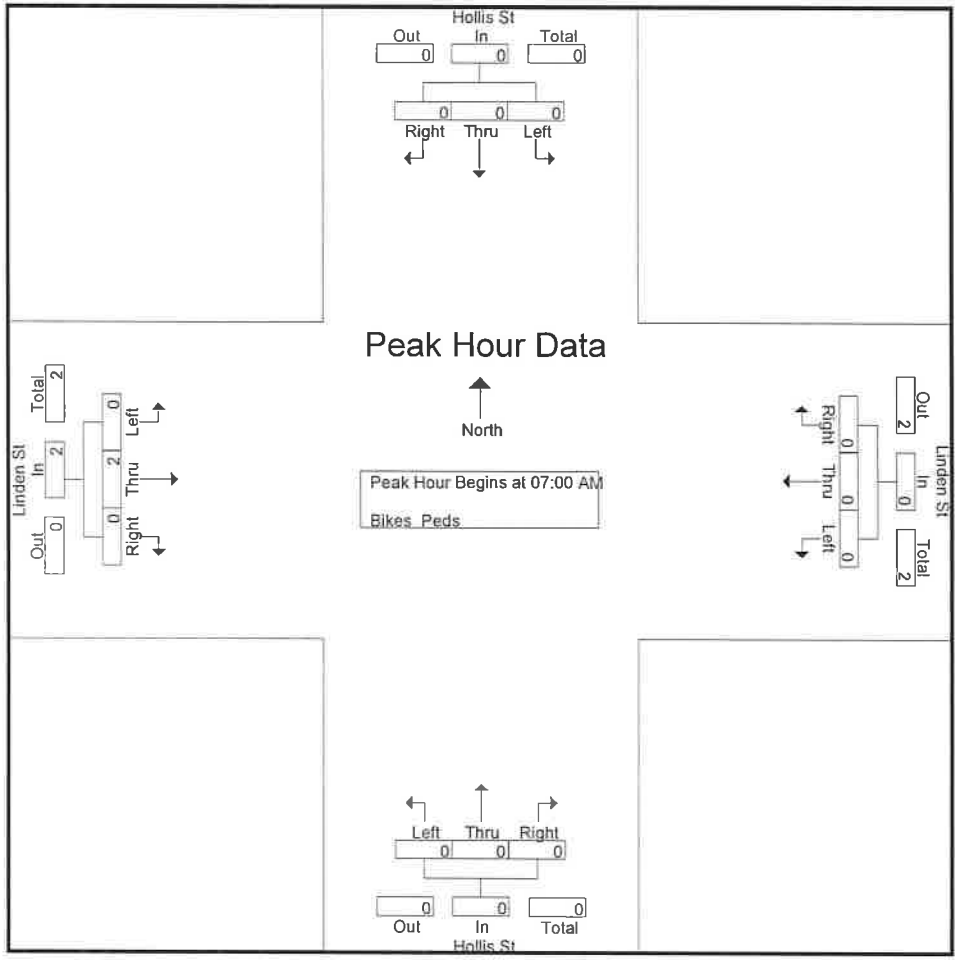
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 15



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

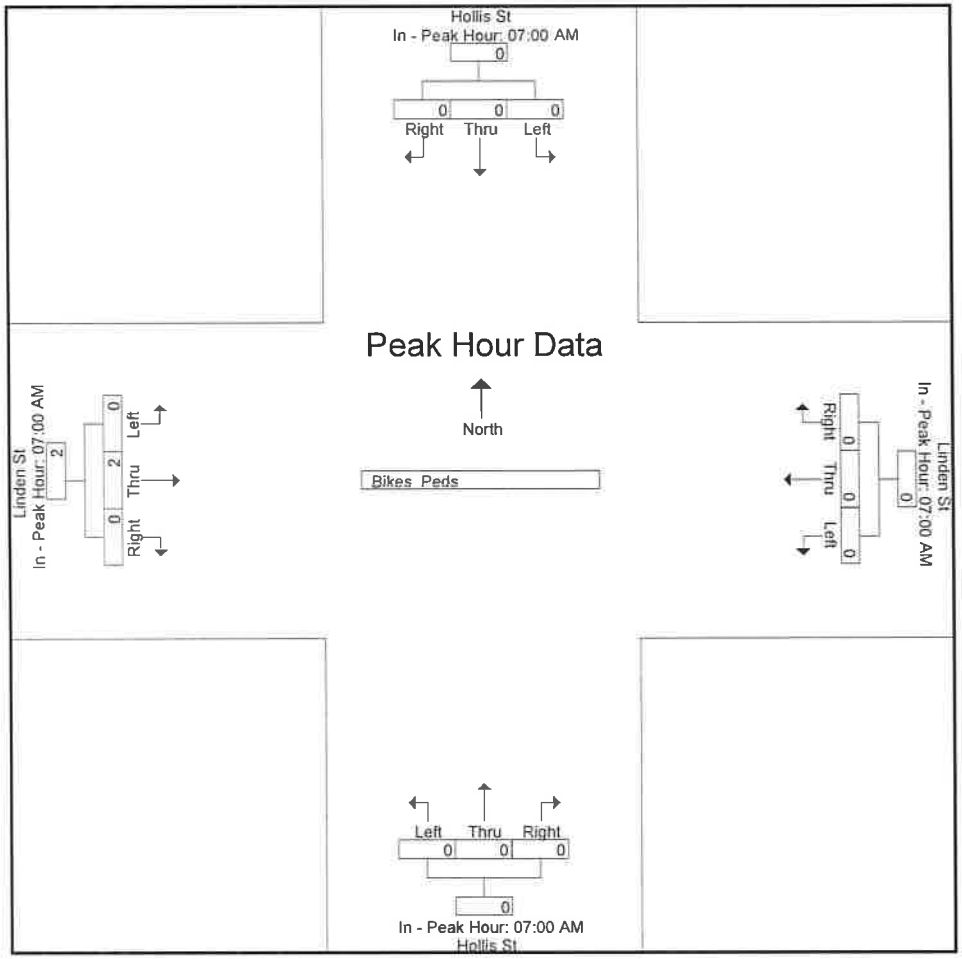
Peak Hour for Each Approach Begins at:

	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	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+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	2	0	2

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Hollis St From North			Linden St From East			Hollis St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	1	9	4	114	1	5	1	1	3	75	2	216
04:15 PM	0	2	6	3	126	0	3	1	4	2	75	1	223
04:30 PM	1	0	10	1	118	0	11	1	13	7	66	1	229
04:45 PM	0	0	7	3	116	0	0	3	6	4	87	0	226
Total	1	3	32	11	474	1	19	6	24	16	303	4	894
05:00 PM	1	0	6	0	138	0	3	3	1	4	75	0	231
05:15 PM	0	0	4	5	127	0	3	0	5	2	76	1	223
05:30 PM	0	0	4	0	106	1	3	0	5	3	59	0	181
05:45 PM	0	0	5	0	100	1	1	1	2	6	65	0	181
Total	1	0	19	5	471	2	10	4	13	15	275	1	816
Grand Total	2	3	51	16	945	3	29	10	37	31	578	5	1710
Apprch %	3.6	5.4	91.1	1.7	98	0.3	38.2	13.2	48.7	5	94.1	0.8	
Total %	0.1	0.2	3	0.9	55.3	0.2	1.7	0.6	2.2	1.8	33.8	0.3	
Cars	2	3	51	16	944	3	29	10	37	31	578	5	1709
% Cars	100	100	100	100	99.9	100	100	100	100	100	100	100	99.9
Trucks	0	0	0	0	1	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0.1	0	0	0	0	0	0	0	0.1

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 2

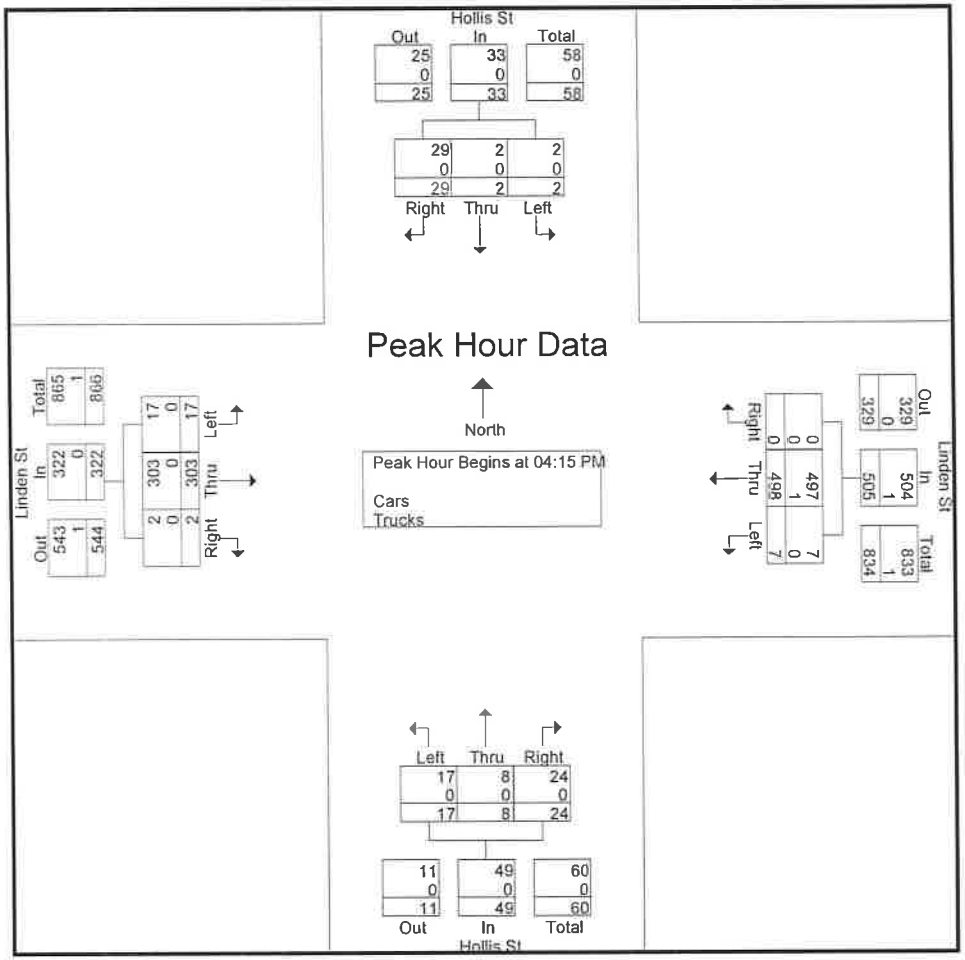
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	6	8	**3**	126	0	129	3	1	4	8	2	75	**1**	78	223
04:30 PM	**1**	0	**10**	**11**	1	118	0	119	**11**	1	**13**	**25**	**7**	66	1	74	229
04:45 PM	0	0	7	7	3	116	0	119	0	**3**	6	9	4	**87**	0	**91**	226
05:00 PM	1	0	6	7	0	**138**	0	**138**	3	3	1	7	4	75	0	79	**231**
Total Volume	2	2	29	33	7	498	0	505	17	8	24	49	17	303	2	322	909
% App. Total	6.1	6.1	87.9		1.4	98.6	0		34.7	16.3	49		5.3	94.1	0.6		
PHF	.500	.250	.725	.750	.583	.902	.000	.915	.386	.667	.462	.490	.607	.871	.500	.885	.984
Cars	2	2	29	33	7	497	0	504	17	8	24	49	17	303	2	322	908
% Cars	100	100	100	100	100	99.8	0	99.8	100	100	100	100	100	100	100	100	99.9
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 3



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

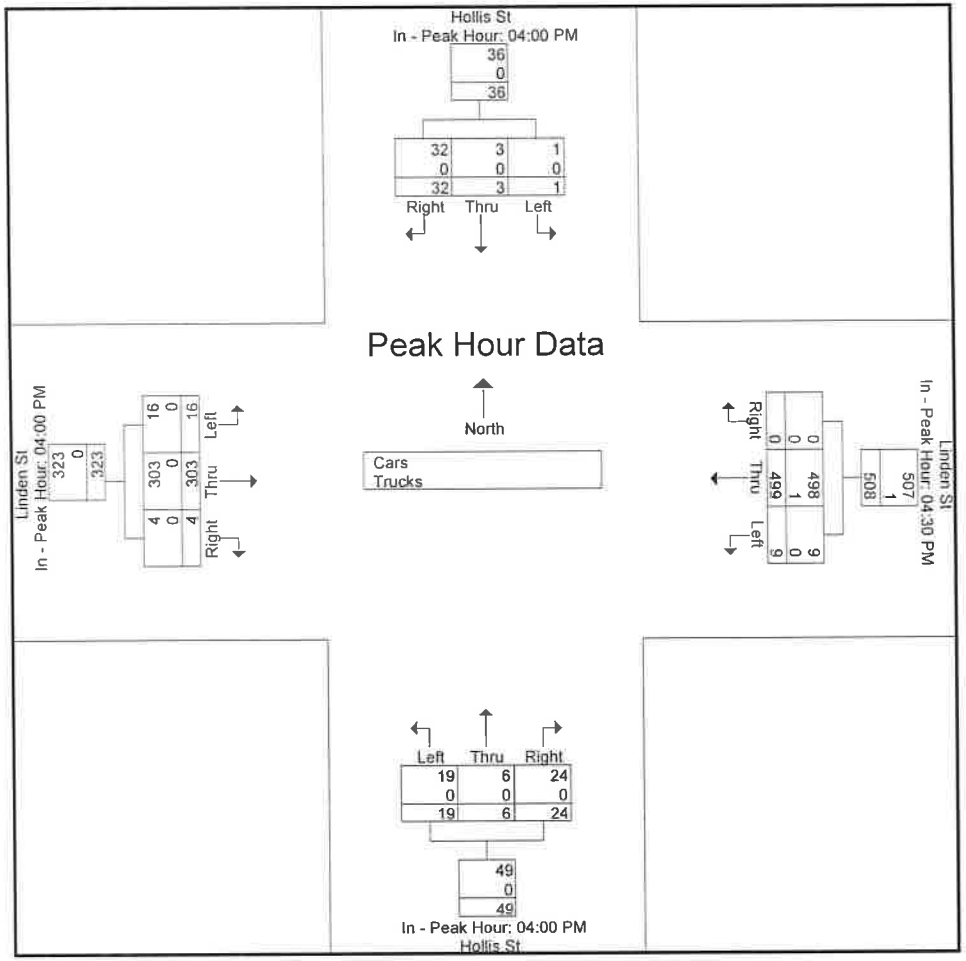
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	9	10	1	118	0	119	5	1	1	7	3	75	**2**	80
+15 mins.	0	**2**	6	8	3	116	0	119	3	1	4	8	2	75	1	78
+30 mins.	**1**	0	**10**	**11**	0	**138**	0	**138**	**11**	1	**13**	**25**	**7**	66	1	74
+45 mins.	0	0	7	7	**5**	127	0	132	0	**3**	6	9	4	**87**	0	**91**
Total Volume	1	3	32	36	9	499	0	508	19	6	24	49	16	303	4	323

Accurate Counts

978-664-2565

% App. Total	2.8	8.3	88.9		1.8	98.2	0		38.8	12.2	49		5	93.8	1.2	
PHF	.250	.375	.800	.818	.450	.904	.000	.920	.432	.500	.462	.490	.571	.871	.500	.887
Cars	1	3	32	36	9	498	0	507	19	6	24	49	16	303	4	323
% Cars	100	100	100	100	100	99.8	0	99.8	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0	0



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Hollis St From North			Linden St From East			Hollis St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	1	9	4	114	1	5	1	1	3	75	2	216
04:15 PM	0	2	6	3	126	0	3	1	4	2	75	1	223
04:30 PM	1	0	10	1	118	0	11	1	13	7	66	1	229
04:45 PM	0	0	7	3	115	0	0	3	6	4	87	0	225
Total	1	3	32	11	473	1	19	6	24	16	303	4	893
05:00 PM	1	0	6	0	138	0	3	3	1	4	75	0	231
05:15 PM	0	0	4	5	127	0	3	0	5	2	76	1	223
05:30 PM	0	0	4	0	106	1	3	0	5	3	59	0	181
05:45 PM	0	0	5	0	100	1	1	1	2	6	65	0	181
Total	1	0	19	5	471	2	10	4	13	15	275	1	816
Grand Total	2	3	51	16	944	3	29	10	37	31	578	5	1709
Apprch %	3.6	5.4	91.1	1.7	98	0.3	38.2	13.2	48.7	5	94.1	0.8	
Total %	0.1	0.2	3	0.9	55.2	0.2	1.7	0.6	2.2	1.8	33.8	0.3	

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 6

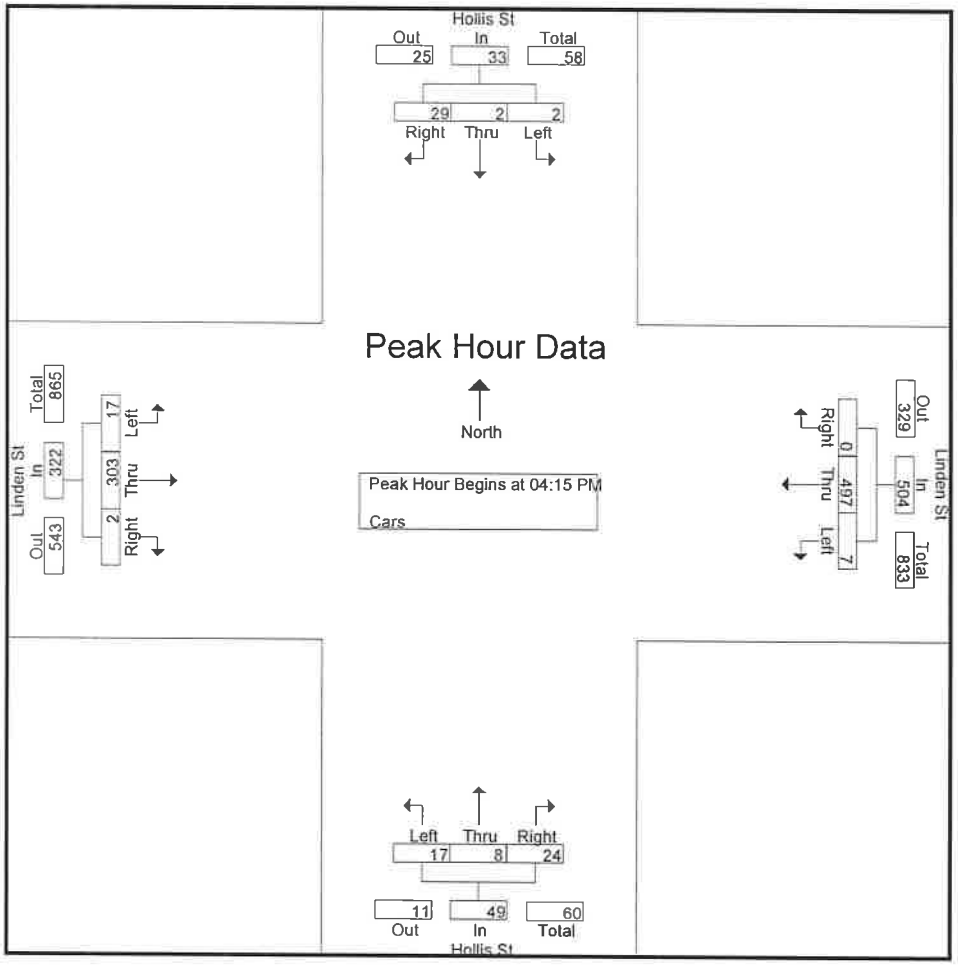
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	6	8	**3**	126	0	129	3	1	4	8	2	75	**1**	78	223
04:30 PM	**1**	0	**10**	**11**	1	118	0	119	**11**	1	**13**	**25**	**7**	66	1	74	229
04:45 PM	0	0	7	7	3	115	0	118	0	**3**	6	9	4	**87**	0	**91**	225
05:00 PM	1	0	6	7	0	**138**	0	**138**	3	3	1	7	4	75	0	79	**231**
Total Volume	2	2	29	33	7	497	0	504	17	8	24	49	17	303	2	322	908
% App. Total	6.1	6.1	87.9		1.4	98.6	0		34.7	16.3	49		5.3	94.1	0.6		
PHF	.500	.250	.725	.750	.583	.900	.000	.913	.386	.667	.462	.490	.607	.871	.500	.885	.983

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 7



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

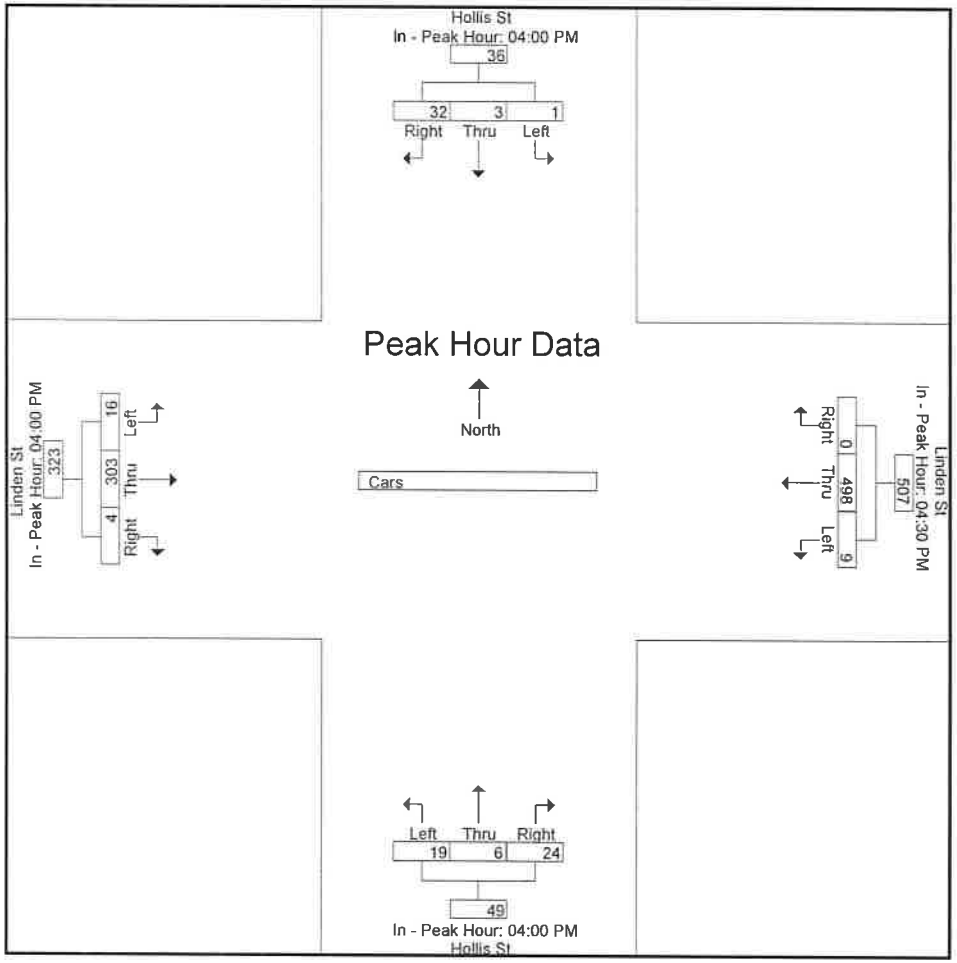
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	9	10	1	118	0	119	5	1	1	7	3	75	2	80
+15 mins.	0	2	6	8	3	115	0	118	3	1	4	8	2	75	1	78
+30 mins.	1	0	10	11	0	138	0	138	11	1	13	25	7	66	1	74
+45 mins.	0	0	7	7	5	127	0	132	0	3	6	9	4	87	0	91
Total Volume	1	3	32	36	9	498	0	507	19	6	24	49	16	303	4	323

Accurate Counts

978-664-2565

% App. Total	2.8	8.3	88.9		1.8	98.2	0		38.8	12.2	49		5	93.8	1.2	
PHF	.250	.375	.800	.818	.450	.902	.000	.918	.432	.500	.462	.490	.571	.871	.500	.887



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

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

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 10

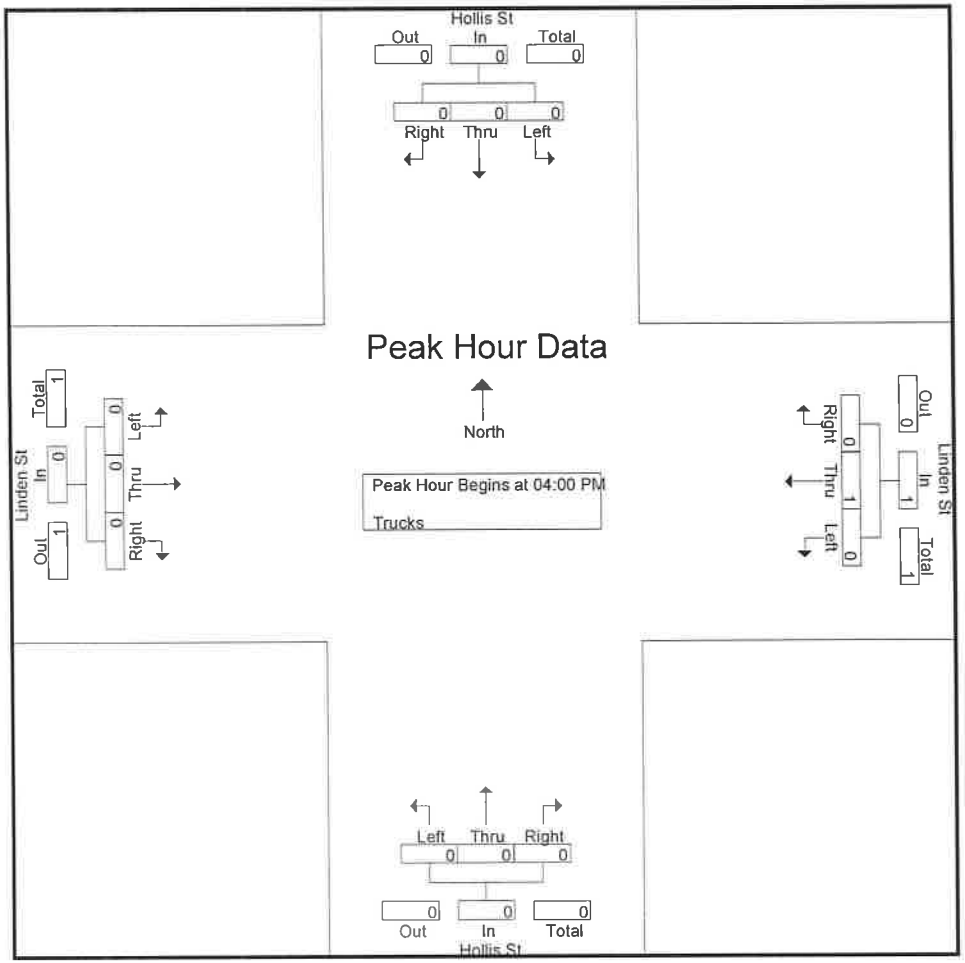
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	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

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 11



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

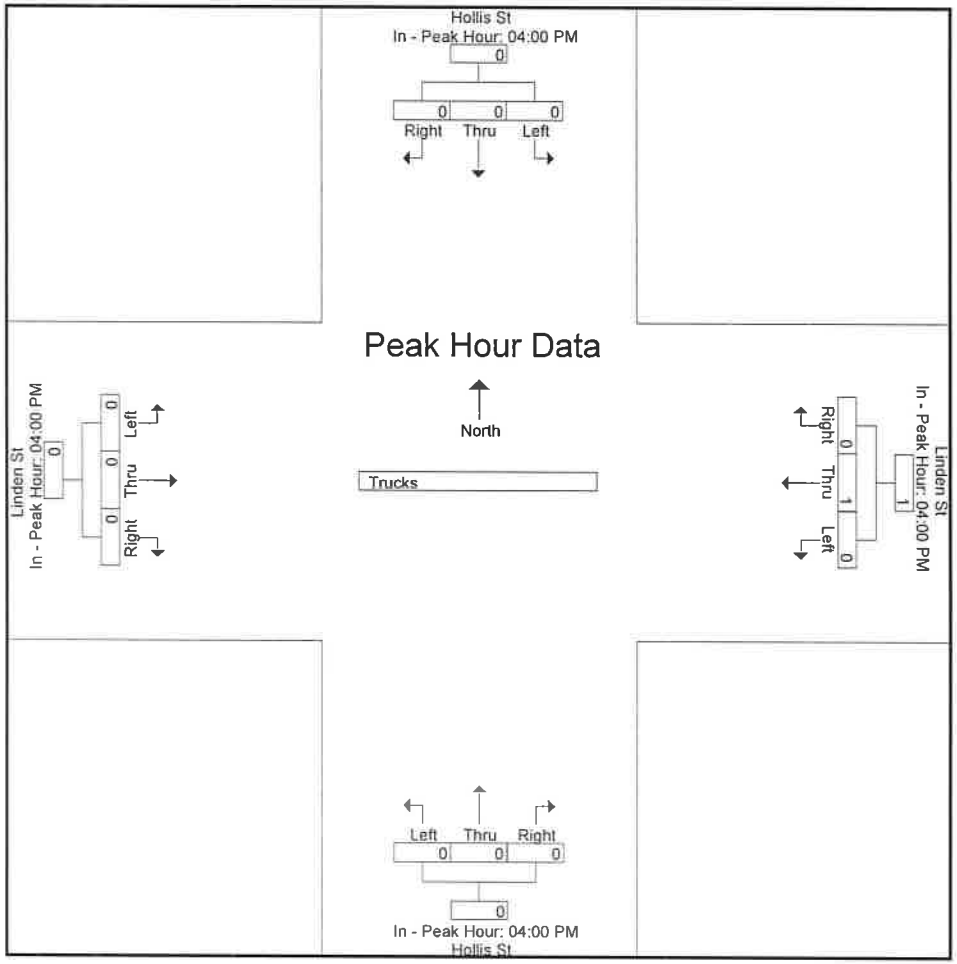
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	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	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	0	8	0	8
04:15 PM	0	0	0	1	0	0	0	6	0	0	0	8	0	1	0	0	15	1	16
04:30 PM	0	0	0	4	0	1	0	1	0	0	0	4	0	0	0	2	11	1	12
04:45 PM	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	0	9	0	9
Total	0	0	0	9	0	1	0	8	0	0	0	24	0	1	0	2	43	2	45
05:00 PM	0	0	0	1	0	0	0	4	0	0	0	7	0	0	0	0	12	0	12
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	6	0	6
05:45 PM	0	0	0	1	0	0	0	6	0	0	0	8	0	0	0	0	15	0	15
Total	0	0	0	3	0	0	0	12	0	0	0	20	0	0	0	0	35	0	35
Grand Total	0	0	0	12	0	1	0	20	0	0	0	44	0	1	0	2	78	2	80
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	50	0		0	0	0		0	50	0		97.5	2.5	

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 14

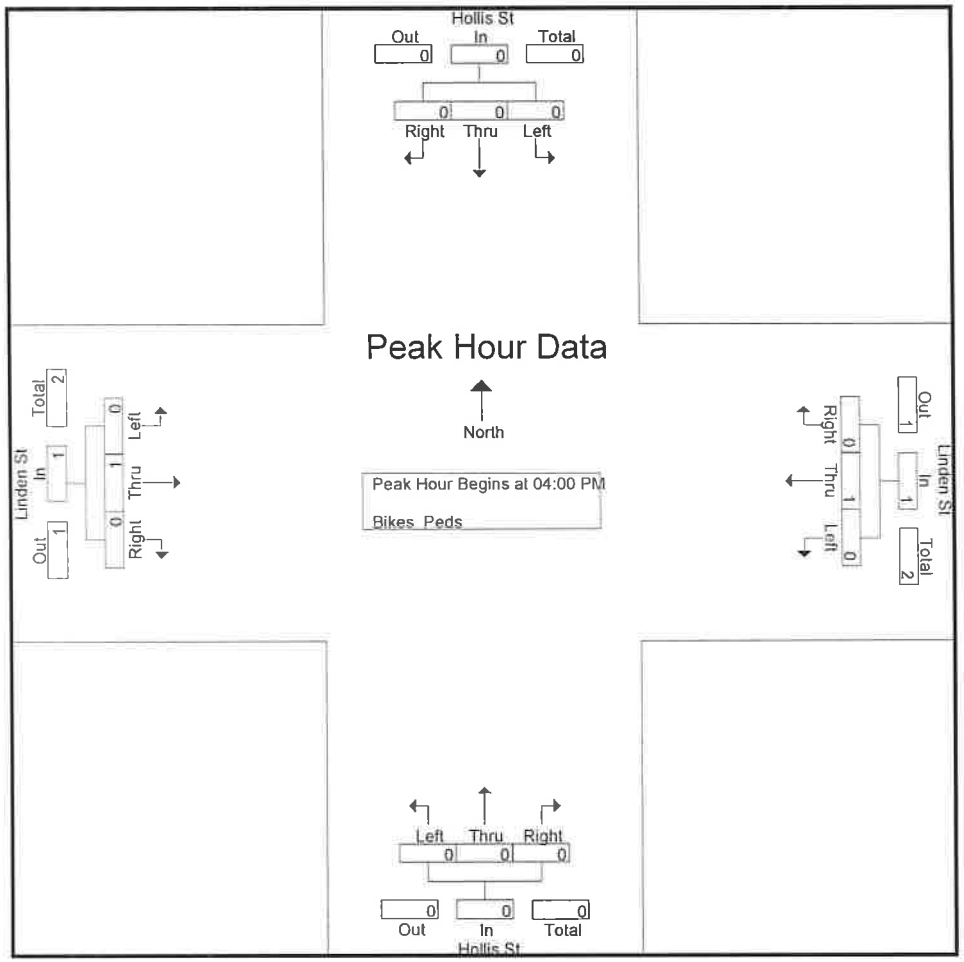
	Hollis St From North				Linden St From East				Hollis St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

Accurate Counts

978-664-2565

N/S Street : Hollis Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940004
Site Code : 84940004
Start Date : 1/9/2020
Page No : 15



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

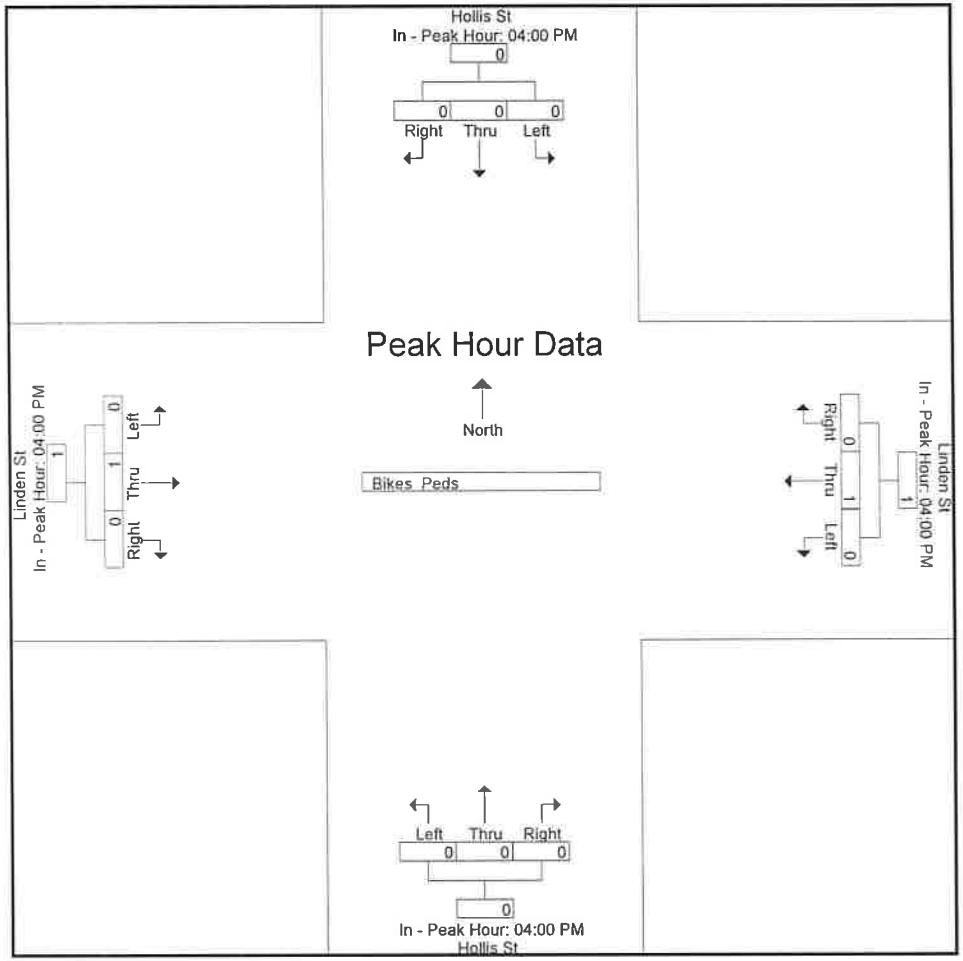
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	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	0	1
+30 mins.	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	0	1	0	1

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Everett St From North			Linden St From East			Everett St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	20	0	2	2	21	7	0	0	1	0	94	0	147
07:15 AM	35	1	2	1	39	13	0	0	0	4	101	0	196
07:30 AM	27	2	6	0	85	25	1	0	0	7	133	3	289
07:45 AM	15	1	7	2	54	20	0	0	0	6	113	5	223
Total	97	4	17	5	199	65	1	0	1	17	441	8	855
08:00 AM	26	4	2	4	42	21	0	0	3	4	85	2	193
08:15 AM	31	1	13	0	41	33	0	0	4	5	88	7	223
08:30 AM	27	0	21	2	63	12	1	0	2	4	122	1	255
08:45 AM	27	0	8	1	53	13	0	1	0	10	87	4	204
Total	111	5	44	7	199	79	1	1	9	23	382	14	875
Grand Total	208	9	61	12	398	144	2	1	10	40	823	22	1730
Apprch %	74.8	3.2	21.9	2.2	71.8	26	15.4	7.7	76.9	4.5	93	2.5	
Total %	12	0.5	3.5	0.7	23	8.3	0.1	0.1	0.6	2.3	47.6	1.3	
Cars	208	9	61	12	381	144	2	1	8	38	806	21	1691
% Cars	100	100	100	100	95.7	100	100	100	80	95	97.9	95.5	97.7
Trucks	0	0	0	0	17	0	0	0	2	2	17	1	39
% Trucks	0	0	0	0	4.3	0	0	0	20	5	2.1	4.5	2.3

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 2

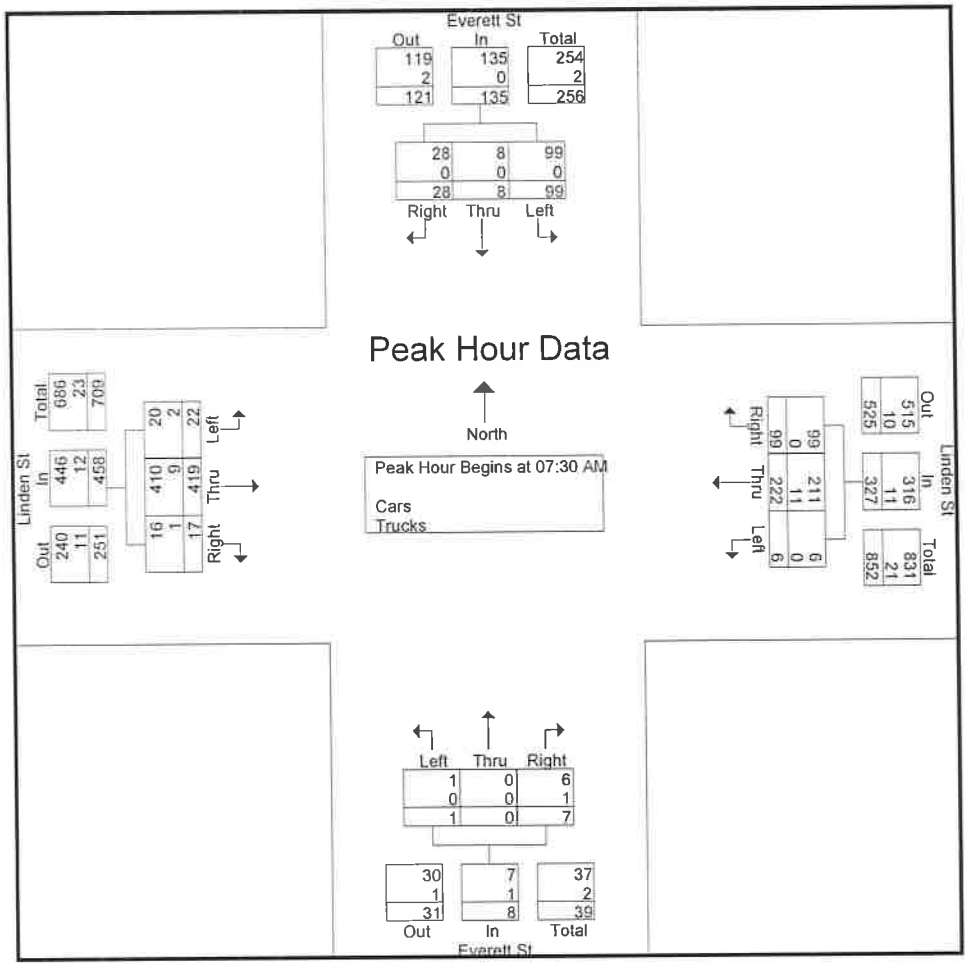
	Everett St From North				Linden St From East				Everett St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	2	6	35	0	**85**	25	**110**	**1**	0	0	1	**7**	**133**	3	**143**	**289**
07:45 AM	15	1	7	23	2	54	20	76	0	0	0	0	6	113	5	124	223
08:00 AM	26	**4**	2	32	**4**	42	21	67	0	0	3	3	4	85	2	91	193
08:15 AM	**31**	1	**13**	**45**	0	41	**33**	74	0	0	**4**	**4**	5	88	**7**	100	223
Total Volume	99	8	28	135	6	222	99	327	1	0	7	8	22	419	17	458	928
% App. Total	73.3	5.9	20.7		1.8	67.9	30.3		12.5	0	87.5		4.8	91.5	3.7		
PHF	.798	.500	.538	.750	.375	.653	.750	.743	.250	.000	.438	.500	.786	.788	.607	.801	.803
Cars	99	8	28	135	6	211	99	316	1	0	6	7	20	410	16	446	904
% Cars	100	100	100	100	100	95.0	100	96.6	100	0	85.7	87.5	90.9	97.9	94.1	97.4	97.4
Trucks	0	0	0	0	0	11	0	11	0	0	1	1	2	9	1	12	24
% Trucks	0	0	0	0	0	5.0	0	3.4	0	0	14.3	12.5	9.1	2.1	5.9	2.6	2.6

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 3



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

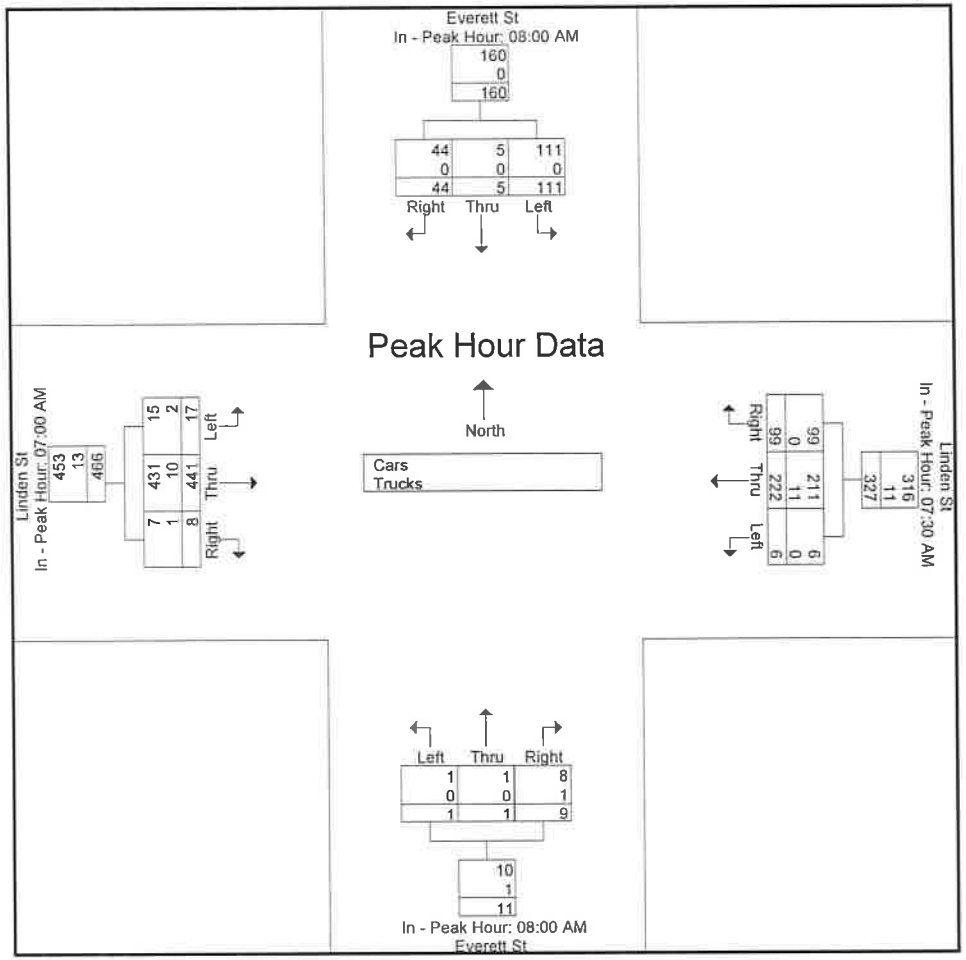
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				08:00 AM				07:00 AM			
+0 mins.	26	4	2	32	0	85	25	110	0	0	3	3	0	94	0	94
+15 mins.	31	1	13	45	2	54	20	76	0	0	4	4	4	101	0	105
+30 mins.	27	0	21	48	4	42	21	67	1	0	2	3	7	133	3	143
+45 mins.	27	0	8	35	0	41	33	74	0	1	0	1	6	113	5	124
Total Volume	111	5	44	160	6	222	99	327	1	1	9	11	17	441	8	466

Accurate Counts

978-664-2565

% App. Total	69.4	3.1	27.5		1.8	67.9	30.3		9.1	9.1	81.8		3.6	94.6	1.7	
PHF	.895	.313	.524	.833	.375	.653	.750	.743	.250	.250	.563	.688	.607	.829	.400	.815
Cars	111	5	44	160	6	211	99	316	1	1	8	10	15	431	7	453
% Cars	100	100	100	100	100	95	100	96.6	100	100	88.9	90.9	88.2	97.7	87.5	97.2
Trucks	0	0	0	0	0	11	0	11	0	0	1	1	2	10	1	13
% Trucks	0	0	0	0	0	5	0	3.4	0	0	11.1	9.1	11.8	2.3	12.5	2.8



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Everett St From North			Linden St From East			Everett St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	20	0	2	2	19	7	0	0	0	0	93	0	143
07:15 AM	35	1	2	1	37	13	0	0	0	4	95	0	188
07:30 AM	27	2	6	0	79	25	1	0	0	6	131	3	280
07:45 AM	15	1	7	2	52	20	0	0	0	5	112	4	218
Total	97	4	17	5	187	65	1	0	0	15	431	7	829
08:00 AM	26	4	2	4	40	21	0	0	3	4	82	2	188
08:15 AM	31	1	13	0	40	33	0	0	3	5	85	7	218
08:30 AM	27	0	21	2	61	12	1	0	2	4	122	1	253
08:45 AM	27	0	8	1	53	13	0	1	0	10	86	4	203
Total	111	5	44	7	194	79	1	1	8	23	375	14	862
Grand Total	208	9	61	12	381	144	2	1	8	38	806	21	1691
Apprch %	74.8	3.2	21.9	2.2	70.9	26.8	18.2	9.1	72.7	4.4	93.2	2.4	
Total %	12.3	0.5	3.6	0.7	22.5	8.5	0.1	0.1	0.5	2.2	47.7	1.2	

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 6

	Everett St From North				Linden St From East				Everett St From South				Linden St 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	27	2	6	35	0	**79**	25	**104**	**1**	0	0	1	**6**	**131**	3	**140**	**280**
07:45 AM	15	1	7	23	2	52	20	74	0	0	0	0	5	112	4	121	218
08:00 AM	26	**4**	2	32	**4**	40	21	65	0	0	**3**	**3**	4	82	2	88	188
08:15 AM	**31**	1	**13**	**45**	0	40	**33**	73	0	0	3	3	5	85	**7**	97	218
Total Volume	99	8	28	135	6	211	99	316	1	0	6	7	20	410	16	446	904
% App. Total	73.3	5.9	20.7		1.9	66.8	31.3		14.3	0	85.7		4.5	91.9	3.6		
PHF	.798	.500	.538	.750	.375	.668	.750	.760	.250	.000	.500	.583	.833	.782	.571	.796	.807

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
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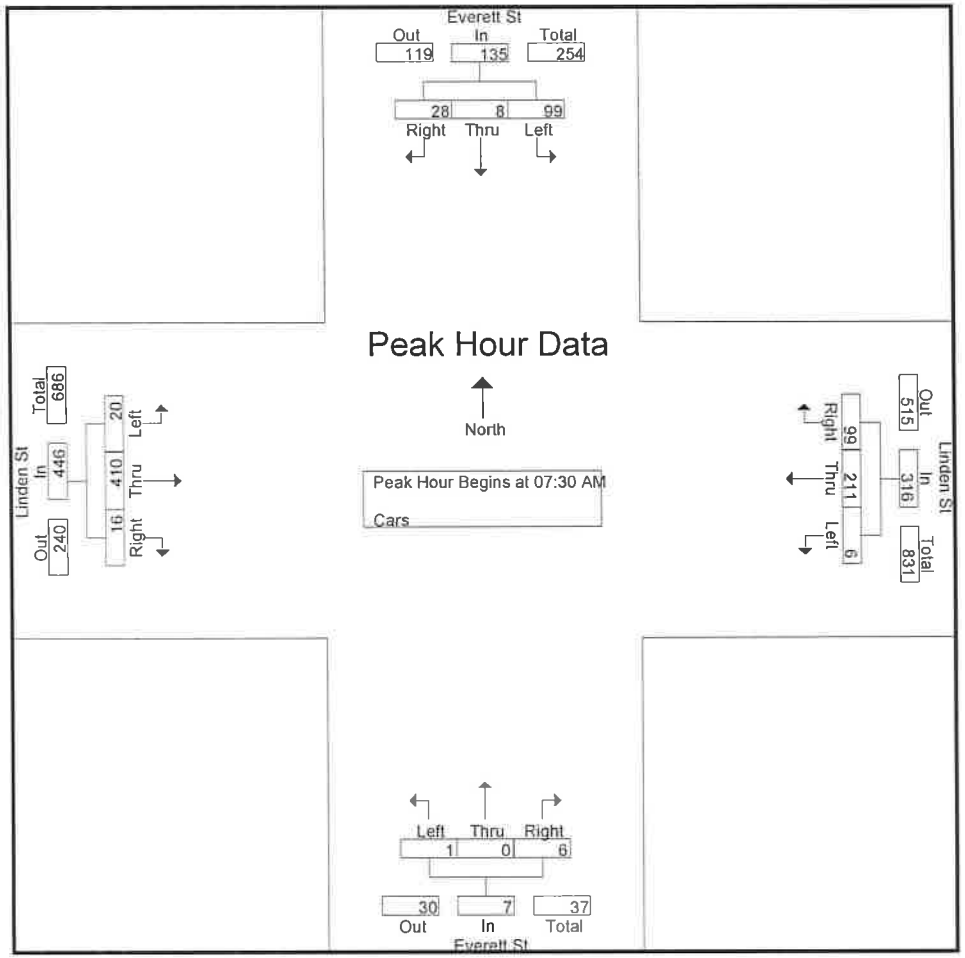


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

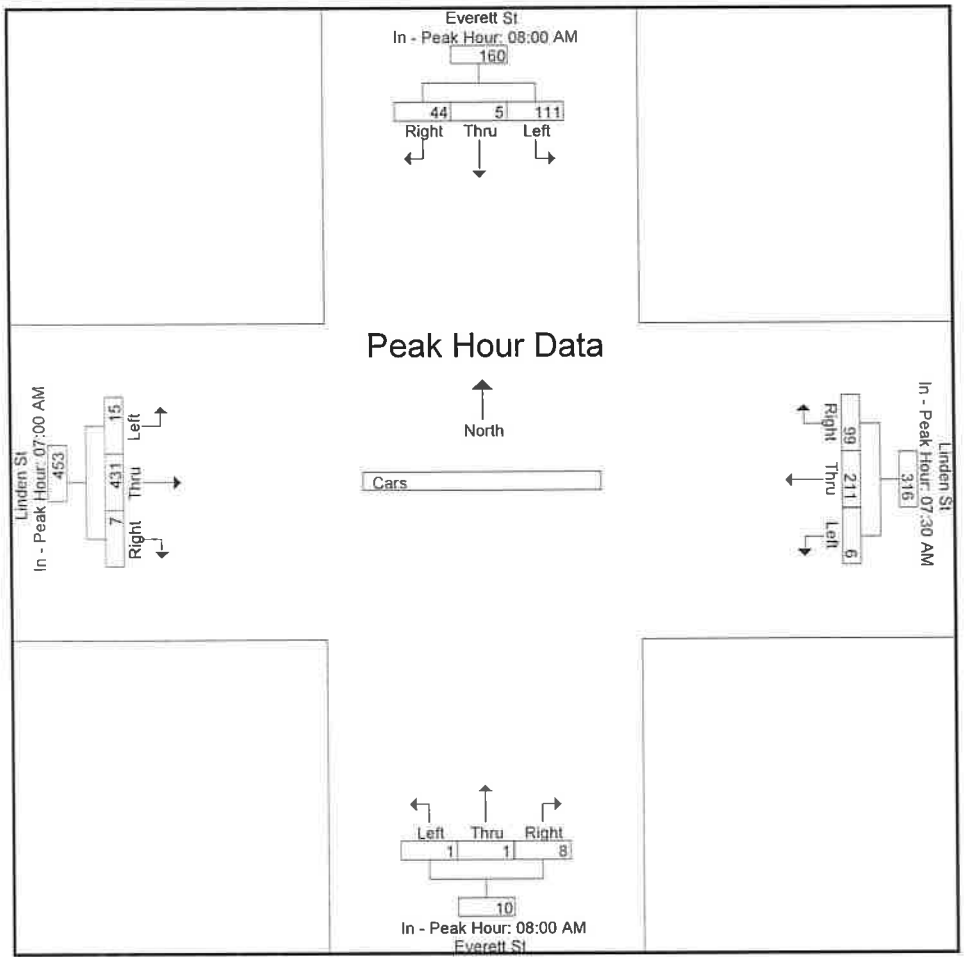
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				08:00 AM				07:00 AM			
+0 mins.	26	**4**	2	32	0	**79**	25	**104**	0	0	**3**	**3**	0	93	0	93
+15 mins.	**31**	1	13	45	2	52	20	74	0	0	3	3	4	95	0	99
+30 mins.	27	0	**21**	**48**	**4**	40	21	65	**1**	0	2	3	**6**	**131**	3	**140**
+45 mins.	27	0	8	35	0	40	**33**	73	0	**1**	0	1	5	112	**4**	121
Total Volume	111	5	44	160	6	211	99	316	1	1	8	10	15	431	7	453

Accurate Counts

978-664-2565

% App. Total	69.4	3.1	27.5		1.9	66.8	31.3		10	10	80		3.3	95.1	1.5	
PHF	.895	.313	.524	.833	.375	.668	.750	.760	.250	.250	.667	.833	.625	.823	.438	.809



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

	Everett St From North			Linden St From East			Everett St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	1	0	1	0	4
07:15 AM	0	0	0	0	2	0	0	0	0	0	6	0	8
07:30 AM	0	0	0	0	6	0	0	0	0	1	2	0	9
07:45 AM	0	0	0	0	2	0	0	0	0	1	1	1	5
Total	0	0	0	0	12	0	0	0	1	2	10	1	26
08:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:15 AM	0	0	0	0	1	0	0	0	1	0	3	0	5
08:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	5	0	0	0	1	0	7	0	13
Grand Total	0	0	0	0	17	0	0	0	2	2	17	1	39
Apprch %	0	0	0	0	100	0	0	0	100	10	85	5	
Total %	0	0	0	0	43.6	0	0	0	5.1	5.1	43.6	2.6	

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
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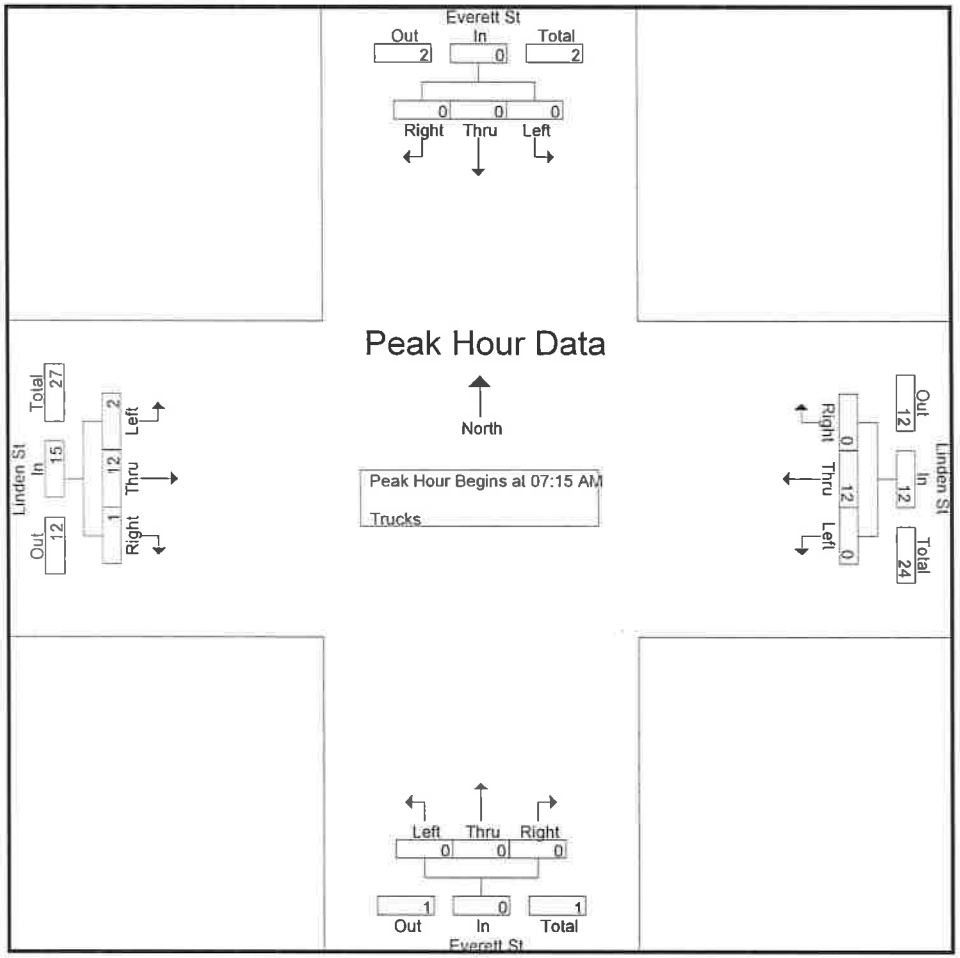
	Everett St From North				Linden St From East				Everett St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	1	2	0	3	9
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	1	3	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	2	12	1	15	27
% App. Total	0	0	0		0	100	0		0	0	0		13.3	80	6.7		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500	.500	.250	.625	.750

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 11



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

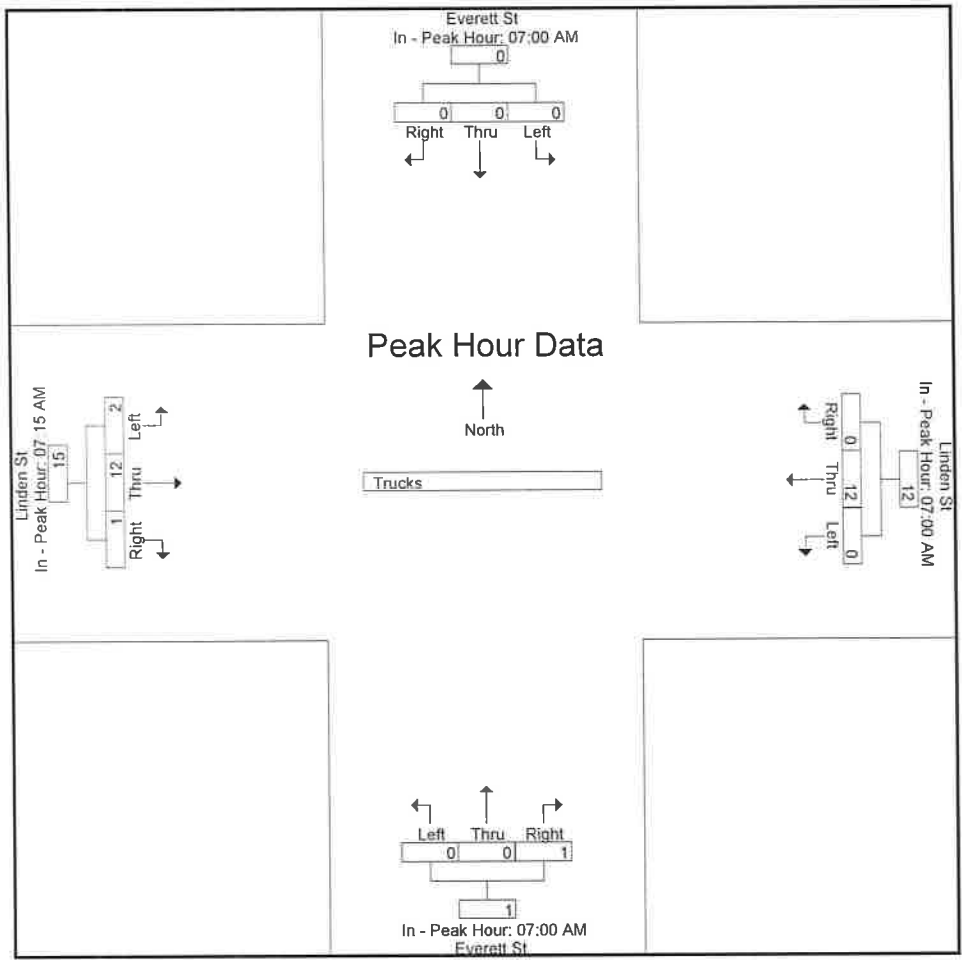
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	**6**	0	**6**
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	2	0	3
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	1	1	**1**	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	12	0	12	0	0	1	1	2	12	1	15

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	100		13.3	80	6.7	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.500	.500	.250	.625



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Everett St From North				Linden St From East				Everett St From South				Linden St 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	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	5	0	0	0	2	0	0	0	7	0	2	0	0	14	2	16
07:30 AM	0	0	0	2	0	1	0	0	0	0	0	2	0	0	0	0	4	1	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	4
Total	0	0	0	8	0	1	0	2	0	0	0	12	0	2	0	1	23	3	26
08:00 AM	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0	1	9	0	9
08:15 AM	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5	1	6
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	4	0	0	0	5	0	0	0	1	0	0	0	2	12	0	12
Total	1	0	0	9	0	1	0	6	0	0	0	8	0	0	0	3	26	2	28
Grand Total	1	0	0	17	0	2	0	8	0	0	0	20	0	2	0	4	49	5	54
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0				
Total %	20	0	0		0	40	0		0	0	0		0	40	0		90.7	9.3	

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 14

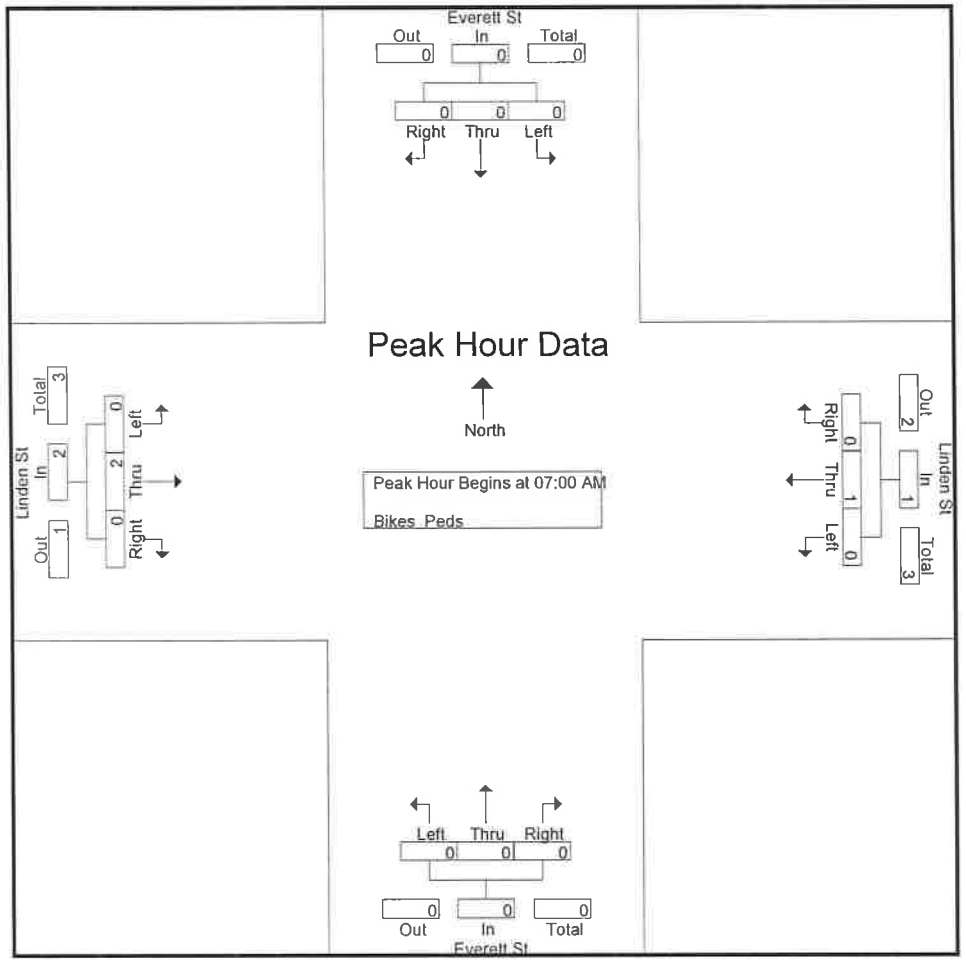
	Everett St From North				Linden St From East				Everett St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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	2	0	2	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 15



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

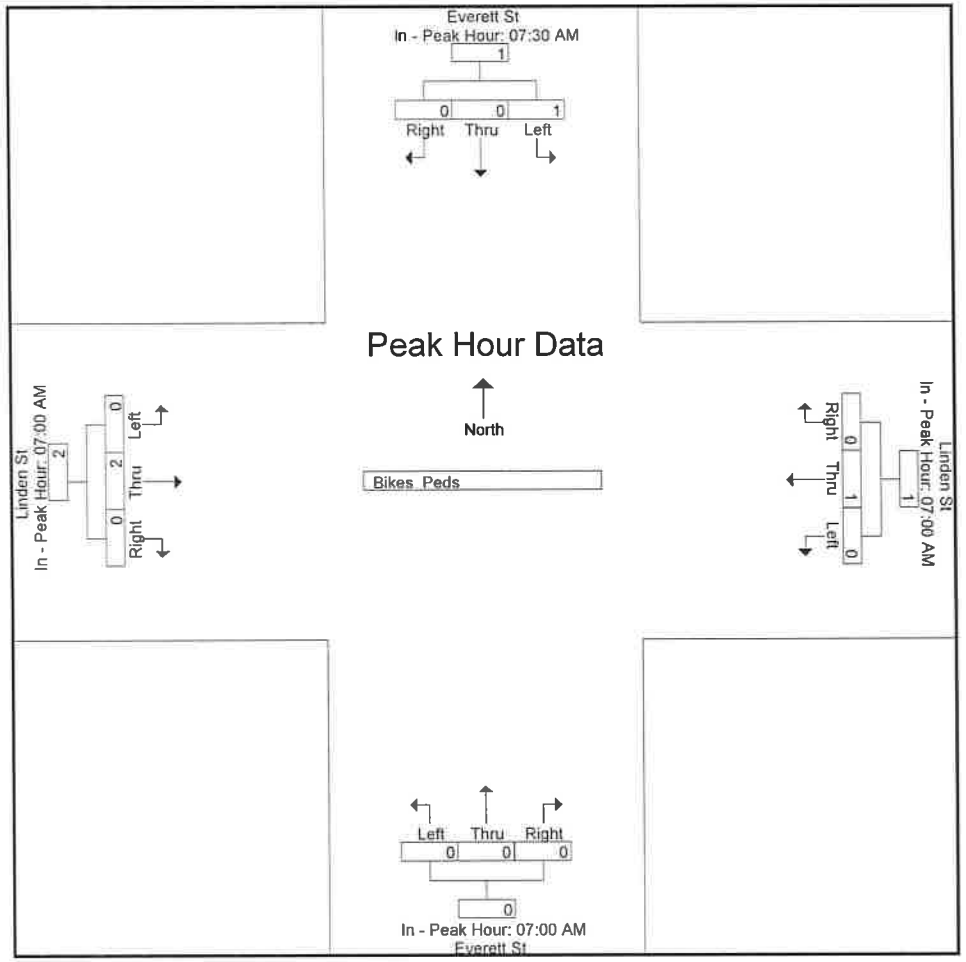
Peak Hour for Each Approach Begins at:

	07:30 AM				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	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2

Accurate Counts

978-664-2565

% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 1

Groups Printed- Cars - Trucks

	Everett St From North			Linden St From East			Everett St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	7	1	12	7	105	15	2	1	4	1	75	5	235
04:15 PM	9	12	6	11	111	19	14	0	7	3	64	11	267
04:30 PM	13	1	8	5	90	6	14	3	12	1	73	4	230
04:45 PM	20	3	7	1	109	17	1	0	6	3	81	6	254
Total	49	17	33	24	415	57	31	4	29	8	293	26	986
05:00 PM	18	4	7	5	122	17	6	1	6	4	70	5	265
05:15 PM	12	3	7	5	113	27	3	1	10	1	76	4	262
05:30 PM	10	0	7	1	94	15	4	0	6	4	58	0	199
05:45 PM	21	2	4	6	88	19	6	0	1	2	59	5	213
Total	61	9	25	17	417	78	19	2	23	11	263	14	939
Grand Total	110	26	58	41	832	135	50	6	52	19	556	40	1925
Apprch %	56.7	13.4	29.9	4.1	82.5	13.4	46.3	5.6	48.1	3.1	90.4	6.5	
Total %	5.7	1.4	3	2.1	43.2	7	2.6	0.3	2.7	1	28.9	2.1	
Cars	110	26	58	40	832	135	50	6	52	19	556	40	1924
% Cars	100	100	100	97.6	100	100	100	100	100	100	100	100	99.9
Trucks	0	0	0	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	2.4	0	0	0	0	0	0	0	0	0.1

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 2

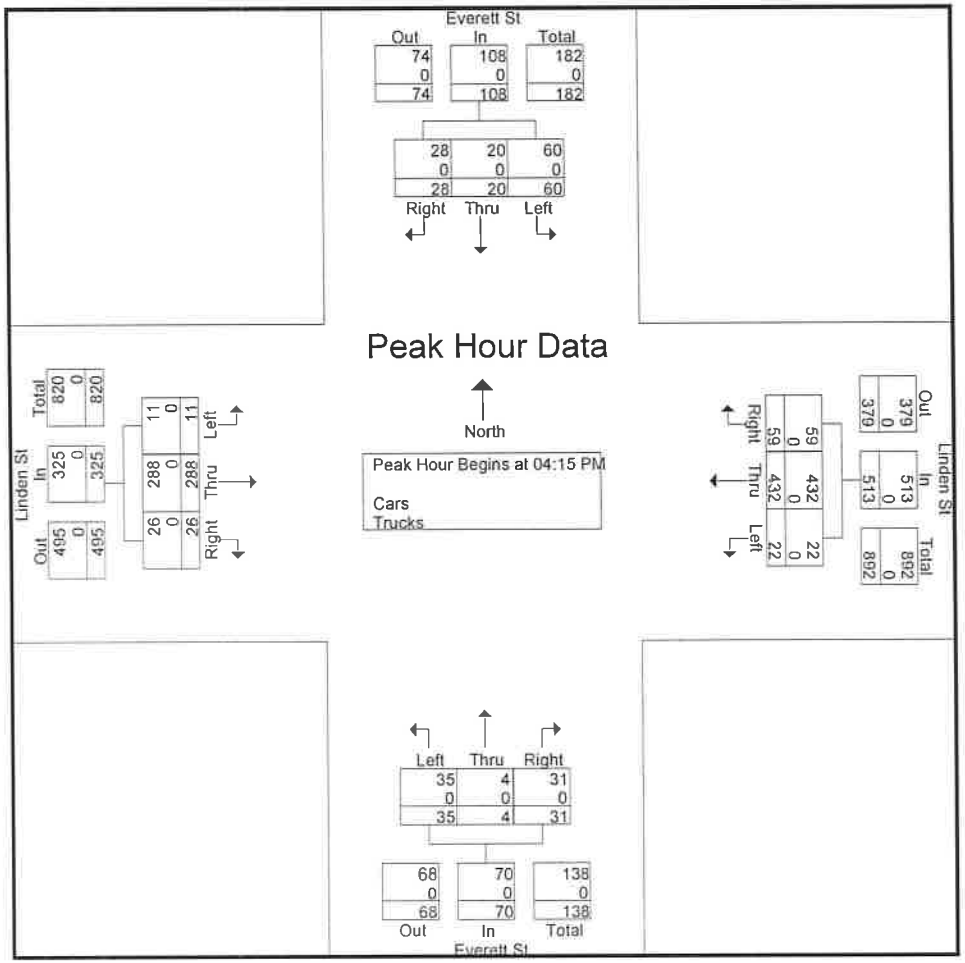
	Everett St From North				Linden St From East				Everett St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	9	**12**	6	27	**11**	111	**19**	141	**14**	0	7	21	3	64	**11**	78	**267**
04:30 PM	13	1	**8**	22	5	90	6	101	14	**3**	**12**	**29**	1	73	4	78	230
04:45 PM	**20**	3	7	**30**	1	109	17	127	1	0	6	7	3	**81**	6	**90**	254
05:00 PM	18	4	7	29	5	**122**	17	**144**	6	**1**	6	13	**4**	70	5	79	265
Total Volume	60	20	28	108	22	432	59	513	35	4	31	70	11	288	26	325	1016
% App. Total	55.6	18.5	25.9		4.3	84.2	11.5		50	5.7	44.3		3.4	88.6	8		
PHF	.750	.417	.875	.900	.500	.885	.776	.891	.625	.333	.646	.603	.688	.889	.591	.903	.951
Cars	60	20	28	108	22	432	59	513	35	4	31	70	11	288	26	325	1016
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 3



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

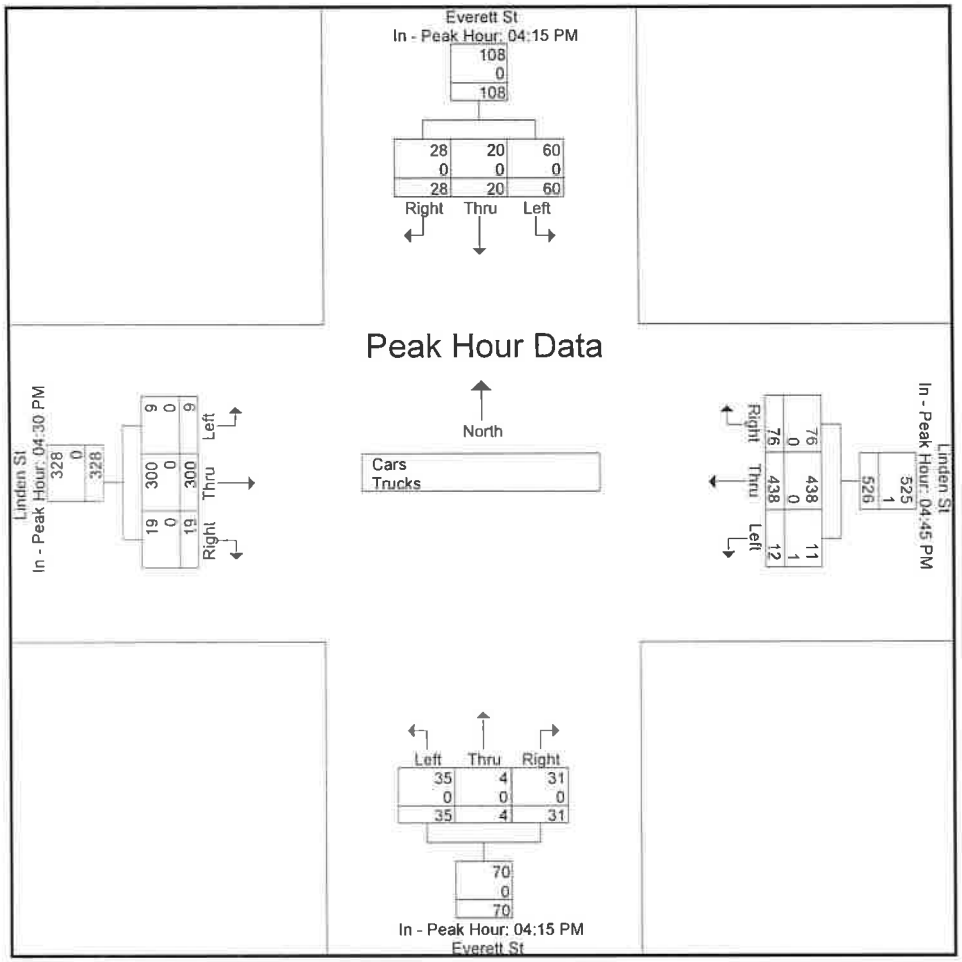
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:15 PM				04:30 PM			
+0 mins.	9	**12**	6	27	1	109	17	127	**14**	0	7	21	1	73	4	78
+15 mins.	13	1	**8**	22	**5**	**122**	17	144	14	**3**	**12**	**29**	3	**81**	**6**	**90**
+30 mins.	**20**	3	7	**30**	5	113	**27**	**145**	**1**	0	6	7	**4**	70	5	79
+45 mins.	18	4	7	29	1	94	15	110	6	1	6	13	1	76	4	81
Total Volume	60	20	28	108	12	438	76	526	35	4	31	70	9	300	19	328

Accurate Counts

978-664-2565

% App. Total	55.6	18.5	25.9		2.3	83.3	14.4		50	5.7	44.3		2.7	91.5	5.8	
PHF	.750	.417	.875	.900	.600	.898	.704	.907	.625	.333	.646	.603	.563	.926	.792	.911
Cars	60	20	28	108	11	438	76	525	35	4	31	70	9	300	19	328
% Cars	100	100	100	100	91.7	100	100	99.8	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	8.3	0	0	0.2	0	0	0	0	0	0	0	0



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 5

Groups Printed- Cars

	Everett St From North			Linden St From East			Everett St From South			Linden St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	7	1	12	7	105	15	2	1	4	1	75	5	235
04:15 PM	9	12	6	11	111	19	14	0	7	3	64	11	267
04:30 PM	13	1	8	5	90	6	14	3	12	1	73	4	230
04:45 PM	20	3	7	1	109	17	1	0	6	3	81	6	254
Total	49	17	33	24	415	57	31	4	29	8	293	26	986
05:00 PM	18	4	7	5	122	17	6	1	6	4	70	5	265
05:15 PM	12	3	7	4	113	27	3	1	10	1	76	4	261
05:30 PM	10	0	7	1	94	15	4	0	6	4	58	0	199
05:45 PM	21	2	4	6	88	19	6	0	1	2	59	5	213
Total	61	9	25	16	417	78	19	2	23	11	263	14	938
Grand Total	110	26	58	40	832	135	50	6	52	19	556	40	1924
Apprch %	56.7	13.4	29.9	4	82.6	13.4	46.3	5.6	48.1	3.1	90.4	6.5	
Total %	5.7	1.4	3	2.1	43.2	7	2.6	0.3	2.7	1	28.9	2.1	

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 6

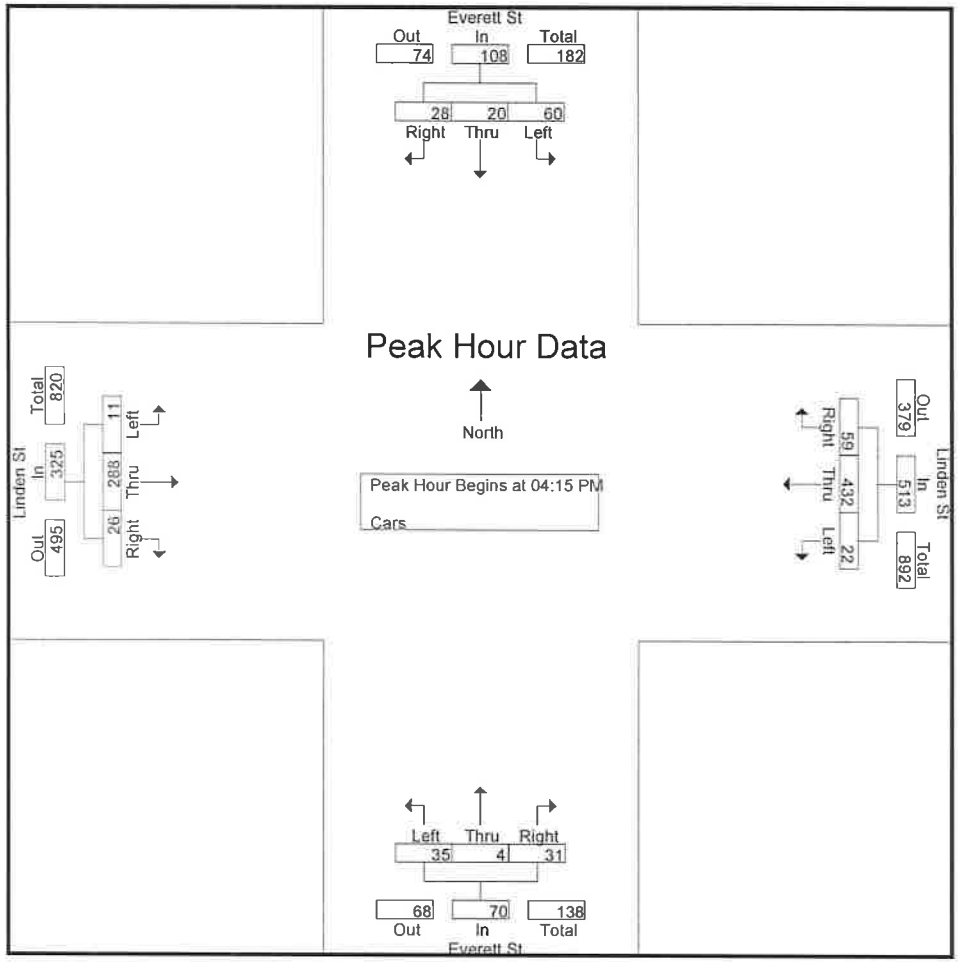
	Everett St From North				Linden St From East				Everett St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	9	**12**	6	27	**11**	111	**19**	141	**14**	0	7	21	3	64	**11**	78	**267**
04:30 PM	13	1	**8**	22	5	90	6	101	14	**3**	**12**	**29**	1	73	4	78	230
04:45 PM	**20**	3	7	**30**	1	109	17	127	1	0	6	7	3	**81**	6	**90**	254
05:00 PM	18	4	7	29	5	**122**	17	**144**	6	1	6	13	**4**	70	5	79	265
Total Volume	60	20	28	108	22	432	59	513	35	4	31	70	11	288	26	325	1016
% App. Total	55.6	18.5	25.9		4.3	84.2	11.5		50	5.7	44.3		3.4	88.6	8		
PHF	.750	.417	.875	.900	.500	.885	.776	.891	.625	.333	.646	.603	.688	.889	.591	.903	.951

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 7



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

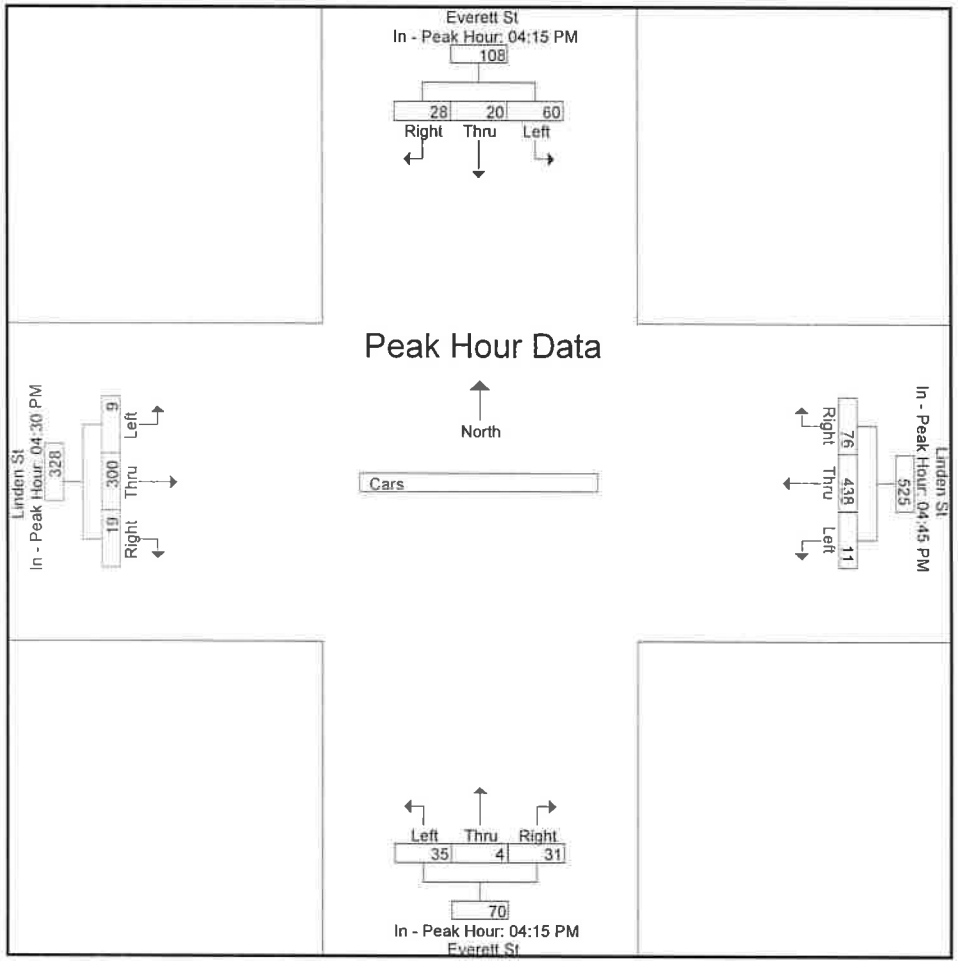
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:15 PM				04:30 PM			
+0 mins.	9	**12**	6	27	1	109	17	127	**14**	0	7	21	1	73	4	78
+15 mins.	13	1	**8**	22	**5**	**122**	17	**144**	14	**3**	**12**	**29**	3	**81**	**6**	**90**
+30 mins.	**20**	3	7	**30**	4	113	**27**	144	1	0	6	7	**4**	70	5	79
+45 mins.	18	4	7	29	1	94	15	110	6	1	6	13	1	76	4	81
Total Volume	60	20	28	108	11	438	76	525	35	4	31	70	9	300	19	328

Accurate Counts

978-664-2565

% App. Total	55.6	18.5	25.9		2.1	83.4	14.5		50	5.7	44.3		2.7	91.5	5.8	
PHF	.750	.417	.875	.900	.550	.898	.704	.911	.625	.333	.646	.603	.563	.926	.792	.911



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 9

Groups Printed- Trucks

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

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 10

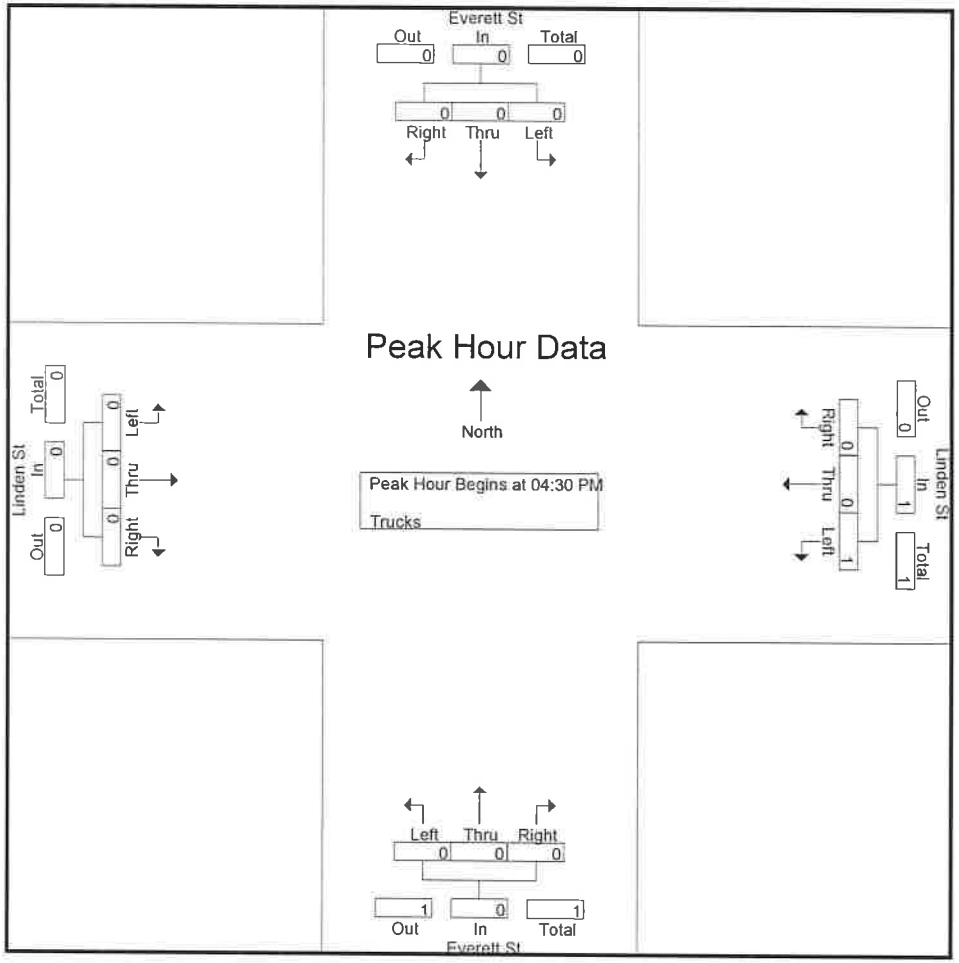
	Everett St From North				Linden St From East				Everett St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															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

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 11



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

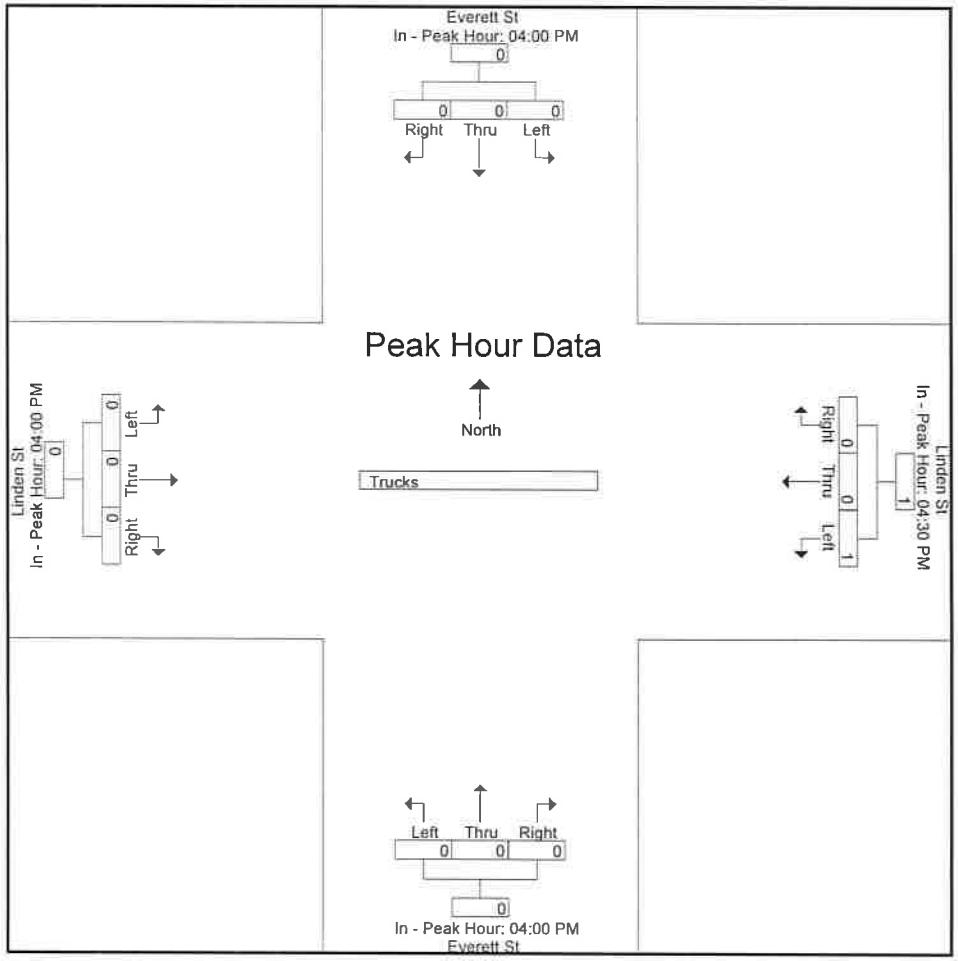
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+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	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 13

Groups Printed- Bikes Peds

	Everett St From North				Linden St From East				Everett St From South				Linden St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	5	0	0	0	1	0	0	0	4	0	0	0	1	11	0	11
04:15 PM	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	0	9	0	9
04:30 PM	0	0	0	2	0	1	0	1	0	0	0	4	0	0	0	0	7	1	8
04:45 PM	0	0	0	4	0	0	0	1	0	0	0	8	0	0	0	2	15	0	15
Total	0	0	0	14	0	1	0	6	0	0	0	19	0	0	0	3	42	1	43
05:00 PM	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	6	0	6
05:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	1	4
05:45 PM	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	1	8	0	8
Total	0	0	0	10	0	1	0	1	0	0	0	8	0	0	0	1	20	1	21
Grand Total	0	0	0	24	0	2	0	7	0	0	0	27	0	0	0	4	62	2	64
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0				
Total %	0	0	0		0	100	0		0	0	0		0	0	0		96.9	3.1	

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 14

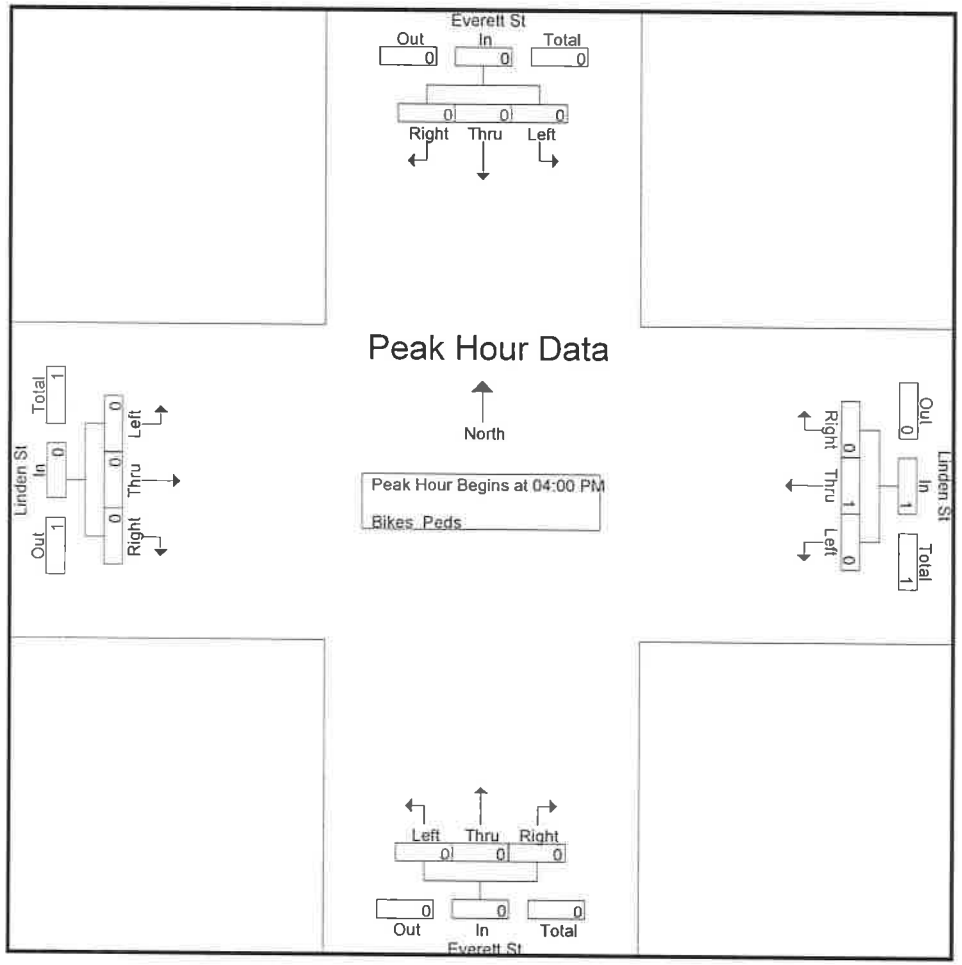
	Everett St From North				Linden St From East				Everett St From South				Linden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															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

Accurate Counts

978-664-2565

N/S Street : Everett Street
E/W Street : Linden Street
City/State : Wellesley, MA
Weather : Clear

File Name : 84940005
Site Code : 84940005
Start Date : 1/9/2020
Page No : 15



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

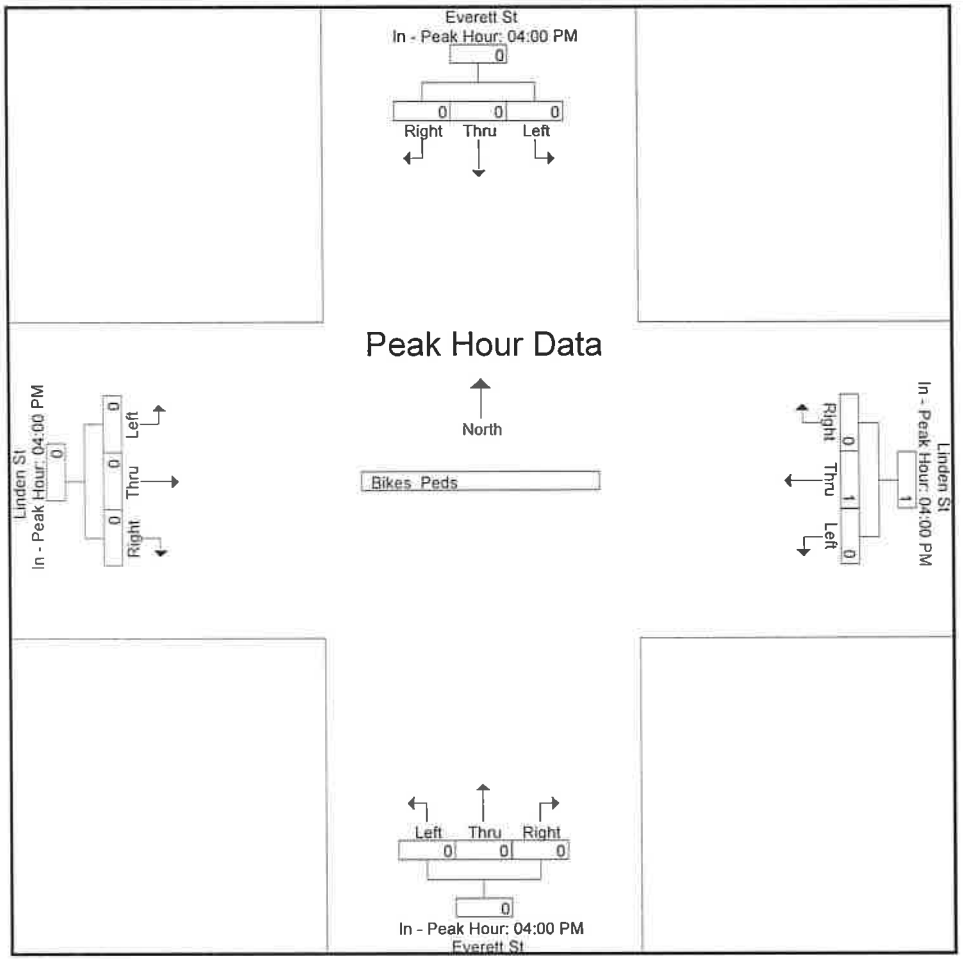
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	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	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000



SEASONAL ADJUSTMENT DATA

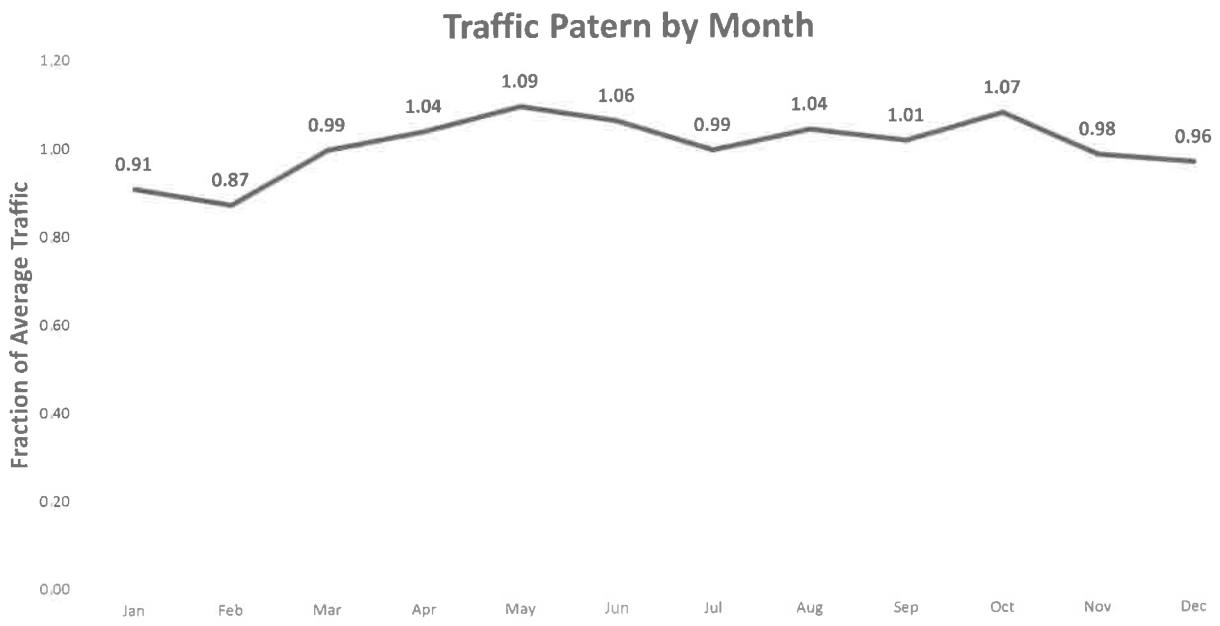
Massachusetts Highway Department
7022: Monthly Hourly Volume for 2019

Location ID:	**415**	**Seasonal Factor Group:**	**U1**
County:	**Wellesely**	**Daily Factor Group:**	
Funcationl Class	**1**	**Axle Factor Group:**	**U1**
Location:	**Yankee Division Hyw**	**Growth Factor Group:**	**U1**

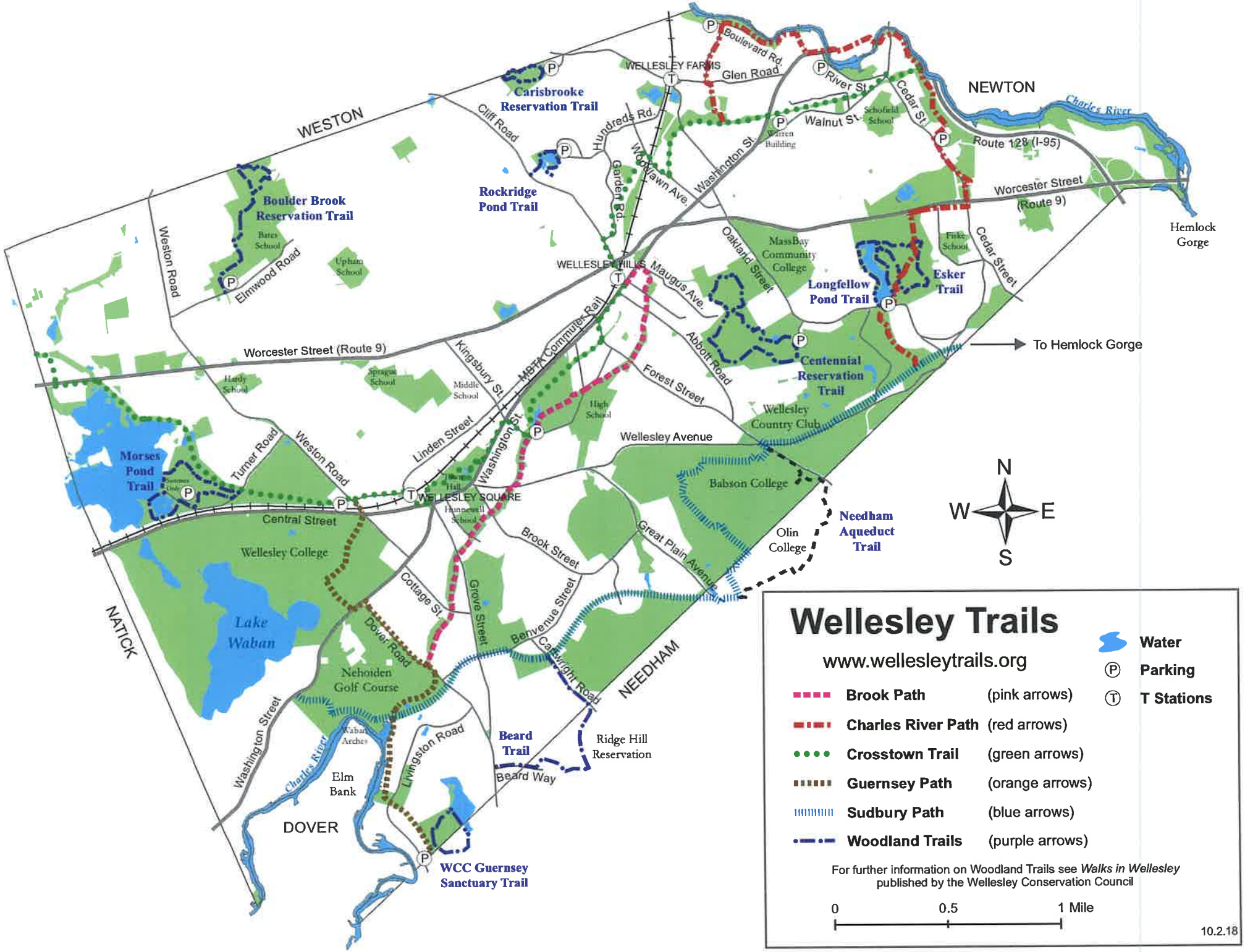
		Monthly Volume	Variation from Avg Month
1	2019 Jan	3888574	0.91
2	2019 Feb	3732072	0.87
3	2019 Mar	4261200	0.99
4	2019 Apr	4440930	1.04
5	2019 May	4679363	1.09
6	2019 Jun	4533449	1.06
7	2018 Jul	4245439	0.99
8	2018 Aug	4445504	1.04
9	2018 Sep	4333026	1.01
10	2018 Oct	4603917	1.07
11	2018 Nov	4191582	0.98
12	2018 Dec	4115583	0.96
	Average	**4289220**	**1.00**

Massachusetts Highway Department

Traffic Pattern by Month for 1/1/2019-6/31/2019 and 1/7/2018 - 12/31/2018



WELLESLEY TRAILS MAP


Wellesley Trails
www.wellesleytrails.org
Brook Path (pink arrows)
Charles River Path (red arrows)
Crosstown Trail (green arrows)
Guernsey Path (orange arrows)
Sudbury Path (blue arrows)
Woodland Trails (purple arrows)
Water
Parking
T Stations
For further information on Woodland Trails see Walks in Wellesley published by the Wellesley Conservation Council
0
0.5
1 Mile
10.2.18
N
W
E
S
WESTON
NEWTON
NATICK
DOVER
NEEDHAM
Carisbrooke Reservation Trail
Boulder Brook Reservation Trail
Rockridge Pond Trail
Longfellow Pond Trail
Esker Trail
Centennial Reservation Trail
Morses Pond Trail
Needham Aqueduct Trail
Beard Trail
WCC Guernsey Sanctuary Trail
Ridge Hill Reservation
Hemlock Gorge
To Hemlock Gorge
Lake Waban
Charles River
WELLESLEY FARMS
WELLESLEY HILLS
WELLESLEY SQUARE
Boulevard Rd.
Glen Road
River St.
Walnut St.
Cedar St.
Route 128 (I-95)
Worcester Street (Route 9)
Cliff Road
Hundreds Rd.
Woodlawn Ave.
Washington St.
Garden Rd.
Oakland Street
Maugus Ave.
Abbott Road
Forest Street
Wellesley Avenue
Kingsbury St.
MBTA Commuter Rail
Linden Street
Weston Road
Turner Road
Elmwood Road
Central Street
Brook Street
Great Plain Avenue
Benvenue Street
Cottage St.
Grove Street
Dover Road
Cartwright Road
Livingston Road
Beard Way
Washington Street
Hardy School
Sprague School
Middle School
High School
Hunnewell School
Upham School
Bates School
Schofield School
Warren Building
Fuller School
MassBay Community College
Wellesley Country Club
Babson College
Olin College
Wellesley College
Nehoiden Golf Course
Waban Arches
Elm Bank

Beard Trail. A pleasant trail through the woods between Beard Way and Cartwright Rd. Connects with Ridge Hill Reservation in Needham. **Length:** 1.1 mi. **Markers:** purple arrows. **Access:** Beard Way at Grove St; Cartwright Rd at Beebe Meadow.

Boulder Brook Reservation Trail. Traverses a delightful variety of meadows, woods, streams, and craggy ledges. After crossing the meadow, the trail splits for a loop over Rocky Ledges (caution: steep drop-offs). **Length:** 1.6 mi, round trip. **Elevation gain:** 140 ft. **Markers**: purple arrows. **Access**: Kelly Memorial Park parking lot on Elmwood Rd.

Brook Path. A favorite trail for walking, jogging, and biking. Runs along Fuller and Caroline Brooks from Dover Rd at Nehoiden Golf Course to Maugus Ave across from the Wellesley Hills clock tower. **Length**: 2.3 mi. **Markers**: pink arrows. **Access**: State St parking lot; any street crossing along route.

Carisbrooke Reservation Trail. Explore rocky outcrops along Cold Stream Brook in the northern part of Town. Woodsy loop trail goes past Covati Pond. **Length:** 0.5 mi, round trip. **Markers**: purple arrows. **Access**: end of Glen Brook Rd at Weston town line.

Centennial Reservation Trail. Take a loop trail through woods and meadows to the top of Maugus Hill for a view of the Blue Hill. Trail goes past Bezanson Pond. **Length:** 1.7 mi, round trip. **Elevation gain:** 200 ft. **Markers:** purple arrows. **Access:** entrance road off Oakland St to parking lot.

Charles River Path. Great hike for scenic variety. Northern half goes along the Charles River, and southern half goes through the Town Forest. **Length:** 3.2 mi. **Markers:** red arrows. **Access:** parking area off Boulevard Rd; Washington St at the Charles River in Lower Falls; Ouellet Playground on Cedar St; Longfellow Pond parking lot on Oakland St.

Crosstown Trail. Walk the Cochituate Aqueduct from Natick near Rt 9 to the Charles River near Cedar St. Eastern and western sections follow wooded aqueduct path. Middle section, Weston Rd to Woodlawn Ave in Wellesley Hills, follows mainly roads with sections through parks and playing fields. **Length:** 6.0 mi. **Markers:** green arrows. **Access:** Weston Rd trail parking area; any street crossing along route.

Esker Trail. Scenic woods loop trail runs along a high glacial esker in the Town Forest. Trail leaves the Charles River Path 0.1 mi from start at Longfellow Pond. **Length:** 0.8 mi, round trip. **Elevation gain:** 80 ft. **Markers:** purple arrows. **Access:** Longfellow Pond parking lot on Oakland St.

Guernsey Path. An enjoyable walk along the Charles River, under the Waban Arches to the Nehoiden Golf Course and through Wellesley College. **Length:** 2.2 mi. **Markers:** orange arrows. **Access:** Winding River Rd parking area.

Longfellow Pond Trail. A popular loop trail around Longfellow Pond. Explore the pond ecology and other trails in the Town Forest. **Length:** 0.8 mi, round trip. **Markers:** purple arrows. **Access:** Longfellow Pond parking lot on Oakland St.

Morses Pond Trail. A lovely loop walk along the Morses Pond shoreline and through pine woods. **Length**: 1.2 mi, round trip. **Markers:** purple arrows. **Access:** entrance to the Town Beach on Turner Rd.

Rockridge Pond Trail. Short, pretty walk on a trail around part of this picturesque pond connecting Rockridge and Cliff Rds. **Length:** 0.4 mi. **Markers:** purple arrows. **Access:** Hundreds Cir parking area.

Sudbury Path. Follow the Sudbury Aqueduct from Needham to Wellesley College. Eastern section goes through the Town Forest and Babson College. Western section runs through Beebe Meadow and across the Waban Arches. **Length:** 4.6 mi. **Markers:** blue arrows. **Access:** any street crossing along route.

WCC Guernsey Sanctuary Trail. A pleasant loop trail to Sabrina Lake. Explore this diverse woodland with streams, ponds, wetlands and a vernal pool. **Length:** 0.6 mi, round trip. **Markers:** purple arrows. **Access:** Winding River Rd parking area.

Trail Use Guidelines

- No motorized vehicles, littering, dumping, camping, fires, smoking, or alcoholic beverages.
- Stay on mowed trails. Fields are full of poison ivy.
- Do not feed, approach or touch wildlife, including waterfowl.
- Use protection against ticks and mosquito bites.
- Abide by town's restriction of no more than 2 dogs per person or 3 dogs with a permit.
- Pick up after your dog and properly dispose of the waste. Thanks!

More Information

Find trail guides and maps at **wellesleytrails.org**. Get brochures at Town Hall in the Natural Resources Commission office. See the book *Walks in Wellesley* published by the Wellesley Conservation Council. Follow and like us on **Facebook**. Contact us at **trails@wellesleyma.gov** for questions or to report trail problems, or call 781-431-1019, extension 2294.

10.18

Wellesley Trails

Trails Map

Explore and enjoy 26 miles of trails in town conservation lands and along interconnecting paths.

Natural Resources Commission

Wellesley Trails Committee
wellesleytrails.org

PUBLIC TRANSPORTATION SCHEDULES

FRAMINGHAM/WORCESTER LINE

Effective October 21, 2019

Monday to Friday

Inbound to Boston

ZONE	STATION	TRAIN #	500	502	582	504	584	506	586	508	588	510	552	590	512	514	516	518	520	592	522	594	524	596	526	528	530	532	534	536
			AM												PM															AM
	Bikes Allowed		🚲												🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
3	Worcester	♿	4:45	5:15	-	5:50	-	6:22	-	6:57	-	7:24	8:00	-	8:50	10:35	12:05	1:55	3:50	-	5:20	-	6:05	-	7:20	8:30	9:00	9:35	11:20	12:20
3	Grafton	♿	4:58	5:28	-	6:03	-	6:35	-	7:10	-	7:37	-	-	9:03	10:48	12:18	2:08	4:03	-	5:33	-	6:18	-	7:33	8:43	9:13	9:48	f 11:33	f 12:33
7	Westborough	♿	5:02	5:32	-	6:07	-	6:39	-	7:14	-	7:41	-	-	9:07	10:52	12:22	2:12	4:07	-	5:37	-	6:22	-	7:37	8:47	9:17	9:52	f 11:37	f 12:37
5	Southborough	♿	5:11	5:41	-	6:17	-	6:48	-	7:23	-	7:50	-	-	9:16	11:01	12:31	2:21	4:16	-	5:46	-	6:31	-	7:46	8:56	9:26	10:01	f 11:46	f 12:46
5	Ashland	♿	5:15	5:45	-	6:22	-	6:52	-	7:27	-	7:54	-	8:34	9:20	11:05	12:35	2:25	4:20	-	5:50	-	6:35	-	7:50	9:00	9:30	10:05	f 11:50	f 12:50
5	Framingham	♿	5:26	5:55	6:04	6:31	6:39	7:02	7:15	7:37	7:49	8:04	-	8:45	9:31	11:16	12:46	2:36	4:31	5:40	6:01	6:22	6:46	7:05	8:01	9:11	9:41	10:16	f 12:01	f 1:01
4	West Natick	♿	5:31	6:01	6:09	6:36	6:44	7:08	7:20	7:43	7:54	8:10	-	8:50	9:36	11:21	12:51	2:41	4:36	5:45	6:06	6:27	6:51	7:10	8:06	9:16	9:46	10:21	f 12:06	f 1:06
3	Natick Center		5:36	6:05	6:14	-	6:49	-	7:25	-	7:59	8:15	-	8:55	9:41	11:26	12:56	2:46	4:41	5:50	-	6:32	-	7:15	8:11	9:21	9:51	10:26	f 12:11	f 1:11
3	Wellesley Square		5:41	-	6:19	-	6:54	-	7:30	-	8:04	8:20	-	9:00	9:46	11:30	1:00	2:50	4:45	5:54	-	6:36	-	7:19	8:15	9:25	9:55	10:30	f 12:15	f 1:15
3	Wellesley Hills		5:45	-	6:23	-	6:58	-	7:34	-	8:08	8:24	-	9:04	9:50	11:34	1:04	2:54	4:49	5:58	-	6:40	-	7:23	8:19	9:29	9:59	10:34	f 12:19	f 1:19
3	Wellesley Farms		5:48	-	6:26	-	7:01	-	7:37	-	8:11	8:27	-	9:07	9:53	11:37	1:07	2:57	4:52	6:01	-	6:43	-	7:26	8:22	9:32	10:02	10:37	f 12:22	f 1:22
2	Auburndale		5:53	-	6:31	-	7:06	-	7:42	-	8:16	-	-	9:12	f 9:58	f 11:42	f 1:12	-	-	-	-	-	-	f 7:31	-	-	-	-	f 12:27	f 1:27
2	West Newton		5:56	-	6:34	-	7:09	-	7:45	-	8:19	-	-	9:15	f 10:01	f 11:45	f 1:15	-	-	-	-	-	-	f 7:34	-	-	-	-	f 12:30	f 1:30
1	Newtonville		5:59	-	6:37	-	7:12	-	7:48	-	8:22	-	-	9:18	f 10:04	f 11:48	f 1:18	-	-	-	-	-	-	f 7:37	-	-	-	-	f 12:33	f 1:33
A	Boston Landing	♿	L 6:04	-	L 6:42	-	L 7:17	-	L 7:55	-	L 8:30	L 8:40	-	L 9:23	L 10:09	L 11:53	L 1:23	L 3:07	L 5:04	L 6:13	L 6:24	L 6:55	L 7:09	L 7:42	L 8:32	L 9:42	L 10:12	L 10:47	L 12:38	L 1:38
A	Lansdowne	♿	L 6:09	L 6:24	L 6:47	L 6:59	L 7:22	L 7:34	L 8:00	L 8:10	L 8:35	L 8:45	L 8:55	L 9:28	L 10:14	L 11:58	L 1:28	L 3:12	L 5:09	L 6:18	L 6:29	L 7:00	L 7:14	L 7:47	L 8:37	L 9:47	L 10:17	L 10:52	L 12:43	L 1:41
A	Back Bay	♿	L 6:14	L 6:29	L 6:52	L 7:04	L 7:27	L 7:39	L 8:05	L 8:15	L 8:40	L 8:50	L 9:00	L 9:33	L 10:19	L 12:03	L 1:33	L 3:17	L 5:15	L 6:23	L 6:34	L 7:05	L 7:19	L 7:52	L 8:42	L 9:52	L 10:22	L 10:57	L 12:48	L 1:46
A	South Station	♿	6:20	6:35	6:58	7:10	7:33	7:45	8:11	8:21	8:46	8:56	9:06	9:39	10:24	12:08	1:38	3:22	5:20	6:28	6:39	7:10	7:24	7:57	8:47	9:57	10:27	11:02	12:53	1:51

Trains in purple box indicate peak period trains.

Saturday & Sunday

Inbound to Boston

ZONE	STATION	SATURDAY TRAIN # / SUNDAY TRAIN #	1500 / 2500	1502 / 2502	1504 / 2504	1506 / 2506	1508 / 2508	1510 / 2510	1512 / 2512	1514 / 2514	1516 / 2516
			AM			PM					
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
8	Worcester	♿	7:00	8:50	10:50	12:50	2:30	4:30	6:30	8:30	11:00
8	Grafton	♿	7:13	9:03	11:03	1:03	2:43	4:43	6:43	8:43	f 11:13
7	Westborough	♿	7:17	9:07	11:07	1:07	2:47	4:47	6:47	8:47	f 11:17
6	Southborough	♿	7:25	9:15	11:15	1:15	2:55	4:55	6:55	8:55	f 11:25
6	Ashland	♿	7:30	9:20	11:20	1:20	3:00	5:00	7:00	9:00	f 11:30
5	Framingham	♿	7:40	9:30	11:30	1:30	3:10	5:10	7:10	9:10	f 11:40
4	West Natick	♿	7:44	9:34	11:34	1:34	3:14	5:14	7:14	9:14	f 11:44
4	Natick Center		7:49	9:39	11:39	1:39	3:19	5:19	7:19	9:19	f 11:49
3	Wellesley Square		7:54	9:44	11:44	1:44	3:24	5:24	7:24	9:24	f 11:54
3	Wellesley Hills		7:57	9:47	11:47	1:47	3:27	5:27	7:27	9:27	f 11:57
3	Wellesley Farms		8:00	9:50	11:50	1:50	3:30	5:30	7:30	9:30	f 12:00
2	Auburndale		f 8:04	f 9:54	f 11:54	f 1:54	f 3:34	f 5:34	f 7:34	f 9:34	f 12:04
2	West Newton		f 8:07	f 9:57	f 11:57	f 1:57	f 3:37	f 5:37	f 7:37	f 9:37	f 12:07
1	Newtonville		f 8:10	f 10:00	f 12:00	f 2:00	f 3:40	f 5:40	f 7:40	f 9:40	f 12:10
1A	Boston Landing	♿	L 8:16	L 10:06	L 12:06	L 2:06	L 3:46	L 5:46	L 7:46	L 9:46	L 12:16
1A	Lansdowne	♿	L 8:21	L 10:11	L 12:11	L 2:11	L 3:51	L 5:51	L 7:51	L 9:51	L 12:21
1A	Back Bay	♿	L 8:25	L 10:15	L 12:15	L 2:15	L 3:55	L 5:55	L 7:55	L 9:55	L 12:25
1A	South Station	♿	8:30	10:20	12:20	2:20	4:00	6:00	8:00	10:00	12:30

Monday to Friday

Outbound from Boston

ZONE	STATION	TRAIN #	501	583	503	505	587	507	589	509	511	513	515	517	519	591	521	593	523	595	525	527	551	529	531	533	535	537
			AM											PM														
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲										🚲	🚲	🚲	🚲	🚲	🚲
IA	South Station	♿	4:40	5:30	5:55	6:10	6:48	7:20	7:30	8:35	10:15	11:55	1:55	3:30	4:20	4:30	5:00	5:10	5:40	5:50	6:15	6:45	7:35	7:45	8:35	9:35	10:30	11:30
IA	Back Bay	♿	4:45	5:35	6:00	6:15	6:53	7:25	7:35	8:41	10:21	12:01	2:01	3:36	4:26	4:36	5:06	5:16	5:46	5:56	6:21	6:51	7:41	7:51	8:41	9:41	10:36	11:36
IA	Lansdowne	♿	4:50	5:40	6:05	6:20	6:58	7:30	7:40	8:46	10:26	12:06	2:06	3:41	4:31	4:41	5:11	5:21	5:51	6:01	6:26	6:56	7:46	7:56	8:46	9:46	10:41	11:41
IA	Boston Landing	♿	f 4:54	f 5:44	f 6:09	f 6:25	7:03	7:35	7:45	8:51	f 10:31	f 12:11	f 2:11	3:46	-	4:46	-	5:26	-	6:06	6:31	7:01	-	8:01	f 8:51	f 9:51	f 10:46	f 11:46
1	Newtonville		f 4:59	-	-	-	-	-	-	-	f 10:36	f 12:16	f 2:16	3:51	-	4:51	-	5:32	-	6:11	-	7:06	-	f 8:06	f 8:56	f 9:56	f 10:51	f 11:51
2	West Newton		f 5:02	-	-	-	-	-	-	-	f 10:40	f 12:20	f 2:20	3:55	-	4:55	-	5:35	-	6:15	-	7:10	-	f 8:10	f 9:00	f 10:00	f 10:55	f 11:55
2	Auburndale		f 5:05	-	-	-	-	-	-	-	f 10:43	f 12:23	f 2:23	3:58	-	4:58	-	5:38	-	6:18	-	7:13	-	f 8:13	f 9:03	f 10:03	f 10:58	f 11:58
3	Wellesley Farms		f 5:08	5:54	-	6:34	7:12	-	7:54	9:00	10:46	12:26	2:26	4:01	-	5:01	-	5:43	-	6:22	6:42	7:16	-	8:16	9:06	10:06	11:01	12:01
3	Wellesley Hills		f 5:11	5:57	-	6:37	7:15	-	7:57	9:03	10:49	12:29	2:29	4:04	-	5:04	-	5:46	-	6:25	6:45	7:19	-	8:19	9:09	10:09	11:04	12:04
3	Wellesley Square		f 5:14	6:01	-	6:41	7:19	-	8:01	9:07	10:52	12:32	2:32	4:07	-	5:08	-	5:50	-	6:29	6:49	7:22	-	8:22	9:12	10:12	11:07	12:07
4	Natick Center		f 5:18	6:06	-	6:45	7:23	-	8:05	9:11	10:56	12:36	2:36	4:11	4:52	5:12	-	5:55	-	6:33	6:53	7:26	-	8:26	9:16	10:16	11:11	12:11
4	West Natick	♿	5:22	6:11	6:25	6:50	7:28	-	8:10	9:15	11:01	12:41	2:41	4:16	4:57	5:17	5:33	6:00	6:13	6:38	6:58	7:31	-	8:31	9:21	10:21	11:16	12:16
5	Framingham	♿	5:26	6:16	6:30	6:55	7:33	7:53	8:15	9:20	11:06	12:46	2:46	4:22	5:03	5:23	5:41	6:08	6:21	6:45	7:04	7:36	-	8:36	9:26	10:26	11:21	12:21
6	Ashland	♿	5:32	-	6:36	7:01	-	7:59	8:21	9:26	11:12	12:52	2:52	4:29	5:09	-	5:48	-	6:28	-	7:10	7:42	-	8:42	9:32	10:32	11:27	12:27
6	Southborough	♿	5:37	-	6:41	7:06	-	8:04	-	9:31	11:17	12:57	2:57	4:34	5:14	-	5:53	-	6:33	-	7:15	7:47	-	8:47	9:37	10:37	11:32	12:32
7	Westborough	♿	5:45	-	6:50	7:15	-	8:13	-	9:40	11:26	1:06	3:06	4:43	5:23	-	6:03	-	6:42	-	7:24	7:56	-	8:56	9:46	10:46	11:41	12:41
8	Grafton	♿	5:49	-	6:55	7:20	-	8:18	-	9:45	11:31	1:11	3:11	4:49	5:29	-	6:09	-	6:48	-	7:29	8:01	-	9:01	9:51	f 10:50	f 11:45	f 12:45
8	Worcester	♿	6:02	-	7:08	7:33	-	8:31	-	9:58	11:45	1:25	3:25	5:04	5:45	-	6:26	-	7:05	-	7:44	8:15	8:45	9:15	10:05	11:05	12:00	1:00

Trains in purple box indicate peak period trains.

Saturday & Sunday

Outbound from Boston

ZONE	STATION	SATURDAY TRAIN # / SUNDAY TRAIN #	1501 / 2501	1503 / 2503	1505 / 2505	1507 / 2507	1509 / 2509	1511 / 2511	1513 / 2513	1515 / 2515	1517 / 2517
			AM			PM					
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
1A	South Station	♿	6:40	8:40	10:40	12:40	2:20	4:20	6:20	8:20	10:40
1A	Back Bay	♿	6:46	8:46	10:46	12:46	2:26	4:26	6:26	8:26	10:46
1A	Lansdowne	♿	6:49	8:49	10:49	12:49	2:29	4:29	6:29	8:29	10:49
1A	Boston Landing	♿	f 6:54	f 8:54	f 10:54	f 12:54	f 2:34	f 4:34	f 6:34	f 8:34	f 10:5
1	Newtonville		f 7:01	f 9:01	f 11:01	f 1:01	f 2:41	f 4:41	f 6:41	f 8:41	f 11:0
2	West Newton		f 7:04	f 9:04	f 11:04	f 1:04	f 2:44	f 4:44	f 6:44	f 8:44	f 11:0
2	Auburndale		f 7:07	f 9:07	f 11:07	f 1:07	f 2:47	f 4:47	f 6:47	f 8:47	f 11:0
3	Wellesley Farms		7:11	9:11	11:11	1:11	2:51	4:51	6:51	8:51	11:11
3	Wellesley Hills		7:14	9:14	11:14	1:14	2:54	4:54	6:54	8:54	11:14
3	Wellesley Square		7:17	9:17	11:17	1:17	2:57	4:57	6:57	8:57	11:17
4	Natick Center		7:22	9:22	11:22	1:22	3:02	5:02	7:02	9:02	11:22
4	West Natick	♿	7:26	9:26	11:26	1:26	3:06	5:06	7:06	9:06	11:26
5	Framingham	♿	7:31	9:31	11:31	1:31	3:11	5:11	7:11	9:11	11:31
6	Ashland	♿	7:37	9:37	11:37	1:37	3:17	5:17	7:17	9:17	11:37
6	Southborough	♿	7:41	9:41	11:41	1:41	3:21	5:21	7:21	9:21	11:41
7	Westborough	♿	7:49	9:49	11:49	1:49	3:29	5:29	7:29	9:29	11:49
8	Grafton	♿	f 7:54	f 9:54	f 11:54	f 1:54	f 3:34	f 5:34	f 7:34	f 9:34	f 11:5
8	Worcester	♿	8:10	10:10	12:10	2:10	3:50	5:50	7:50	9:50	12:10

Keep in Mind:

This schedule will be effective from October 21, 2019 and will replace the schedule of May 20, 2019.

Presidents' Day and 4th of July operate on a **Saturday service schedule.**

New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day operate on a **Sunday service schedule**.

For all other holiday schedules, please check MBTA.com or call 617-222-3200.

Times in purple with "f" indicate a flag stop: Passengers must tell the conductor that they wish to leave. Passengers waiting to board must be visible on the platform for the train to stop.

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 platform and bridge plate available. Visit mbta.com/accessibility for more information.

Schedules may change in the event of severe weather

The MBTA and Keolis closely monitor weather forecasts to determine if conditions necessitate changes to the Commuter Rail schedule.

During weather events, the symbols below will communicate service level and impact on passengers. Service level for the following day will be announced mid-afternoon on the prior day.

REGULAR SCHEDULE
Trains will operate on a normal schedule.

STORM SCHEDULE
Major changes to the regular schedule. Schedules will be available on mbta.com, and in Boston stations.

NO SERVICE
No passenger service on Commuter Rail.

Massachusetts Bay Transportation Authority

KEOLIS

Visit **MBTA.com**

Customer Service **617-222-3200**

Download the **Commuter Rail App**

Follow **@MBTA_CR**

ROUTE 8: Wellesley

MetroWestRegionalTransportationAuthority

Fare Information

Adult fare: $1.50 cash / $1.25 with a Charlie Card.

Student fare: $1.00 cash with valid Student ID.

Children under 6 ride free when accompanied by an adult. Children under 12 may not ride unaccompanied.

Elderly (65 years of age or older): $0.75 cash with photo ID indicating date of birth or $0.70 with an MWRTA Senior TAP Pass.

Individuals with disabilities: $0.75 cash or $0.70 with a valid MBTA Access Card, Medicare Card or MWRTA Disabled TAP Pass.

Charlie Cards are available free of charge at the Blandin Hub or on the bus. Value can be added to existing cards onboard, online at mbta.com, or at an MBTA kiosk.

No service provided on the following Holidays:

New Year's Day
Patriot's Day
Memorial Day
Independence Day
Thanksgiving Day
Christmas Day

Transfer/Connections

Transfer coupons are available on all buses and are good for transfers going in the same direction within the MWRTA system only. Transfers are not compatible within the MBTA system. One transfer per paid fare is issued upon request and must be presented to the next driver within 90 minutes.

Riders can access MBTA Commuter Rail Service in Downtown Framingham, Ashland, Southborough, and Natick. For MBTA schedule and service information call 617.222.3200.

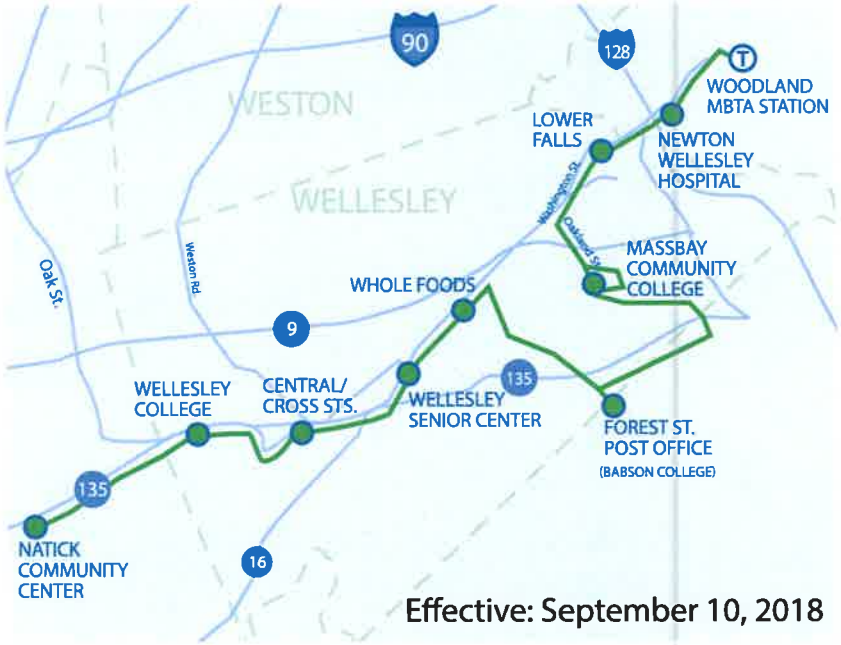
Schedule Times

Scheduled times are only approximate; please wait for the MWRTA ten minutes in advance of scheduled times to assure not missing the bus.

The MWRTA uses the Flag Down System which allows buses to stop anywhere along their routes to pick up passengers, where it is safe to do so. Passengers can hail MWRTA buses by waving.

Scan the QR code below with your smartphone to be directed to the MWRTA Routes and Schedules website.

Route 8 (Monday-Friday Service)



Effective: September 10, 2018

MetroWest Regional Transit Authority
Public Transportation System

MWRTA Customer Service:
(508) 935-2222
Blandin Hub: 15 Blandin Ave.
Framingham, MA 01702
www.mwrta.com ~ Follow Us: @mwrta

8 ROUTE 8 (Monday-Friday Service) 8

8 ROUTE 8 Weekday (Monday-Friday Service) 8

v 9.18

	AM					PM				
EASTBOUND										
Blandin Hub	6:20	--	--	10:05	--	--	--	2:55	--	--
Natick Community Center	6:35	7:51	9:06	10:22	11:40	12:47	1:57	3:10	4:35	6:25
Wellesley College	6:40	7:55	9:10	10:27	11:42	12:51	2:00	3:14	4:39	6:29
Central/Cross Sts.	6:43	7:58	9:13	10:30	11:44	12:52	2:01	3:15	4:42	6:32
Wellesley Senior Center/COA*	6:45	8:01	9:16	10:32	11:48	12:55	2:04	3:18	4:50	6:40
Whole Foods	6:47	8:03	9:18	10:34	11:50	12:57	2:06	3:20	4:52	6:42
Forest St. Post Office (Babson)**	6:52	8:09	9:24	10:36	11:52	1:01	2:14	3:24	5:00	6:50
MassBay Community College	6:59	8:16	9:31	10:46	11:59	1:08	2:20	3:32	5:08	7:00
Lower Falls	7:04	8:19	9:34	10:51	12:03P	1:13	2:25	3:37	5:14	7:05
Newton-Wellesley Hospital	7:07	8:21	9:39	10:54	12:07P	1:18	2:29	3:43	5:20	7:10
Woodland (MBTA Green line)	7:08	8:24	9:44	10:55	12:08P	1:19	2:30	3:53	5:25	7:15
WESTBOUND										
Lower Falls	7:11	8:31	9:45	11:05	12:13P	1:24	2:35	3:58	5:32	7:20
MassBay Community College	7:21	8:36	9:54	11:10	12:18P	1:28	2:40	4:04	5:40	7:25
Forest St. Post Office (Babson)**	7:28	8:43	9:59	11:17	12:23P	1:33	2:45	4:10	5:50	7:30
Wellesley Senior Center/COA*	7:35	8:52	10:05	11:24	12:32P	1:42	2:55	4:20	6:10	7:38
Natick Community Center	7:46	9:03	10:17	11:35	12:42P	1:52	3:05	4:30	6:20	7:46
Blandin Hub	--	--	10:25	--	--	--	3:15	--	--	7:58

Key

Times: P-PM
*Wellesley Senior Center/COA is also called the Tolles Parsons Center
**Babson College is serviced in front of the Forest St. Post Office

Hub Info: Blandin Hub-15 Blandin Ave.

MetroWest Regional Transit Authority
Public Transportation System

Transfers

Route 8 passengers can make the following transfers:
Route 1 at Woodland (MBTA Green Line)
Route 10 & 11 at the Natick Community Center

For up to the minute bus information call the MWRTA at 508.935.2222 or visit www.mwrta.com for GPS tracking.

Helpful Tips For Parking In Wellesley Square

We welcome you to Wellesley Square with a number of convenient parking options.

We now offer **Passport**, a pay-by-phone mobile parking payment app, so you can purchase parking from your smart phone.

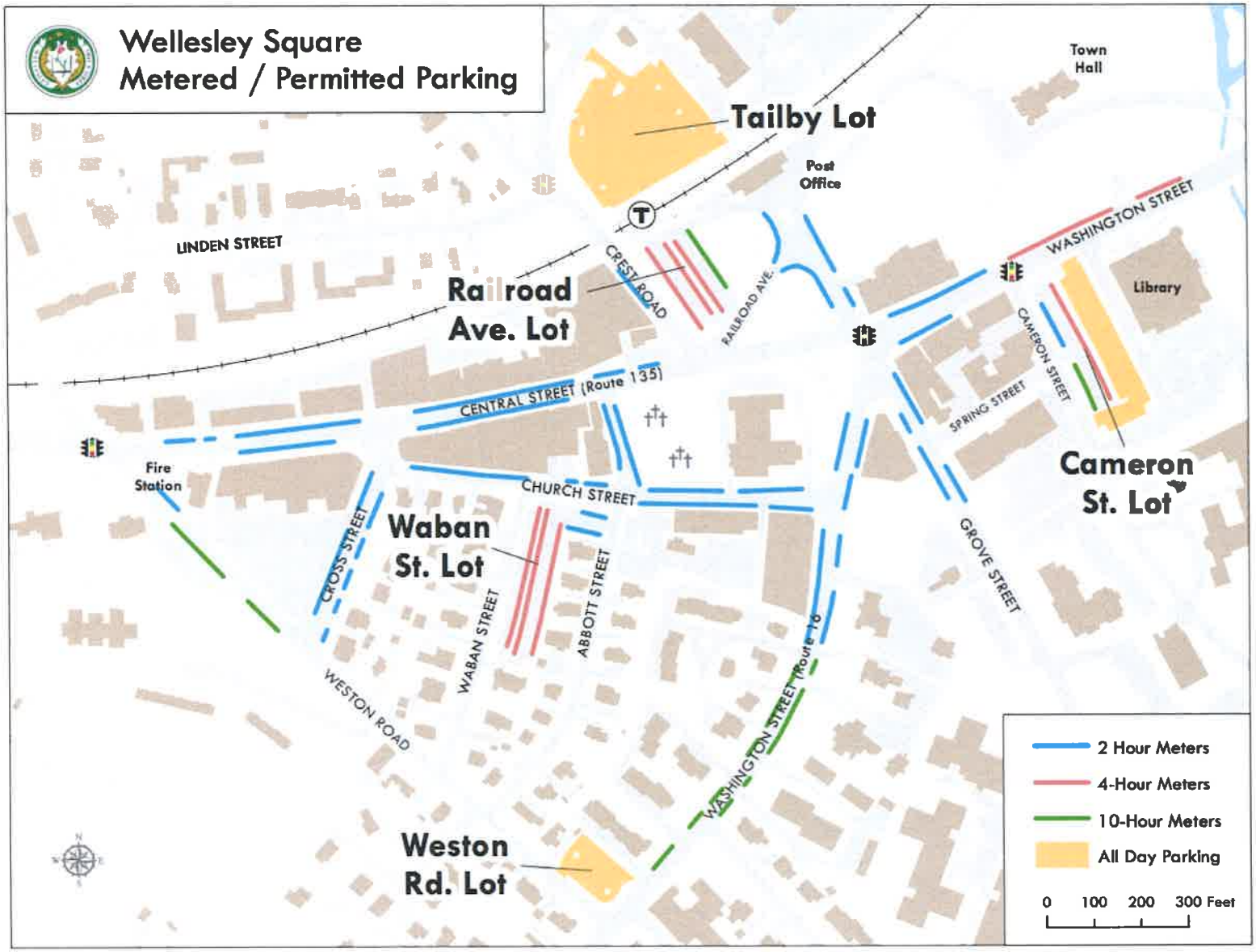
If you want to pay with coins, you certainly can.

Metered **on-street** parking is available at the rate of 5¢ for 5 minutes, 10¢ for 10 minutes, 25¢ for 30 minutes, and 50¢ for a full hour.

Off-street parking is also available in Wellesley's Commuter and Business lots as shown in the map below. These lots offer a variety of 2-hour, 4-hour, 10-hour, and all day spaces to meet your specific needs. Stored value cards and/or annual passes for all day lots may be purchased from the Offices of the Town Treasurer and/or Parking Clerk. Pricing and other info on these passes is available HERE.

The Church Square shopping section has **FREE PARKING** seven days a week.

Free parking throughout Wellesley Square is available for selected events and through most of December. Look for covered meters.



VEHICLE TRAVEL SPEED DATA

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

WB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/09/20	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
04:00	0	0	0	2	0	0	0	1	1	1	0	1	0	0	6
05:00	0	0	1	0	0	0	2	0	1	2	1	0	1	0	8
06:00	0	0	1	6	1	1	3	4	8	24	1	4	2	1	56
07:00	0	0	2	8	5	13	16	43	55	66	16	4	2	0	230
08:00	0	0	3	4	13	10	11	27	72	74	25	11	0	1	251
09:00	0	0	1	2	8	5	9	18	61	84	22	13	1	0	224
10:00	0	0	2	5	5	7	10	51	60	79	48	12	2	0	281
11:00	0	0	1	8	8	3	17	87	101	99	41	9	0	2	376
12 PM	0	0	0	4	7	9	44	96	149	86	25	11	0	1	432
13:00	0	0	1	1	8	14	28	86	134	111	27	4	0	0	414
14:00	0	0	13	17	28	53	98	108	90	58	11	3	0	1	480
15:00	0	0	18	11	30	62	66	111	116	69	20	5	0	0	508
16:00	0	0	16	17	14	28	44	111	147	113	25	7	0	0	522
17:00	0	0	28	9	7	26	60	108	139	76	19	9	1	0	482
18:00	0	0	4	11	10	13	44	62	120	96	23	7	2	0	392
19:00	0	0	0	6	4	8	15	46	119	84	27	6	0	0	315
20:00	0	0	0	2	3	0	6	19	79	60	26	7	2	1	205
21:00	0	0	0	2	0	0	4	10	39	39	20	4	2	0	120
22:00	0	0	0	0	2	0	3	1	19	15	9	6	1	0	56
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	0	91	115	153	252	480	991	1512	1241	386	123	16	8	5368

Daily

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	3904
Percent in Pace :	72.7%
Number of Vehicles > 25 MPH :	2782
Percent of Vehicles > 25 MPH :	51.8%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

WB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/10/20	0	0	0	0	1	0	0	0	2	2	1	1	0	0	7
01:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	2	1	0	0	0	4
04:00	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6
05:00	0	0	1	0	0	0	0	2	0	4	1	3	0	0	11
06:00	0	0	0	5	0	1	1	3	4	28	14	4	1	1	62
07:00	0	0	3	3	8	13	12	43	75	51	26	4	1	1	240
08:00	0	0	0	2	6	11	13	16	50	60	28	16	2	2	206
09:00	0	0	3	3	4	8	20	42	59	84	37	18	1	0	279
10:00	0	0	0	2	5	9	17	64	113	88	28	8	2	2	338
11:00	0	0	5	11	11	17	42	89	157	96	25	8	0	0	461
12 PM	0	0	3	5	10	8	31	118	141	116	31	10	2	1	476
13:00	0	0	5	6	9	18	32	111	145	119	33	8	0	0	486
14:00	0	0	10	12	18	36	59	131	121	84	25	3	0	0	499
15:00	0	0	21	18	26	36	80	136	146	67	16	3	0	0	549
16:00	0	0	4	6	12	25	42	124	138	88	19	7	1	0	466
17:00	0	0	9	9	15	16	60	122	127	68	19	1	0	0	446
18:00	0	0	0	9	8	6	19	82	126	81	27	8	0	0	366
19:00	0	0	0	1	1	0	19	48	91	81	27	13	1	1	283
20:00	0	0	0	0	2	2	5	41	69	67	30	11	1	1	229
21:00	0	0	0	1	0	3	3	12	40	53	12	12	3	0	139
22:00	0	0	0	1	0	0	0	7	22	28	12	7	1	2	80
23:00	0	0	0	0	1	1	2	3	6	10	6	4	0	0	33
Total	0	0	64	94	138	210	457	1194	1634	1282	421	149	16	11	5670

Daily

15th Percentile :	20 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	4262
Percent in Pace :	75.2%
Number of Vehicles > 25 MPH :	2968
Percent of Vehicles > 25 MPH :	52.4%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

WB

Start	1	4	7	10	13	16	19	22	25	28	31	34	37	40	
Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999	Total
01/11/20	0	0	0	1	0	1	0	2	0	2	1	1	0	1	9
01:00	0	0	0	1	0	0	1	0	1	0	2	1	0	0	6
02:00	0	0	0	1	0	0	0	0	0	1	0	1	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	2	2	0	0	0	5
05:00	0	0	0	0	0	0	0	1	2	2	1	0	0	0	6
06:00	0	0	0	0	0	1	1	2	4	4	3	2	2	0	19
07:00	0	0	0	1	1	2	1	3	22	27	7	10	2	1	77
08:00	0	0	0	1	4	2	8	18	40	58	26	14	0	0	171
09:00	0	0	0	3	5	3	9	46	93	95	30	15	2	0	301
10:00	0	0	4	4	12	13	35	82	124	95	34	16	0	1	420
11:00	0	0	12	18	23	23	81	97	147	72	25	7	1	0	506
12 PM	0	0	9	10	18	16	65	137	122	107	18	11	0	0	513
13:00	0	0	5	9	15	38	37	150	125	83	17	12	0	0	491
14:00	0	0	22	17	30	59	83	132	97	48	9	4	0	0	501
15:00	0	0	13	14	14	34	87	104	100	78	16	7	0	0	467
16:00	0	0	0	4	3	4	37	122	145	73	30	9	0	1	428
17:00	0	0	3	5	4	3	34	68	120	90	14	8	1	0	350
18:00	0	0	0	2	2	5	10	55	89	77	33	6	2	1	282
19:00	0	0	0	1	1	2	9	21	55	65	26	8	3	0	191
20:00	0	0	0	1	2	2	2	18	45	45	12	8	0	1	136
21:00	0	0	1	0	0	0	2	11	34	43	13	4	0	0	108
22:00	0	0	0	0	2	0	4	7	15	23	10	8	0	0	69
23:00	0	0	0	0	0	0	2	0	6	9	4	2	0	0	23
Total	0	0	69	93	136	209	508	1076	1386	1099	334	154	13	6	5083

Daily

15th Percentile :	19 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	3730
Percent in Pace :	73.4%
Number of Vehicles > 25 MPH :	2530
Percent of Vehicles > 25 MPH :	49.8%

Grand Total	0	0	224	302	427	671	1445	3261	4532	3622	1141	426	45	25	16121

Overall

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	11897
Percent in Pace :	73.8%
Number of Vehicles > 25 MPH :	8280
Percent of Vehicles > 25 MPH :	51.4%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/09/20	0	0	1	0	0	0	0	0	1	0	1	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4
04:00	0	0	0	0	0	1	1	0	1	1	2	1	0	1	8
05:00	0	0	0	0	0	0	2	1	7	12	12	3	1	2	40
06:00	0	0	0	1	2	1	1	19	51	60	26	10	1	2	174
07:00	0	0	17	29	21	36	66	114	122	73	26	6	0	3	513
08:00	0	0	23	32	16	41	67	99	123	77	22	6	0	0	506
09:00	0	0	16	20	15	34	41	76	102	80	25	6	1	3	419
10:00	0	0	3	15	5	17	34	63	93	75	27	11	2	7	352
11:00	0	0	2	9	11	7	36	116	139	80	24	7	0	1	432
12 PM	0	0	7	24	10	24	45	92	106	93	22	6	2	0	431
13:00	0	0	10	8	12	21	43	94	99	64	14	4	0	3	372
14:00	0	0	9	12	20	35	42	83	89	66	18	3	0	2	379
15:00	0	0	9	13	14	35	63	89	98	58	18	2	1	3	403
16:00	0	0	17	5	9	17	60	81	101	50	15	2	0	2	359
17:00	0	0	7	5	11	31	37	73	106	31	8	3	0	1	313
18:00	0	0	8	7	1	5	34	87	100	57	8	2	1	1	311
19:00	0	0	7	2	1	0	5	37	69	56	22	3	0	0	202
20:00	0	0	3	1	0	1	5	17	26	38	15	6	1	0	113
21:00	0	0	2	2	1	1	0	2	10	13	7	6	0	0	44
22:00	0	0	0	0	0	0	1	1	4	8	3	1	0	0	18
23:00	0	0	0	2	0	0	1	0	2	2	1	0	0	0	8
Total	0	0	141	187	149	308	584	1144	1449	996	317	89	10	31	5405

Daily

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	3784
Percent in Pace :	70.0%
Number of Vehicles > 25 MPH :	2409
Percent of Vehicles > 25 MPH :	44.6%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/10/20	0	0	1	0	0	0	0	2	0	1	0	1	0	0	5
01:00	0	0	0	0	0	0	1	1	0	1	0	1	0	0	4
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:00	0	0	0	0	0	2	0	0	2	2	2	2	0	1	11
05:00	0	0	0	0	0	0	1	5	11	14	9	4	0	0	44
06:00	0	0	3	1	1	0	6	22	28	62	27	9	2	1	162
07:00	0	0	18	25	15	23	45	120	125	85	17	3	1	2	479
08:00	0	0	13	23	11	23	51	79	138	87	24	8	0	2	459
09:00	0	0	7	17	9	9	45	80	88	102	25	8	0	3	393
10:00	0	0	11	24	10	18	16	77	144	82	20	5	2	5	414
11:00	0	0	13	19	20	20	53	125	110	71	16	10	0	2	459
12 PM	0	0	13	17	11	26	65	113	113	75	17	3	0	0	453
13:00	0	0	13	12	12	27	57	89	118	59	8	7	0	3	405
14:00	0	0	12	5	10	34	66	95	115	64	7	6	2	7	423
15:00	0	0	26	21	15	18	50	84	95	50	20	2	0	0	381
16:00	0	0	7	3	8	9	35	63	94	58	19	3	1	1	301
17:00	0	0	13	2	12	16	33	85	100	50	12	2	0	0	325
18:00	0	0	7	6	8	16	26	63	95	61	14	5	0	1	302
19:00	0	0	3	2	4	3	9	20	53	62	31	8	1	0	196
20:00	0	0	1	1	0	0	0	9	31	32	10	7	2	0	93
21:00	0	0	2	0	0	1	0	6	10	13	10	3	0	0	45
22:00	0	0	4	0	2	0	2	6	4	13	2	4	1	0	38
23:00	0	0	0	3	0	0	2	0	2	9	2	1	0	0	19
Total	0	0	167	182	148	245	563	1144	1476	1053	293	102	12	28	5413

Daily

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	3861
Percent in Pace :	71.3%
Number of Vehicles > 25 MPH :	2472
Percent of Vehicles > 25 MPH :	45.7%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/11/20	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
01:00	0	0	0	0	0	0	0	2	1	0	1	1	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
04:00	0	0	0	0	1	0	1	0	1	7	3	1	0	0	14
05:00	0	0	0	0	0	1	0	2	3	5	3	5	0	2	21
06:00	0	0	0	0	0	0	1	1	11	19	7	4	1	0	44
07:00	0	0	1	0	0	0	8	13	36	31	19	10	0	4	122
08:00	0	0	0	5	2	1	14	30	57	80	31	15	4	6	245
09:00	0	0	6	5	2	7	26	74	116	90	24	11	0	0	361
10:00	0	0	5	2	2	6	35	79	135	88	27	3	1	0	383
11:00	0	0	37	37	42	55	80	105	81	39	17	5	1	0	499
12 PM	0	0	13	16	31	38	87	111	105	65	7	3	1	0	477
13:00	0	0	13	22	16	36	74	117	124	46	15	1	1	1	466
14:00	0	0	9	10	12	28	58	85	114	53	10	5	0	0	384
15:00	0	0	8	9	16	35	55	94	104	61	8	5	1	0	396
16:00	0	0	11	6	18	27	53	85	108	46	16	3	1	0	374
17:00	0	0	4	3	2	4	16	72	104	61	15	2	0	0	283
18:00	0	0	0	1	1	2	9	19	96	67	25	5	0	0	225
19:00	0	0	1	3	0	0	3	17	45	33	17	5	0	1	125
20:00	0	0	3	0	1	1	0	9	26	27	18	6	2	0	93
21:00	0	0	2	1	0	0	0	0	13	6	14	2	1	0	39
22:00	0	0	0	2	0	0	2	1	5	6	4	5	1	0	26
23:00	0	0	0	2	1	0	1	0	2	6	4	3	0	0	19
Total	0	0	113	125	147	241	523	916	1287	837	287	100	16	14	4606

Daily

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	3214
Percent in Pace :	69.8%
Number of Vehicles > 25 MPH :	2112
Percent of Vehicles > 25 MPH :	45.9%

Grand Total	0	0	421	494	444	794	1670	3204	4212	2886	897	291	38	73	15424

Overall

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	10859
Percent in Pace :	70.4%
Number of Vehicles > 25 MPH :	6993
Percent of Vehicles > 25 MPH :	45.3%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

WB, EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/09/20	0	0	1	0	0	0	0	1	1	3	1	0	0	0	7
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6
04:00	0	0	0	2	0	1	1	1	2	2	2	2	0	1	14
05:00	0	0	1	0	0	0	4	1	8	14	13	3	2	2	48
06:00	0	0	1	7	3	2	4	23	59	84	27	14	3	3	230
07:00	0	0	19	37	26	49	82	157	177	139	42	10	2	3	743
08:00	0	0	26	36	29	51	78	126	195	151	47	17	0	1	757
09:00	0	0	17	22	23	39	50	94	163	164	47	19	2	3	643
10:00	0	0	5	20	10	24	44	114	153	154	75	23	4	7	633
11:00	0	0	3	17	19	10	53	203	240	179	65	16	0	3	808
12 PM	0	0	7	28	17	33	89	188	255	179	47	17	2	1	863
13:00	0	0	11	9	20	35	71	180	233	175	41	8	0	3	786
14:00	0	0	22	29	48	88	140	191	179	124	29	6	0	3	859
15:00	0	0	27	24	44	97	129	200	214	127	38	7	1	3	911
16:00	0	0	33	22	23	45	104	192	248	163	40	9	0	2	881
17:00	0	0	35	14	18	57	97	181	245	107	27	12	1	1	795
18:00	0	0	12	18	11	18	78	149	220	153	31	9	3	1	703
19:00	0	0	7	8	5	8	20	83	188	140	49	9	0	0	517
20:00	0	0	3	3	3	1	11	36	105	98	41	13	3	1	318
21:00	0	0	2	4	1	1	4	12	49	52	27	10	2	0	164
22:00	0	0	0	0	2	0	4	2	23	23	12	7	1	0	74
23:00	0	0	0	2	0	0	1	0	3	2	1	0	0	1	10
Total	0	0	232	302	302	560	1064	2135	2961	2237	703	212	26	39	10773

Daily

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	7688
Percent in Pace :	71.4%
Number of Vehicles > 25 MPH :	5191
Percent of Vehicles > 25 MPH :	48.2%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

WB, EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/10/20	0	0	1	0	1	0	0	2	2	3	1	2	0	0	12
01:00	0	0	0	0	0	0	1	1	1	2	1	1	0	0	7
02:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	2	2	0	0	0	5
04:00	0	0	0	0	0	2	0	0	3	5	4	2	0	1	17
05:00	0	0	1	0	0	0	1	7	11	18	10	7	0	0	55
06:00	0	0	3	6	1	1	7	25	32	90	41	13	3	2	224
07:00	0	0	21	28	23	36	57	163	200	136	43	7	2	3	719
08:00	0	0	13	25	17	34	64	95	188	147	52	24	2	4	665
09:00	0	0	10	20	13	17	65	122	147	186	62	26	1	3	672
10:00	0	0	11	26	15	27	33	141	257	170	48	13	4	7	752
11:00	0	0	18	30	31	37	95	214	267	167	41	18	0	2	920
12 PM	0	0	16	22	21	34	96	231	254	191	48	13	2	1	929
13:00	0	0	18	18	21	45	89	200	263	178	41	15	0	3	891
14:00	0	0	22	17	28	70	125	226	236	148	32	9	2	7	922
15:00	0	0	47	39	41	54	130	220	241	117	36	5	0	0	930
16:00	0	0	11	9	20	34	77	187	232	146	38	10	2	1	767
17:00	0	0	22	11	27	32	93	207	227	118	31	3	0	0	771
18:00	0	0	7	15	16	22	45	145	221	142	41	13	0	1	668
19:00	0	0	3	3	5	3	28	68	144	143	58	21	2	1	479
20:00	0	0	1	1	2	2	5	50	100	99	40	18	3	1	322
21:00	0	0	2	1	0	4	3	18	50	66	22	15	3	0	184
22:00	0	0	4	1	2	0	2	13	26	41	14	11	2	2	118
23:00	0	0	0	3	1	1	4	3	8	19	8	5	0	0	52
Total	0	0	231	276	286	455	1020	2338	3110	2335	714	251	28	39	11083

Daily

15th Percentile :	19 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	8123
Percent in Pace :	73.3%
Number of Vehicles > 25 MPH :	5440
Percent of Vehicles > 25 MPH :	49.1%

Accurate Counts
978-664-2565

Location : Linden Street
Location : East of Delanson Circle
City/State: Wellesley, MA

8494SPD1

WB, EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
01/11/20	0	0	0	1	0	1	0	2	0	3	3	1	0	1	12
01:00	0	0	0	1	0	0	1	2	2	0	3	2	0	0	11
02:00	0	0	0	1	0	0	0	0	0	1	0	1	0	0	3
03:00	0	0	0	1	0	0	0	0	0	0	1	0	1	0	3
04:00	0	0	0	0	1	1	1	0	1	9	5	1	0	0	19
05:00	0	0	0	0	0	1	0	3	5	7	4	5	0	2	27
06:00	0	0	0	0	0	1	2	3	15	23	10	6	3	0	63
07:00	0	0	1	1	1	2	9	16	58	58	26	20	2	5	199
08:00	0	0	0	6	6	3	22	48	97	138	57	29	4	6	416
09:00	0	0	6	8	7	10	35	120	209	185	54	26	2	0	662
10:00	0	0	9	6	14	19	70	161	259	183	61	19	1	1	803
11:00	0	0	49	55	65	78	161	202	228	111	42	12	2	0	1005
12 PM	0	0	22	26	49	54	152	248	227	172	25	14	1	0	990
13:00	0	0	18	31	31	74	111	267	249	129	32	13	1	1	957
14:00	0	0	31	27	42	87	141	217	211	101	19	9	0	0	885
15:00	0	0	21	23	30	69	142	198	204	139	24	12	1	0	863
16:00	0	0	11	10	21	31	90	207	253	119	46	12	1	1	802
17:00	0	0	7	8	6	7	50	140	224	151	29	10	1	0	633
18:00	0	0	0	3	3	7	19	74	185	144	58	11	2	1	507
19:00	0	0	1	4	1	2	12	38	100	98	43	13	3	1	316
20:00	0	0	3	1	3	3	2	27	71	72	30	14	2	1	229
21:00	0	0	3	1	0	0	2	11	47	49	27	6	1	0	147
22:00	0	0	0	2	2	0	6	8	20	29	14	13	1	0	95
23:00	0	0	0	2	1	0	3	0	8	15	8	5	0	0	42
Total	0	0	182	218	283	450	1031	1992	2673	1936	621	254	29	20	9689

Daily

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	6945
Percent in Pace :	71.7%
Number of Vehicles > 25 MPH :	4642
Percent of Vehicles > 25 MPH :	47.9%

Grand Total	0	0	645	796	871	1465	3115	6465	8744	6508	2038	717	83	98	31545

Overall

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	22755
Percent in Pace :	72.1%
Number of Vehicles > 25 MPH :	15273
Percent of Vehicles > 25 MPH :	48.4%

MOTOR VEHICLE CRASH DATA

Crash Number	City Town Name	Crash Date	Weekday	Crash Severity	Crash Year	Max Injury Severity Reported	Number of Vehicles	Age of Driver - Youngest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	MassDOT District	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Weather Conditions	Hit and Run	Latitude	Longitude	Street Name-Road RD
3428219	WELLESLEY	02/04/2013	Monday	Property damage only (none injured)	2013	No injury	2	21-24	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	6	Dry	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Clear	No hit and run	42.29678251	-71.2998103	LINDEN STREET
3599914	WELLESLEY	09/13/2013	Friday	Property damage only (none injured)	2013	No injury	2	25-34		Daylight	Rear-end	6	Dry	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
3601734	WELLESLEY	08/01/2013	Thursday	Non-fatal injury	2013	Non-fatal injury - Possible	3	18-20	D1: (No improper driving) / D2: (No improper driving) / D3: (Inattention),(Disregarded traffic signs, signals, road markings)	Daylight	Rear-end	6	Dry	0	1	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
3709583	WELLESLEY	12/05/2013	Thursday	Non-fatal injury	2013	Non-fatal injury - Possible	2	16-17	D1: (No improper driving) / D2: (Followed too closely)	Dark - lighted roadway	Rear-end	6	Dry	0	1	Flashing traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Cloudy/Unknown	No hit and run	42.29675565	-71.29989527	WESTON ROAD
3712917	WELLESLEY	11/22/2013	Friday	Property damage only (none injured)	2013	No injury	2	35-44	D1: (Inattention) / D2: (No improper driving)	Dark - lighted roadway	Rear-end	6	Dry	0	0	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	Clear	No hit and run	42.29678251	-71.2998103	LINDEN STREET
3730528	WELLESLEY	02/03/2014	Monday	Property damage only (none injured)	2014	No injury	2	21-24	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	6	Snow	0	0	Stop signs	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Snow	No hit and run	42.29678251	-71.2998103	LINDEN STREET
3790043	WELLESLEY	04/14/2014	Monday	Property damage only (none injured)	2014	No injury	2	18-20	D1: (Inattention) / D2: (No improper driving)	Dusk	Angle	6	Dry	0	0	Traffic control signal	V1: Turning left / V2: Travelling straight ahead	Clear	No hit and run	42.29678272	-71.29993157	WESTON ROAD
3955554	WELLESLEY	10/01/2014	Wednesday	Property damage only (none injured)	2014	No injury	2	16-17	D1: (No improper driving) / D2: (Other improper action)	Daylight	Rear-end	6	Wet	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Rain	No hit and run	42.29675565	-71.29989527	WESTON ROAD
3974246	WELLESLEY	11/14/2014	Friday	Not Reported	2014	Unknown	1	21-24	D1: (No improper driving)	Dark - lighted roadway	Angle	6	Dry	0	0	Flashing traffic control signal	V1: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4089895	WELLESLEY	09/24/2015	Thursday	Property damage only (none injured)	2015	No injury	2	35-44	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle	6	Dry	0	0	Flashing traffic control signal	V1: Travelling straight ahead / V2: Turning left	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4100702	WELLESLEY	10/19/2015	Monday	Property damage only (none injured)	2015	No injury	2	25-34	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	6	Dry	0	0	Stop signs	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4203941	WELLESLEY	06/06/2016	Monday	Non-fatal injury	2016	Non-fatal injury - Possible	1	35-44	D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc)	Daylight	Single vehicle crash	6	Dry	0	2	No controls	V1: Travelling straight ahead	Clear	No hit and run	42.29678251	-71.2998103	LINDEN STREET
4209479	WELLESLEY	06/23/2016	Thursday	Property damage only (none injured)	2016	No injury	2	16-17	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle	6	Dry	0	0	Stop signs	V1: Turning left / V2: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4215498	WELLESLEY	07/05/2016	Tuesday	Property damage only (none injured)	2016	No injury	2	35-44	D1: (No improper driving) / D2: (No improper driving)	Daylight	Angle	6	Dry	0	0	Flashing traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4291179	WELLESLEY	11/23/2016	Wednesday	Property damage only (none injured)	2016	No injury	2	65-74	D1: (No improper driving) / D2: (Glare)	Daylight	Rear-end	6	Dry	0	0	Stop signs	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Clear	No hit and run	42.29678251	-71.2998103	LINDEN STREET
4300264	WELLESLEY	12/17/2016	Saturday	Property damage only (none injured)	2016	No injury	1	55-64	D1: (Driving too fast for conditions)	Daylight	Single vehicle crash	6	Snow	0	0	Flashing traffic control signal	V1: Travelling straight ahead	Snow	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4348637	WELLESLEY	03/16/2017	Thursday	Property damage only (none injured)	2017	No injury	3	25-34	D1: (No improper driving) / D2: (Unknown) / D3: (Unknown)	Daylight	Angle	6	Dry	0	0	Flashing traffic control signal	V1: Slowing or stopped in traffic / V2: Turning left / V3: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4348775	WELLESLEY	02/08/2017	Wednesday	Property damage only (none injured)	2017	No injury	2	35-44	D1: (No improper driving) / D2: (Followed too closely)	Dark - lighted roadway	Rear-end	6	Dry	0	0	Flashing traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4382994	WELLESLEY	06/18/2017	Sunday	Property damage only (none injured)	2017	No injury	2	18-20	D1: (No improper driving) / D2: (Unknown)	Dawn	Rear-end	6	Dry	0	0	No controls	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4388671	WELLESLEY	07/07/2017	Friday	Property damage only (none injured)	2017	No injury	2	25-34	D1: (No improper driving) / D2: (Inattention)	Daylight	Angle	6	Wet	0	0	Flashing traffic control signal	V1: Travelling straight ahead / V2: Turning right	Clear	No hit and run	42.29678251	-71.2998103	LINDEN STREET
4466525	WELLESLEY	12/09/2017	Saturday	Property damage only (none injured)	2017	No injury	2	18-20	D1: (No improper driving) / D2: (No improper driving)	Dark - lighted roadway	Rear-end	6	Snow	0	0	Flashing traffic control signal	V1: Turning right / V2: Travelling straight ahead	Snow	No hit and run	42.29678251	-71.2998103	LINDEN STREET
4466534	WELLESLEY	12/03/2017	Sunday	Property damage only (none injured)	2017	No injury	2	35-44	D1: (No improper driving) / D2: (Followed too closely)	Dark - lighted roadway	Rear-end	6	Dry	0	0	Flashing traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	Clear	No hit and run	42.29675565	-71.29989527	WESTON ROAD
4681601	WELLESLEY	12/21/2017	Thursday	Property damage only (none injured)	2017	No injury	1	35-44	D1: (Operating defective equipment),(Other improper action)	Daylight	Single vehicle crash	6	Dry	0	0	Traffic control signal	V1: Travelling straight ahead	Clear	No hit and run	42.29690491	-71.29941789	
3599918	WELLESLEY	09/18/2013	Wednesday	Property damage only (none injured)	2013	No injury	4	25-34	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving)	Daylight	Rear-end	6	Dry	0	0	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic / V4: Slowing or stopped in traffic	Clear	No hit and run	42.29742294	-71.29539405	CREST ROAD
3601645	WELLESLEY	06/05/2013	Wednesday	Non-fatal injury	2013	Non-fatal injury - Possible	2	18-20	D1: (No improper driving) / D2: (Distracted)	Daylight	Rear-end	6	Dry	0	1	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Clear	No hit and run	42.29742294	-71.29539405	CREST ROAD
3682889	WELLESLEY	11/17/2013	Sunday	Property damage only (none injured)	2013	No injury	2	45-54	D1: (No improper driving) / D2: (Inattention)	Daylight	Rear-end	6	Dry	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Cloudy	No hit and run	42.29742294	-71.29539405	CREST ROAD

Crash Number	City Town Name	Crash Date	Weekday	Crash Severity	Crash Year	Max Injury Severity Reported	Number of Vehicles	Age of Driver Youngest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	MassDOT District	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Weather Condition	Hit and Run	Latitude	Longitude	Street Name Road ID
3972319	WELLESLEY	11/11/2014	Tuesday	Property damage only (none injured)	2014	No injury	2	25-34	D1: (No improper driving) / D2: (Inattention)	Dark - lighted roadway	Rear-end	6	Dry	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Cloudy	No hit and run	42.29736908	-71.29547912	LINDEN STREET
3990472	WELLESLEY	01/01/2015	Thursday	Property damage only (none injured)	2015	No injury	1	>84	D1: (Over-correcting/over steering)	Daylight	Single vehicle crash	6	Dry	0	0	No controls	V1: Travelling straight ahead	Clear	No hit and run	42.29736908	-71.29547912	LINDEN STREET
4183285	WELLESLEY	04/29/2016	Friday	Property damage only (none injured)	2016	No injury	3	35-44	D1: (Other improper action)	Daylight	Rear-end	6	Dry	0	0	No controls	V1: Backing / V2: Parked / V3: Parked	Cloudy	No hit and run	42.2978553	-71.29551393	LINDEN STREET
4301423	WELLESLEY	12/12/2016	Monday	Property damage only (none injured)	2016	No injury	2	21-24	D1: (Visibility obstructed) / D2: (Failure to keep in proper lane or running off road)	Dark - lighted roadway	Angle	6	Dry	0	0	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	Clear	No hit and run	42.29742294	-71.29539405	LINDEN STREET
4352977	WELLESLEY	04/14/2017	Friday	Non-fatal injury	2017	Non-fatal injury - Non-incapacitating	3	25-34	D1: (No improper driving) / D2: (No improper driving) / D3: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Daylight	Rear-end	6	Dry	0	1	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	Clear/Unknown	No hit and run	42.29742294	-71.29539405	LINDEN STREET
4458718	WELLESLEY	11/22/2017	Wednesday	Property damage only (none injured)	2017	No injury	2	35-44	D1: (No improper driving) / D2: (Unknown)	Daylight	Rear-end	6	Wet	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Cloudy/Rain	No hit and run	42.29742294	-71.29539405	LINDEN STREET
3601643	WELLESLEY	06/05/2013	Wednesday	Property damage only (none injured)	2013	No injury	2	25-34	D1: (No improper driving) / D2: (Followed too closely),(Inattention)	Daylight	Rear-end	6	Dry	0	0	No controls	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	Clear	No hit and run	42.29853837	-71.29486898	
3745338	WELLESLEY	02/25/2014	Tuesday	Property damage only (none injured)	2014	No injury	2	35-44	D1: (Unknown) / D2: (No improper driving)	Daylight	Sideswipe, opposite direction	6	Dry	0	0	No controls	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	Clear	No hit and run	42.29853837	-71.29486898	
3852938	WELLESLEY	06/17/2014	Tuesday	Property damage only (none injured)	2014	No injury	2	35-44	D1: (No improper driving) / D2: (Made an improper turn),(Failed to yield right of way)	Daylight	Angle	6	Dry	0	0	No controls	V1: Travelling straight ahead / V2: Making U-turn	Clear	No hit and run	42.29853837	-71.29486898	
4050194	WELLESLEY	06/04/2015	Thursday	Property damage only (none injured)	2015	No injury	1	65-74	D1: (Unknown)	Daylight	Single vehicle crash	6	Dry	0	0	No controls	V1: Travelling straight ahead	Clear	No hit and run	42.29829581	-71.29516082	DELANSON CIRCLE
4080465	WELLESLEY	08/27/2015	Thursday	Non-fatal injury	2015	Non-fatal injury - Possible	1	65-74	D1: (Visibility obstructed)	Daylight	Single vehicle crash	6	Dry	0	1	Stop signs	V1: Slowing or stopped in traffic	Cloudy	No hit and run	42.29853837	-71.29486898	
4183285	WELLESLEY	04/29/2016	Friday	Property damage only (none injured)	2016	No injury	3	35-44	D1: (Other improper action)	Daylight	Rear-end	6	Dry	0	0	No controls	V3: Backing / V2: Parked / V3: Parked	Cloudy	No hit and run	42.2978553	-71.29551393	LINDEN STREET
4204539	WELLESLEY	06/09/2016	Thursday	Property damage only (none injured)	2016	No injury	2	25-34	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Daylight	Sideswipe, same direction	6	Dry	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Overtaking/passing	Cloudy	No hit and run	42.29853837	-71.29486898	
3601572	WELLESLEY	05/10/2013	Friday	Property damage only (none injured)	2013	No injury	2	21-24	D1: (Made an improper turn)	Daylight	Angle	6	Dry	0	0	No controls	V1: Turning right / V2: Parked	Cloudy	No hit and run	42.29956148	-71.29307081	LINDEN STREET
3601591	WELLESLEY	05/17/2013	Friday	Property damage only (none injured)	2013	No injury	2	35-44	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle	6	Dry	0	0	No controls	V1: Travelling straight ahead / V2: Turning right	Clear	No hit and run	42.29915774	-71.29384828	LINDEN STREET
3601607	WELLESLEY	05/22/2013	Wednesday	Property damage only (none injured)	2013	No injury	2	65-74	D1: (Unknown)	Daylight	Angle	6	Other	0	0	No controls	V1: Turning left / V2: Parked	Cloudy	No hit and run	42.29925638	-71.29362967	LINDEN STREET
3778489	WELLESLEY	03/26/2014	Wednesday	Property damage only (none injured)	2014	No injury	2	45-54	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	6	Dry	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
3789027	WELLESLEY	04/08/2014	Tuesday	Property damage only (none injured)	2014	No injury	2	35-44	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Head-on	6	Dry	0	0	No controls	V1: Travelling straight ahead / V2: Turning left	Cloudy	No hit and run	42.29925638	-71.29362967	LINDEN STREET
3869574	WELLESLEY	06/19/2014	Thursday	Property damage only (none injured)	2014	No injury	2	35-44	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	6	Dry	0	0	No controls	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Clear	No hit and run	42.29915774	-71.29384828	LINDEN STREET
3949606	WELLESLEY	09/19/2014	Friday	Property damage only (none injured)	2014	No injury	2	35-44	D1: (Distracted) / D2: (No improper driving)	Dark - lighted roadway	Angle	6	Dry	0	0	No controls	V1: Backing / V2: Travelling straight ahead	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
3996832	WELLESLEY	01/11/2015	Sunday	Non-fatal injury	2015	Non-fatal injury - Possible	2	35-44	D1: (No improper driving) / D2: (Unknown)	Daylight	Rear-to-rear	6	Dry	0	1	No controls	V1: Parked / V2: Backing	Cloudy	No hit and run	42.29944481	-71.29327736	LINDEN STREET
4112134	WELLESLEY	11/16/2015	Monday	Property damage only (none injured)	2015	No injury	2	25-34	D1: (No improper driving) / D2: (Visibility obstructed)	Daylight	Rear-end	6	Dry	0	0	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
4118162	WELLESLEY	12/04/2015	Friday	Not Reported	2015	Not reported	1			Daylight	Angle	6	Dry	0	0	No controls	V1: Parked	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
4188902	WELLESLEY	05/10/2016	Tuesday	Unknown	2016	Unknown	1	75-84	D1: (Unknown)	Daylight	Single vehicle crash	6	Dry	0	0	No controls	V1: Parked	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
4194111	WELLESLEY	05/19/2016	Thursday	Property damage only (none injured)	2016	No injury	2	65-74	D1: (Inattention)	Daylight	Rear-to-rear	6	Dry	0	0	No controls	V1: Parked / V2: Backing	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
4230281	WELLESLEY	08/05/2016	Friday	Property damage only (none injured)	2016	No injury	2	55-64	D1: (Inattention)	Daylight	Sideswipe, same direction	6	Dry	0	0	No controls	V1: Turning right / V2: Parked	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
4272463	WELLESLEY	10/07/2016	Friday	Property damage only (none injured)	2016	No injury	1	35-44	D1: (Other improper action)	Daylight	Single vehicle crash	6	Dry	0	0	No controls	V1: Backing	Unknown	No hit and run	42.29915774	-71.29384828	LINDEN STREET
4273244	WELLESLEY	10/28/2016	Friday	Property damage only (none injured)	2016	No injury	2	45-54	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	6	Wet	0	0	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	Cloudy	No hit and run	42.29915774	-71.29384828	LINDEN STREET
4292150	WELLESLEY	11/21/2016	Monday	Property damage only (none injured)	2016	No injury	2	16-17	D1: (Inattention)	Daylight	Angle	6	Dry	0	0	No controls	V1: Unknown / V2: Parked	Clear	No hit and run	42.29925638	-71.29362967	LINDEN STREET
4466528	WELLESLEY	12/09/2017	Saturday	Property damage only (none injured)	2017	No injury	1	25-34	D1: (Other improper action)	Dark - lighted roadway	Single vehicle crash	6	Snow	0	0	No controls	V1: Travelling straight ahead	Snow	No hit and run	42.29915774	-71.29384828	LINDEN STREET

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2020

DISTRICT : 6 UNSIGNALIZED : x SIGNALIZED :

MHD USE ONLY

Source #

~ INTERSECTION DATA ~

MAJOR STREET : Weston Road ST #

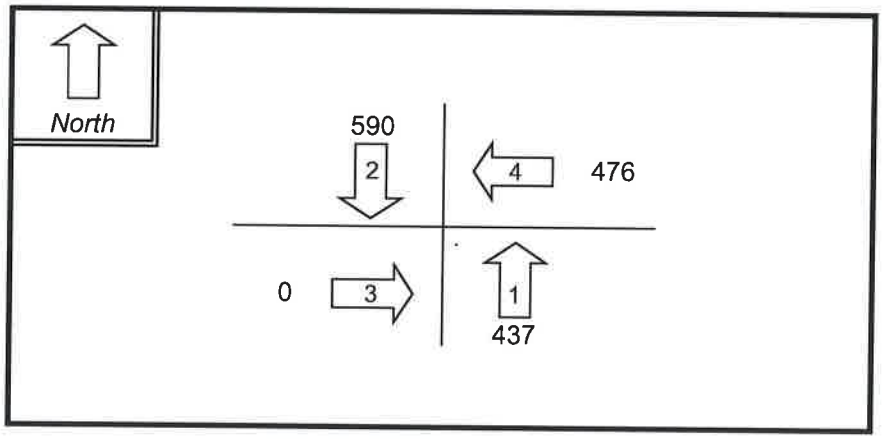
MINOR STREET(S) : Linden Street ST #

ST #

ST #

ST #

INTERSECTION DIAGRAM (Label Approaches)



INTERSECTION REF #

Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB		WB		
VOLUMES (PM) :	437	590		476		1,503

" K " FACTOR : 0.083 APPROACH ADT : 18,108 **ADT** = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 23 # OF YEARS : 5 AVERAGE # OF ACCIDENTS (**A**) : 4.60

CRASH RATE CALCULATION : 0.70 RATE = $\frac{(A * 1{,}000{,}000)}{(ADT * 365)}$

Comments : Accident Rate for District 5 signalized intersections = 0.71

Accident Rate for District 5 unsignalized intersections = 0.52

Statewide Accident Rate for Signalized Inteserction = 0.78 and Unsignalized/Inteserction = 0.57

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MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2020

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : x

MHD USE ONLY

Source #

~ INTERSECTION DATA ~

MAJOR STREET : Linden Street ST #

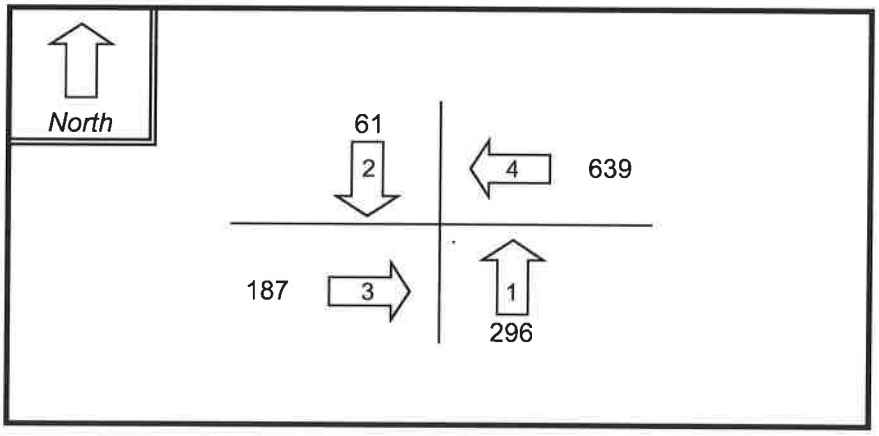
MINOR STREET(S) : Crest Road ST #

ST #

ST #

ST #

INTERSECTION DIAGRAM (Label Approaches)



INTERSECTION REF #

Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB		
VOLUMES (PM) :	296	61	187	639		1,183

" K " FACTOR : 0.083 APPROACH ADT : 14,253 **ADT** = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 9 # OF YEARS : 5 AVERAGE # OF ACCIDENTS (**A**) : 1.80

CRASH RATE CALCULATION : 0.35 RATE = $\frac{(A * 1{,}000{,}000)}{(ADT * 365)}$

Comments : Accident Rate for District 5 signalized intersections = 0.71

Accident Rate for District 5 unsignalized intersections = 0.52

Statewide Accident Rate for Signalized Inteserction = 0.78 and Unsignalized/Inteserction = 0.57

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MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2020

DISTRICT : 6 UNSIGNALIZED : x SIGNALIZED :

MHD USE ONLY

Source #

~ INTERSECTION DATA ~

MAJOR STREET : Linden Street ST #

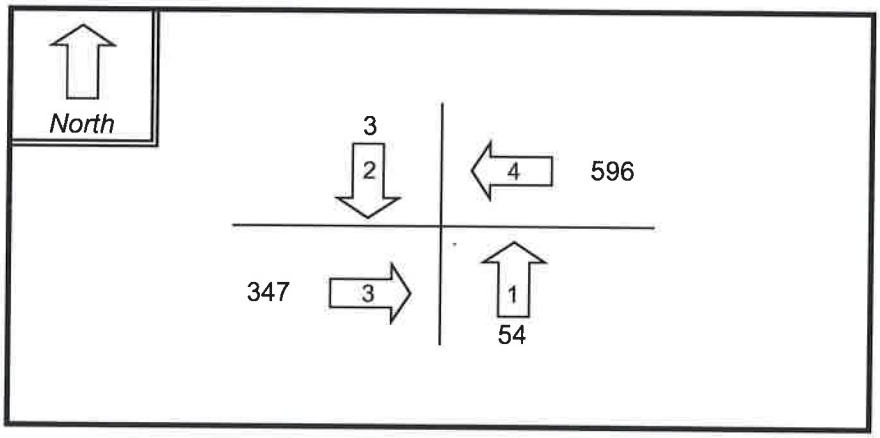
MINOR STREET(S) : Delanson Circle ST #

ST #

ST #

ST #

INTERSECTION DIAGRAM (Label Approaches)



INTERSECTION REF #

Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB		
VOLUMES (PM) :	54	3	347	596		1,000

" K " FACTOR : 0.083 APPROACH ADT : 12,048 **ADT** = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 2 # OF YEARS : 5 AVERAGE # OF ACCIDENTS (**A**) : 0.40

CRASH RATE CALCULATION : 0.09 RATE = $\frac{(A * 1{,}000{,}000)}{(ADT * 365)}$

Comments : Accident Rate for District 5 signalized intersections = 0.71

Accident Rate for District 5 unsignalized intersections = 0.52

Statewide Accident Rate for Signalized Inteserction = 0.78 and Unsignalized/Inteserction = 0.57

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MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2020

DISTRICT : 6 UNSIGNALIZED : x SIGNALIZED :

MHD USE ONLY

Source #

~ INTERSECTION DATA ~

MAJOR STREET : Linden Street ST #

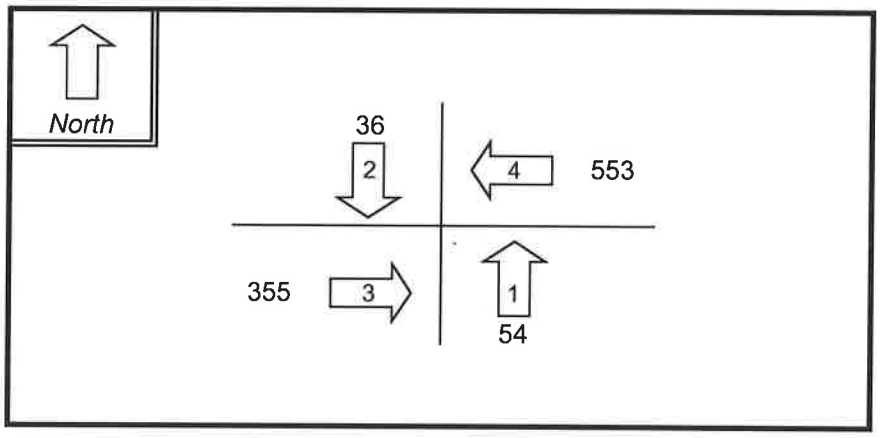
MINOR STREET(S) : Hollis Street ST #

ST #

ST #

ST #

INTERSECTION DIAGRAM
(Label Approaches)



INTERSECTION REF #

Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB		
VOLUMES (PM) :	54	36	355	553		998

" K " FACTOR : 0.083 APPROACH ADT : 12,024 **ADT** = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 5 # OF YEARS : 5 AVERAGE # OF ACCIDENTS (**A**) : 1.00

CRASH RATE CALCULATION : 0.23 RATE = $\frac{(A * 1{,}000{,}000)}{(ADT * 365)}$

Comments : Accident Rate for District 6 signalized intersections = 0.71

Accident Rate for District 6 unsignalized intersections = 0.52

Statewide Accident Rate for Signalized Inteserction = 0.78 and Unsignalized/Inteserction = 0.57

S:\Jobs\8494\3-Crash\Crash Rates Worksheet - Copy

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Wellesley COUNT DATE : 2020

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : x

MHD USE ONLY

Source #

~ INTERSECTION DATA ~

MAJOR STREET : Linden Street ST #

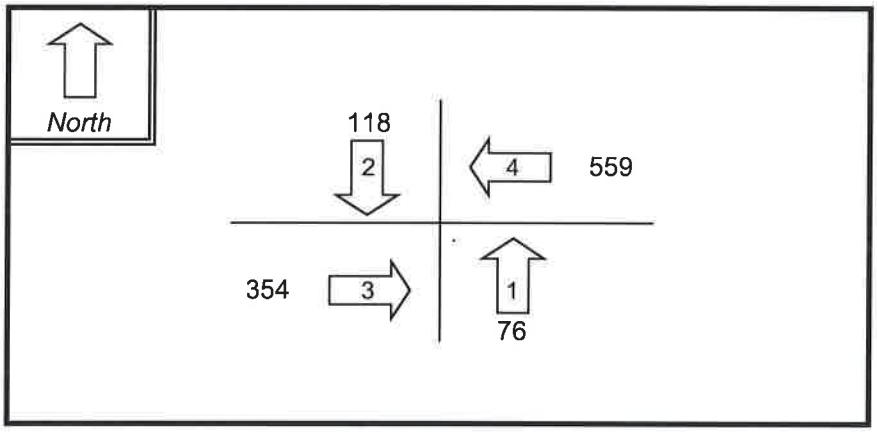
MINOR STREET(S) : Everett Street ST #

ST #

ST #

ST #

INTERSECTION DIAGRAM
(Label Approaches)



INTERSECTION REF #

Peak Hour Volumes

APPROACH :	1	2	3	4	5	Total Entering Vehicles
DIRECTION :	NB	SB	EB	WB		
VOLUMES (PM) :	76	118	354	559		1,107

" K " FACTOR : 0.083 APPROACH ADT : 13,337 **ADT** = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 17 # OF YEARS : 5 AVERAGE # OF ACCIDENTS (**A**) : 3.40

CRASH RATE CALCULATION : 0.70 RATE = $\frac{(A * 1{,}000{,}000)}{(ADT * 365)}$

Comments : Accident Rate for District 5 signalized intersections = 0.71

Accident Rate for District 5 unsignalized intersections = 0.52

Statewide Accident Rate for Signalized Inteserction = 0.78 and Unsignalized/Inteserction = 0.57

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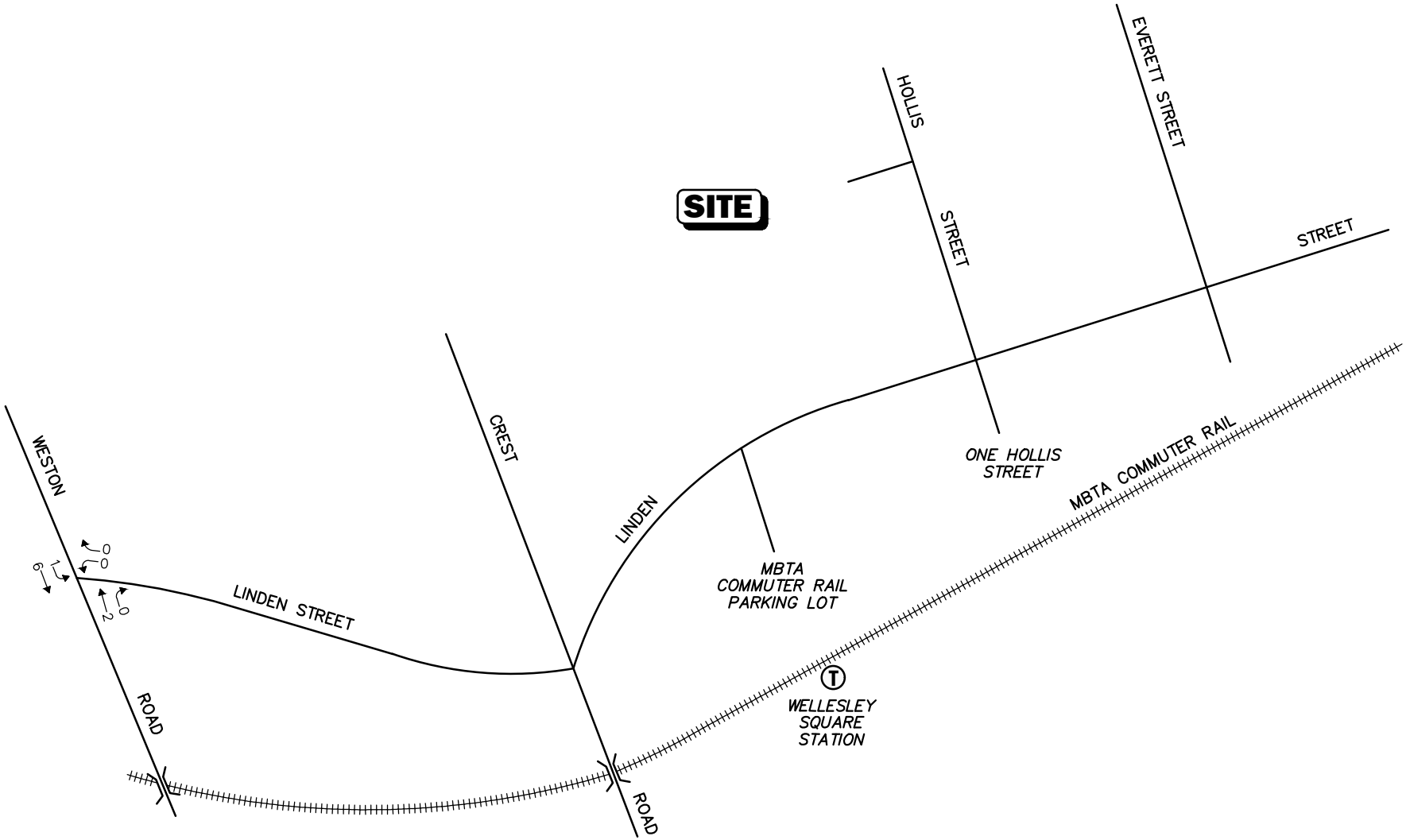
GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth - Daily Traffic Volumes

Station Number	ROUTE/STREET	LOCATION	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Average Annual Growth Rate
32	South of Route 20		165,404		154,800		160,134	163,302	165,552	156,519	165,476	*164,980*	*172,999*	**0.70%**
6345	North of Route 9		170,181		168,500		152,715	147,472	158,110	149,193	192,397	*191,820*	*160,580*	**1.37%**
415	Yankee Division Hyw		134,654		133,000				135,214	143,462	154,652	*154,188*	*144,627*	**1.58%**
														1.22%

Adjusted Rate: 1.5

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS



Not To Scale

Figure A-1

Wellesley Park
Weekday Morning
Peak Hour Traffic Volumes

Vanasse & Associates inc

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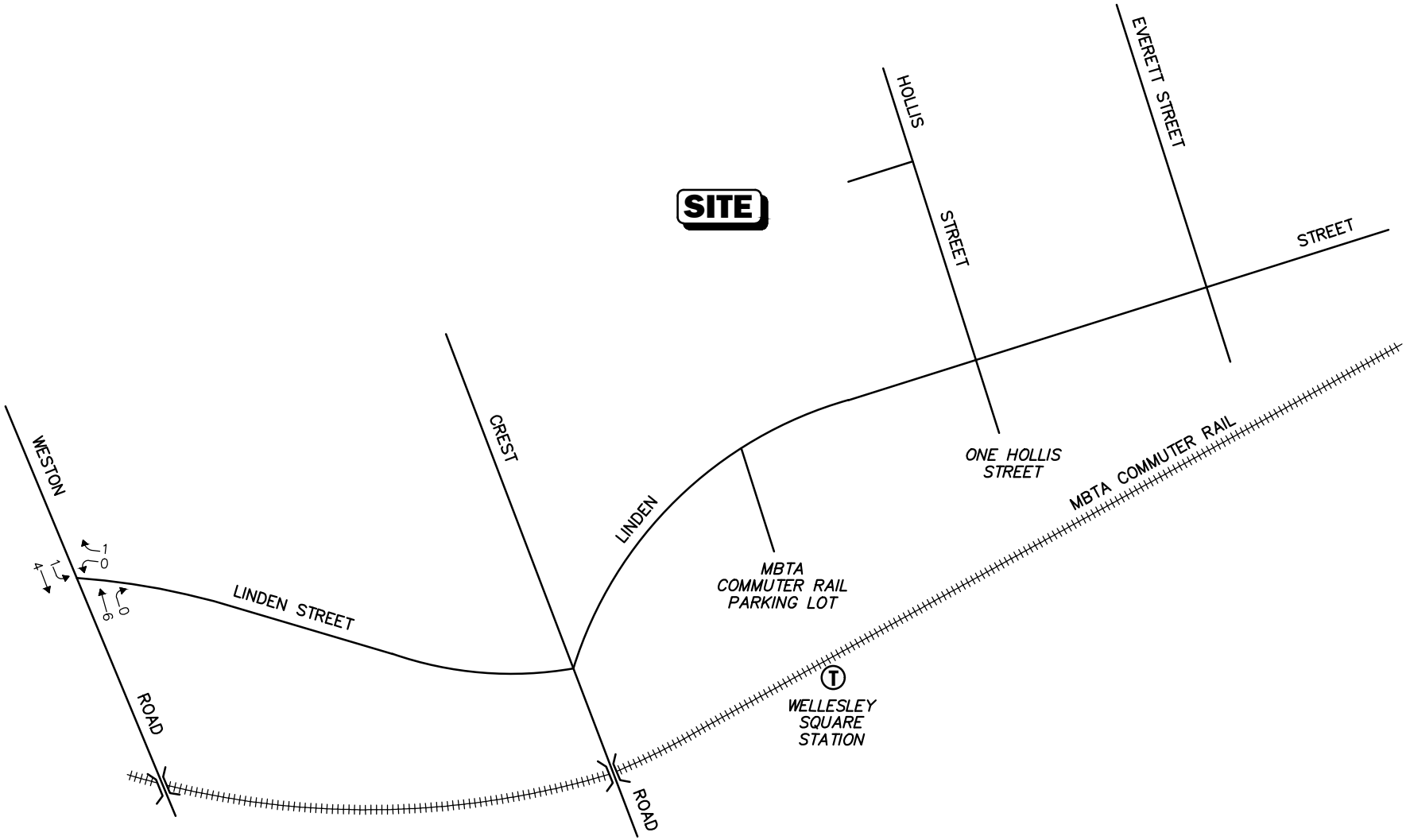

Not To Scale

Figure A-2

Wellesley Park
Weekday Evening
Peak Hour Traffic Volumes

Vanasse & Associates inc

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TRIP-GENERATION CALCULATIONS

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Multifamily Housing (Low-Rise)
(220)

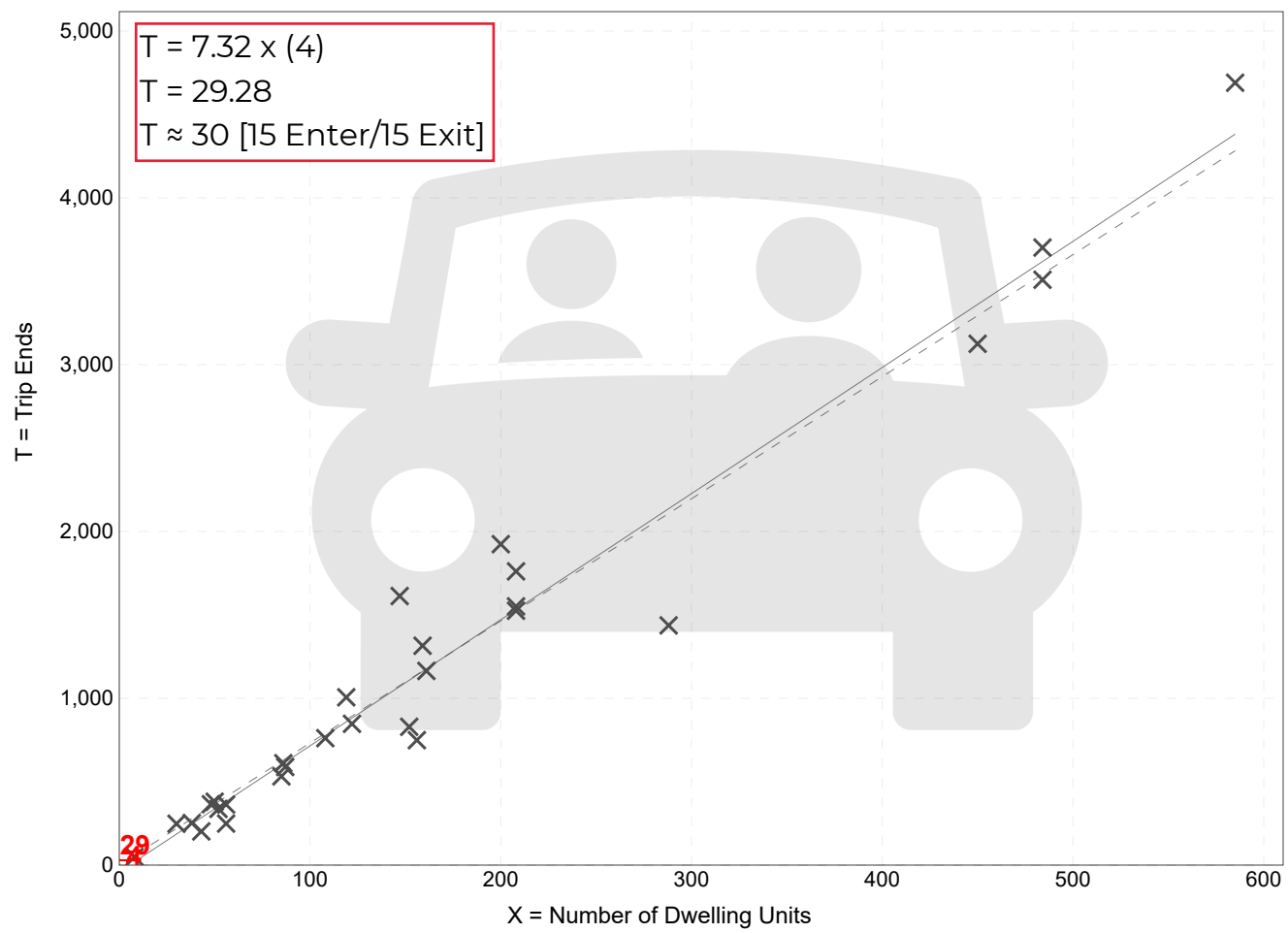
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Study Site — Fitted Curve — Average Rate

Fitted Curve Equation: T = 7.56(X) - 40.86 **R^2= 0.96**

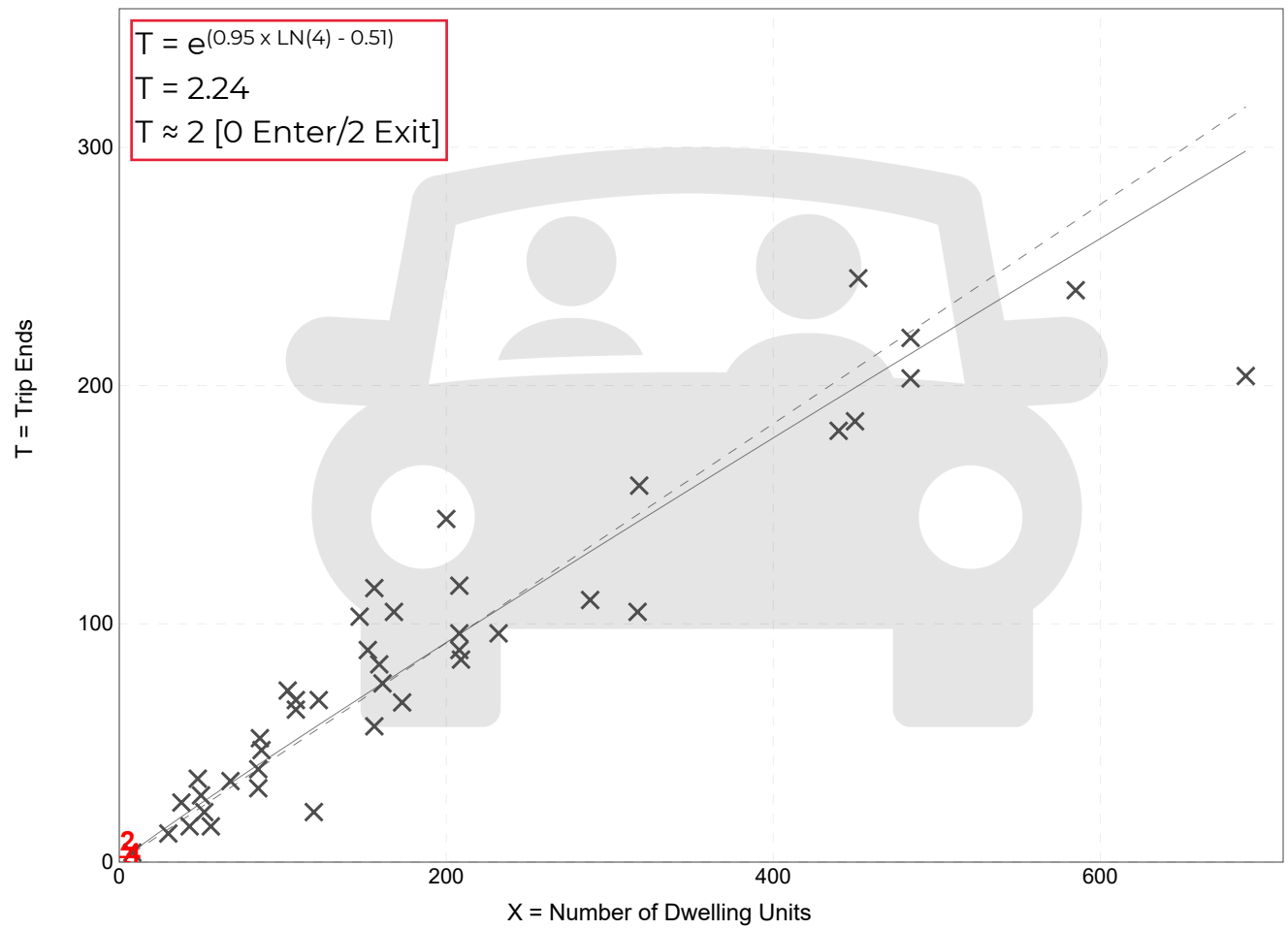
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	42
Avg. Num. of Dwelling Units:	199
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.95 Ln(X) - 0.51 **R^2= 0.90**

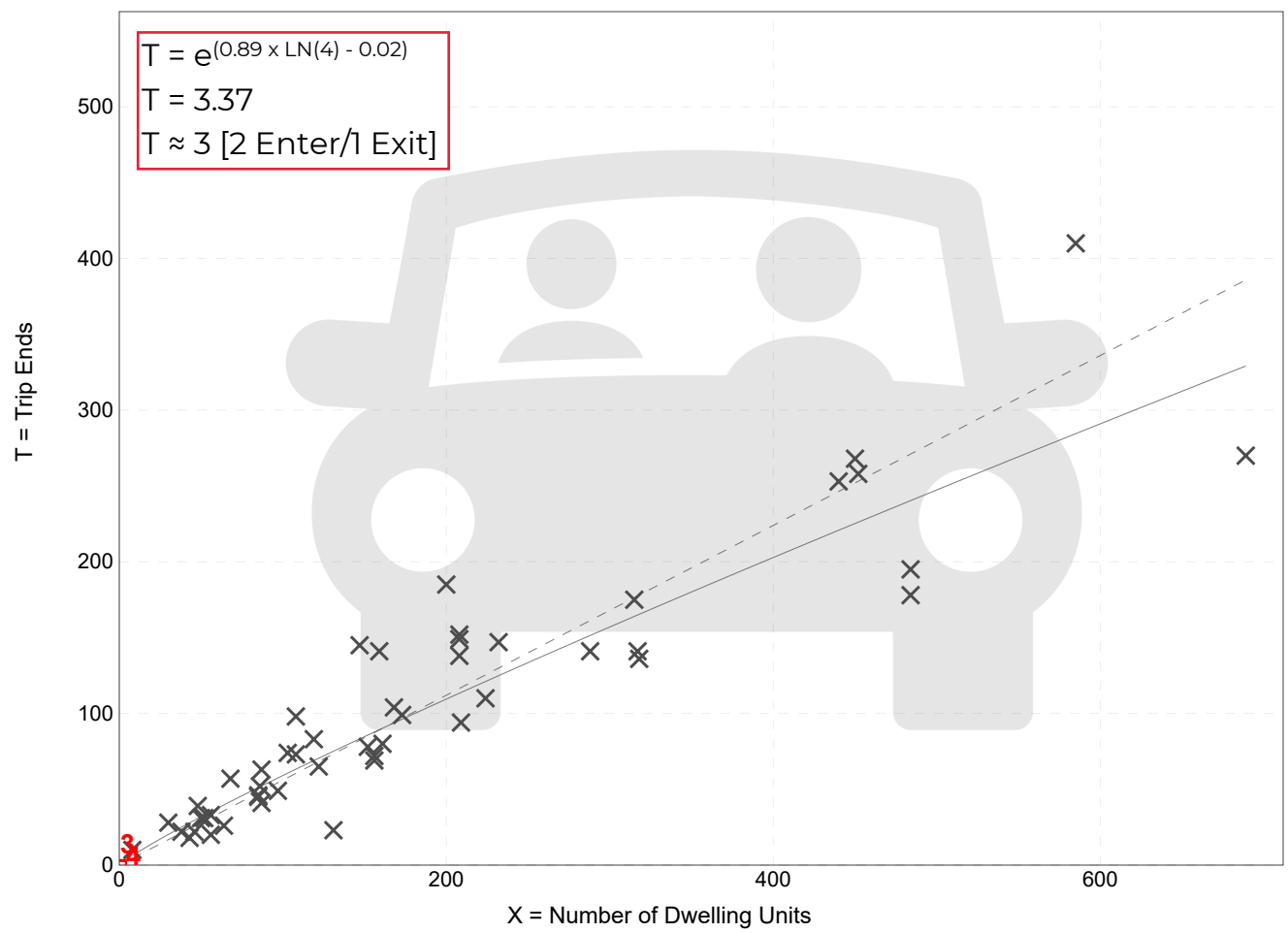
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	50
Avg. Num. of Dwelling Units:	187
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.89 Ln(X) - 0.02 **R^2= 0.86**

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

Multifamily Housing (Mid-Rise)
(221)

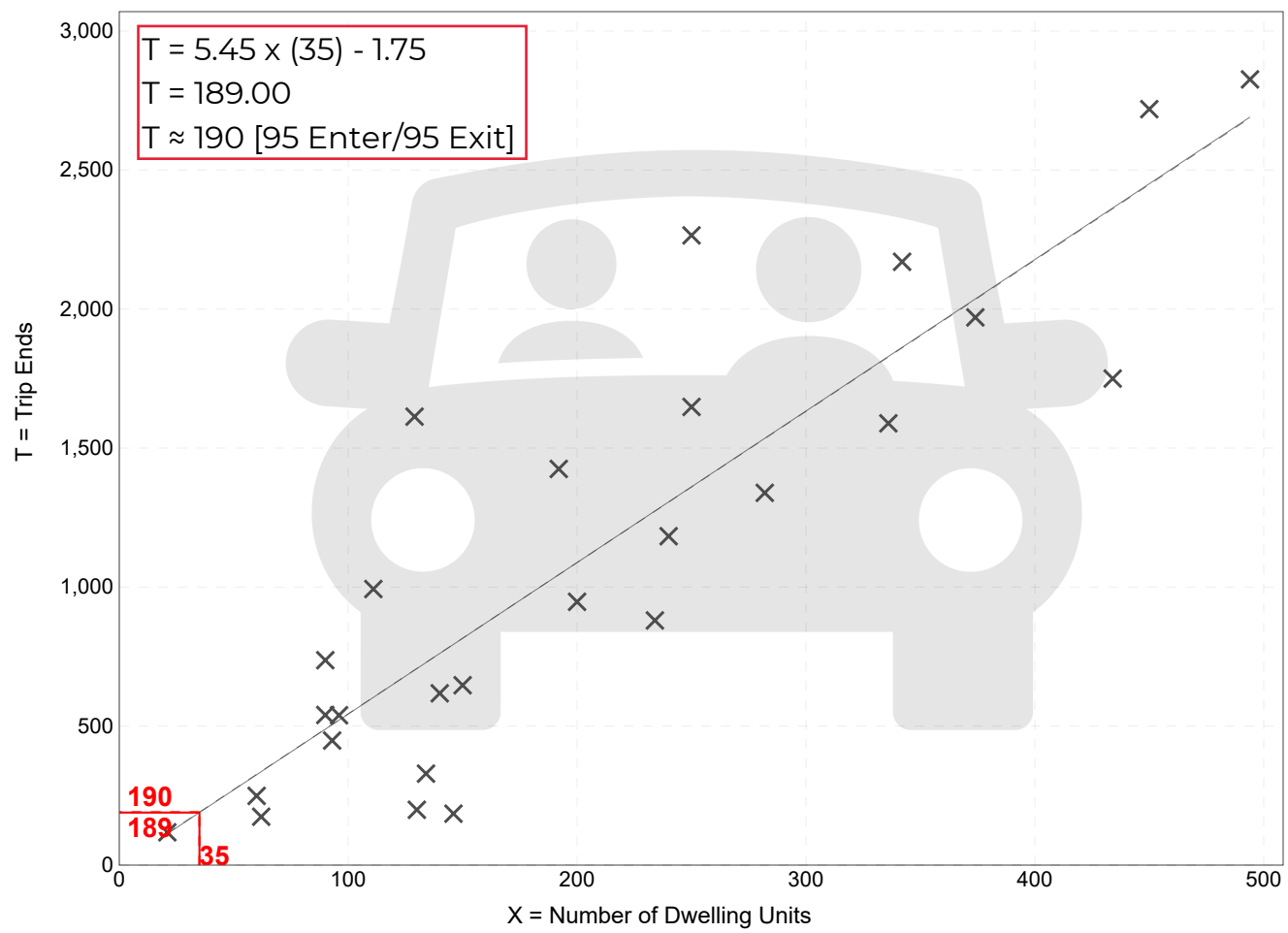
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 5.45(X) - 1.75 **R^2= 0.77**

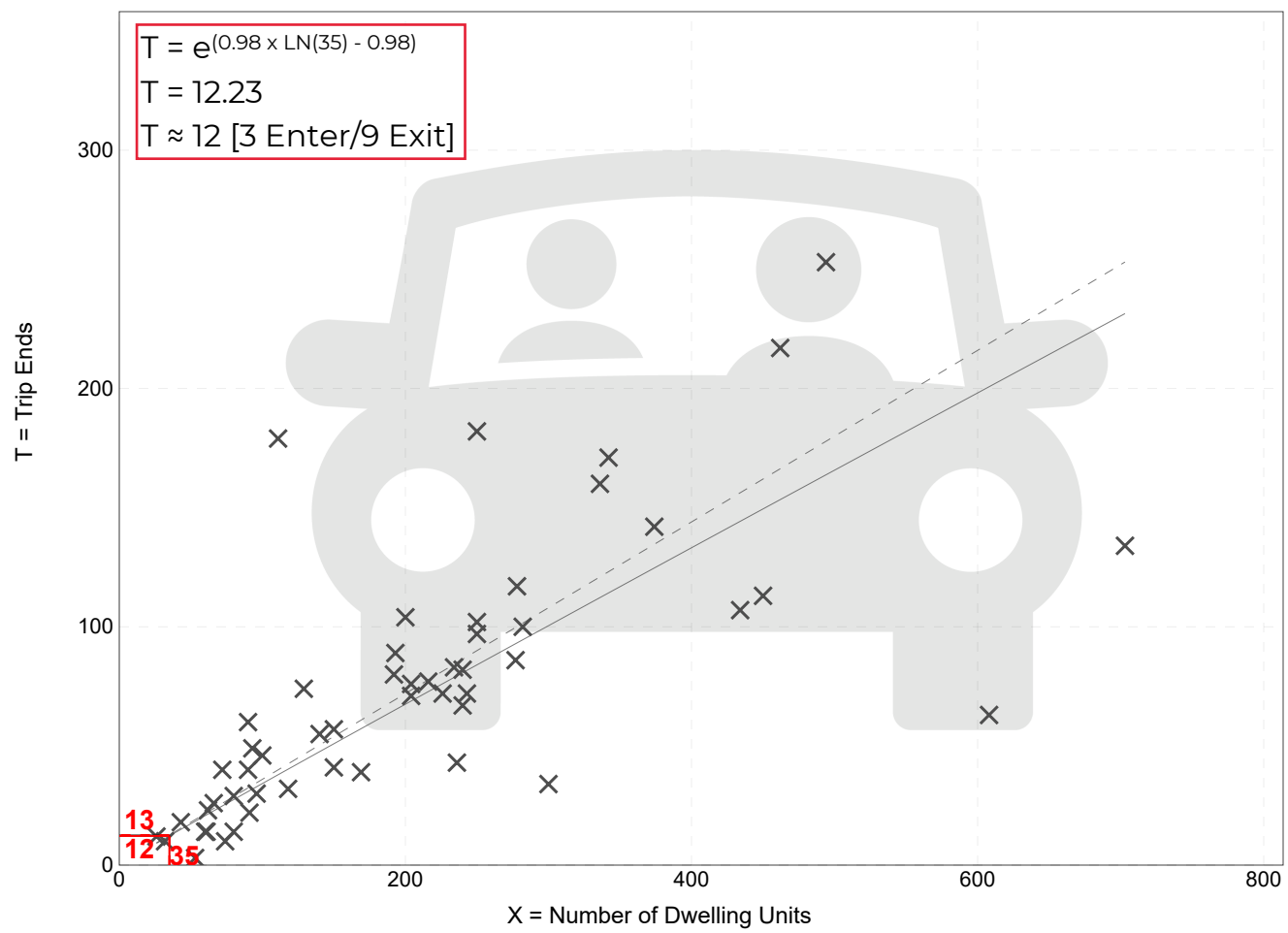
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	53
Avg. Num. of Dwelling Units:	207
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.98 Ln(X) - 0.98 **R^2= 0.67**

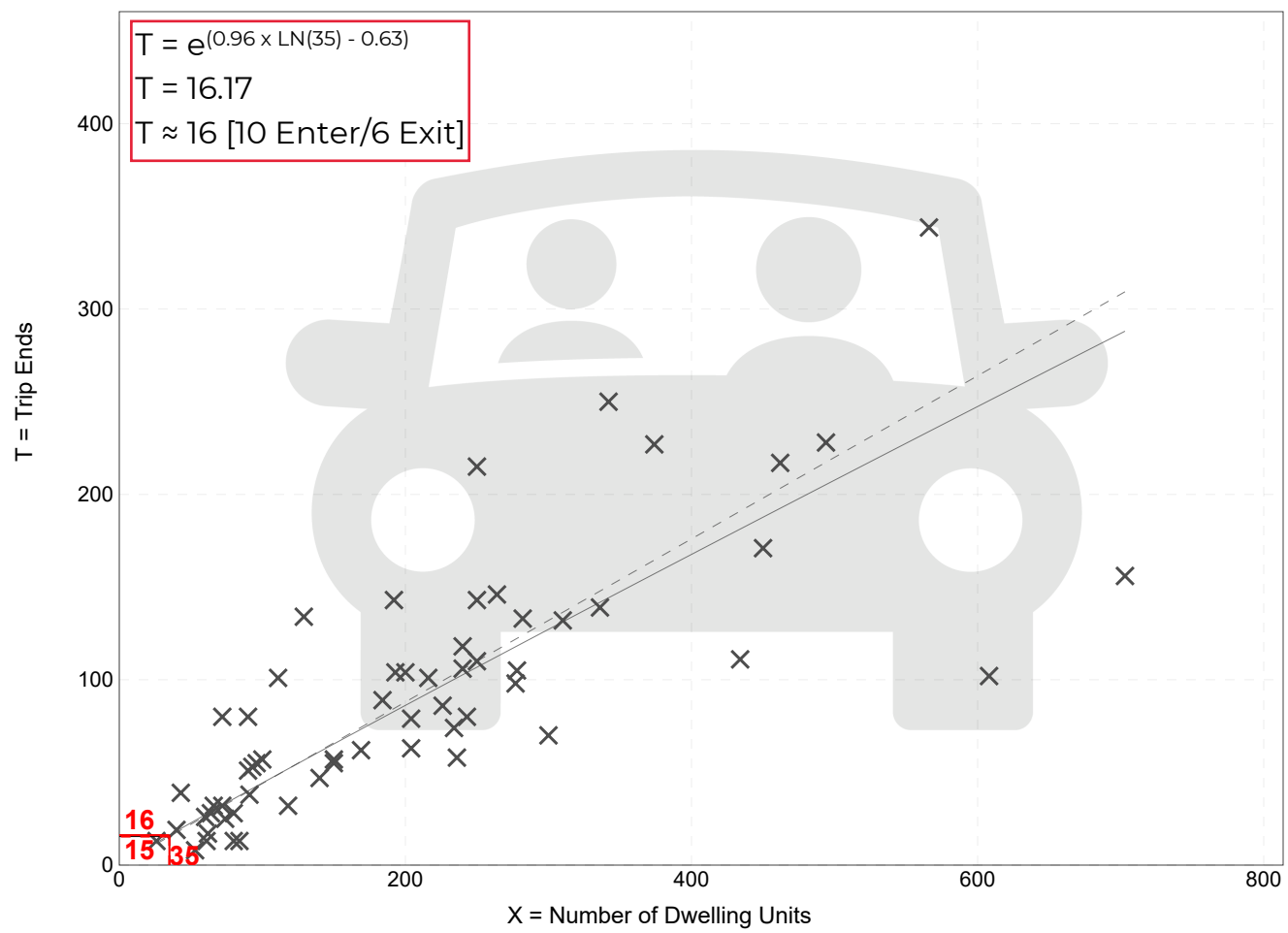
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.96 Ln(X) - 0.63 **R^2= 0.72**

MODE OF TRANSPORTATION FOR THE TOWN OF WELLESELY

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau.

Note: This download or printed version may have missing information from the original table.

SELECTED ECONOMIC CHARACTERISTICS

Survey/Program:
American Community Survey
Year:
2018
Estimates:
5-Year
Table ID:
DP03

	Wellesley CDP, Massachusetts			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	22,530	+/-286	22,530	(
In labor force	13,441	+/-419	59.7%	+/-1
Civilian labor force	13,441	+/-419	59.7%	+/-1
Employed	12,727	+/-421	56.5%	+/-1
Unemployed	714	+/-137	3.2%	+/-(
Armed Forces	0	+/-23	0.0%	+/-(
Not in labor force	9,089	+/-436	40.3%	+/-1
Civilian labor force	13,441	+/-419	13,441	(
Unemployment Rate	(X)	(X)	5.3%	+/-1
Females 16 years and over	13,094	+/-314	13,094	(
In labor force	6,753	+/-368	51.6%	+/-2
Civilian labor force	6,753	+/-368	51.6%	+/-2
Employed	6,337	+/-355	48.4%	+/-2
Own children of the householder under 6 years	1,932	+/-238	1,932	(
All parents in family in labor force	1,266	+/-215	65.5%	+/-8
Own children of the householder 6 to 17 years	5,519	+/-269	5,519	(
All parents in family in labor force	2,815	+/-307	51.0%	+/-5

COMMUTING TO WORK				
Workers 16 years and over	12,467	+/-407	12,467	(
Car, truck, or van – drove alone	7,221	+/-357	57.9%	+/-2
Car, truck, or van – carpooled	893	+/-183	7.2%	+/-1
Public transportation (excluding taxicab)	1,324	+/-213	10.6%	+/-1
Walked	1,426	+/-260	11.4%	+/-1
Other means	164	+/-73	1.3%	+/-(
Worked at home	1,439	+/-232	11.5%	+/-1
Mean travel time to work (minutes)	30.0	+/-1.3	(X)	(
OCCUPATION				
Civilian employed population 16 years and over	12,727	+/-421	12,727	(
Management, business, science, and arts occup	8,353	+/-381	65.6%	+/-2
Service occupations	1,079	+/-235	8.5%	+/-1
Sales and office occupations	2,977	+/-288	23.4%	+/-2
Natural resources, construction, and maintenan	90	+/-58	0.7%	+/-(
Production, transportation, and material moving	228	+/-80	1.8%	+/-(
INDUSTRY				
Civilian employed population 16 years and over	12,727	+/-421	12,727	(
Agriculture, forestry, fishing and hunting, and m	39	+/-32	0.3%	+/-(
Construction	172	+/-66	1.4%	+/-(
Manufacturing	678	+/-140	5.3%	+/-1
Wholesale trade	244	+/-88	1.9%	+/-(
Retail trade	957	+/-179	7.5%	+/-1
Transportation and warehousing, and utilities	142	+/-64	1.1%	+/-(
Information	534	+/-134	4.2%	+/-1
Finance and insurance, and real estate and rent	2,178	+/-260	17.1%	+/-2

TRIP-DISTRIBUTION CALCULATIONS

Table 3. Residence MCD/County to Workplace MCD/County Commuting Flows for the Unit

For more information on sampling and estimation methods, confidentiality protection, and sampling and Universe: Workers 16 years and over.

Commuting flows are sorted by residence state, residence county, and residence minor civil division.

Residence			Place of Work					Commuting Flow		
State FIPS Code	County FIPS Code	Minor Civil Division Name	State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	Minor Civil Division Name	Workers in Commuting Flow		
25	021	Wellesley	025	021	74175	Massachu	Wellesley	4,013	32.8%	37.5%
25	021	Wellesley	025	025	07000	Massachu	Boston city	3,126	25.6%	29.2%
25	021	Wellesley	025	017	45560	Massachu	Newton city	583	4.8%	5.4%
25	021	Wellesley	025	017	11000	Massachu	Cambridge	511	4.2%	4.8%
25	021	Wellesley	025	017	72600	Massachu	Waltham city	337	2.8%	3.1%
25	021	Wellesley	025	021	44105	Massachu	Needham	314	2.6%	2.9%
25	021	Wellesley	025	017	24925	Massachu	Framingham	302	2.5%	2.8%
25	021	Wellesley	025	017	43895	Massachu	Natick town	298	2.4%	2.8%
25	021	Wellesley	025	021	55745	Massachu	Quincy city	147	1.2%	1.4%
25	021	Wellesley	025	021	09175	Massachu	Brookline	130	1.1%	1.2%
25	021	Wellesley	025	017	09840	Massachu	Burlington	109	0.9%	1.0%
25	021	Wellesley	025	017	35215	Massachu	Lexington	88	0.7%	0.8%
25	021	Wellesley	025	017	81035	Massachu	Woburn city	88	0.7%	0.8%
25	021	Wellesley	025	017	37875	Massachu	Malden city	87	0.7%	0.8%
25	021	Wellesley	025	017	73440	Massachu	Watertown	78	0.6%	0.7%
25	021	Wellesley	025	021	07740	Massachu	Braintree	77	0.6%	0.7%
25	021	Wellesley	025	021	50250	Massachu	Norwood	76	0.6%	0.7%
25	021	Wellesley	025	021	78690	Massachu	Westwood	74	0.6%	0.7%
25	021	Wellesley	025	017	05805	Massachu	Billerica town	69	0.6%	0.6%
25	021	Wellesley	025	021	25172	Massachu	Franklin Town	69	0.6%	0.6%
25	021	Wellesley	025	021	78972	Massachu	Weymouth	65	0.5%	0.6%
25	021	Wellesley	025	027	75015	Massachu	Westborough	61	0.5%	0.6%
								12,228		
								10,702		

	Exiting							Entering							%
	Trip Distribution							Trip Disribution							
	Linden east	Hollis	Crest North	Crest South	Weston North	Weston South	%	Linden east	Hollis	Crest North	Crest South	Weston North	Weston South		
	1003	201	401	803	803	803	4013	1003	201	401	803	803	803	4013	
	1563	625	0	0	938	0	3126	1563	625	0	0	938	0	3126	
	350	233	0	0	0	0	583	350	233	0	0	0	0	583	
	256	102	0	0	153	0	511	256	102	0	0	153	0	511	
	67	34	67	0	169	0	337	67	0	67	0	202	0	337	
	0	0	0	314	0	0	314	0	0	0	314	0	0	314	
	0	0	30	0	181	91	302	0	0	30	0	181	91	302	
	0	0	0	60	30	209	298	0	0	0	60	30	209	298	
	66	66	0	15	0	0	147	66	66	0	15	0	0	147	
	72	59	0	0	0	0	130	72	59	0	0	0	0	130	
	11	33	22	0	44	0	109	11	33	22	0	44	0	109	
	53	9	0	0	26	0	88	53	9	0	0	26	0	88	
	26	35	0	0	26	0	88	26	35	0	0	26	0	88	
	44	44	0	0	0	0	87	44	44	0	0	0	0	87	
	78	0	0	0	0	0	78	78	0	0	0	0	0	78	
	77	0	0	0	0	0	77	77	0	0	0	0	0	77	
	15	0	0	46	0	15	76	15	0	0	46	0	15	76	
	15	0	0	44	0	15	74	15	0	0	44	0	15	74	
	69	0	0	0	0	0	69	69	0	0	0	0	0	69	
	0	0	0	28	0	41	69	0	0	0	28	0	41	69	
	65	0	0	0	0	0	65	65	0	0	0	0	0	65	
	0	0	0	0	61	0	61	0	0	0	0	61	0	61	
	3829	1440	629	1339	2431	1276		3829	1406	521	1309	2464	1173		
	36%	13%	6%	13%	23%	12%	10702	36%	13%	5%	12%	23%	11%	10702	
Say	40	10	5	15	20	10	100	40	10	5	15	20	10	100	

Table 3. Residence MCD/County to Workplace MCD/County Commuting Flows for the Unit

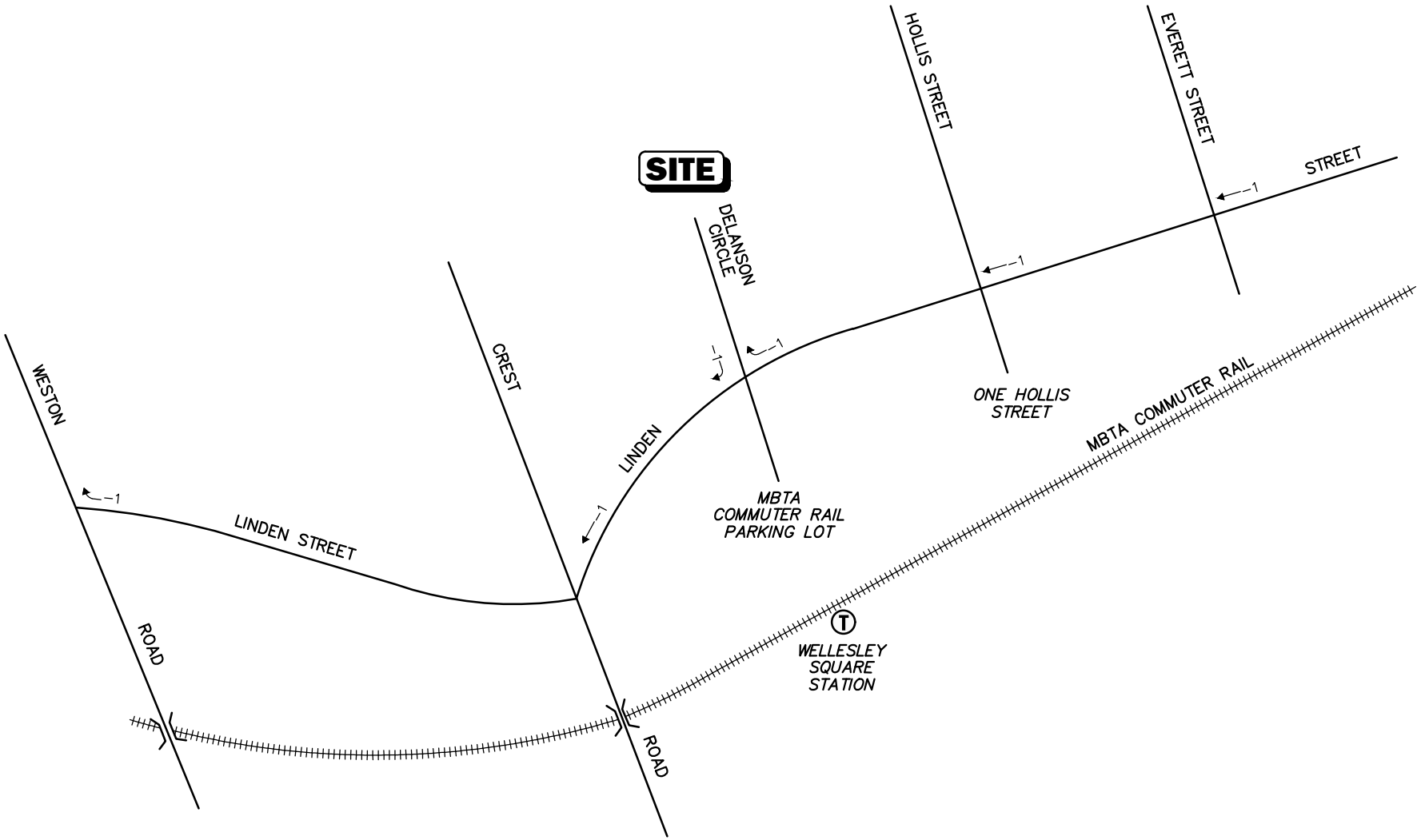
For more information on sampling and estimation methods, confidentiality protection, and sampling and Universe: Workers 16 years and over.

Commuting flows are sorted by residence state, residence county, and residence minor civil division.

Residence			Place of Work					Commuting Flow		
State FIPS Code	County FIPS Code	Minor Civil Division Name	State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	Minor Civil Division Name	Workers in Commuting Flow		
25	021	Wellesley	025	021	74175	Massachu	Wellesley	4,013	32.8%	37.5%
25	021	Wellesley	025	025	07000	Massachu	Boston city	3,126	25.6%	29.2%
25	021	Wellesley	025	017	45560	Massachu	Newton city	583	4.8%	5.4%
25	021	Wellesley	025	017	11000	Massachu	Cambridge	511	4.2%	4.8%
25	021	Wellesley	025	017	72600	Massachu	Waltham city	337	2.8%	3.1%
25	021	Wellesley	025	021	44105	Massachu	Needham	314	2.6%	2.9%
25	021	Wellesley	025	017	24925	Massachu	Framingham	302	2.5%	2.8%
25	021	Wellesley	025	017	43895	Massachu	Natick town	298	2.4%	2.8%
25	021	Wellesley	025	021	55745	Massachu	Quincy city	147	1.2%	1.4%
25	021	Wellesley	025	021	09175	Massachu	Brookline	130	1.1%	1.2%
25	021	Wellesley	025	017	09840	Massachu	Burlington	109	0.9%	1.0%
25	021	Wellesley	025	017	35215	Massachu	Lexington	88	0.7%	0.8%
25	021	Wellesley	025	017	81035	Massachu	Woburn city	88	0.7%	0.8%
25	021	Wellesley	025	017	37875	Massachu	Malden city	87	0.7%	0.8%
25	021	Wellesley	025	017	73440	Massachu	Watertown	78	0.6%	0.7%
25	021	Wellesley	025	021	07740	Massachu	Braintree	77	0.6%	0.7%
25	021	Wellesley	025	021	50250	Massachu	Norwood	76	0.6%	0.7%
25	021	Wellesley	025	021	78690	Massachu	Westwood	74	0.6%	0.7%
25	021	Wellesley	025	017	05805	Massachu	Billerica town	69	0.6%	0.6%
25	021	Wellesley	025	021	25172	Massachu	Franklin Town	69	0.6%	0.6%
25	021	Wellesley	025	021	78972	Massachu	Weymouth	65	0.5%	0.6%
25	021	Wellesley	025	027	75015	Massachu	Westborough	61	0.5%	0.6%

Exiting							Entering						
Matrix %							Matrix %						
Linden east	Hollis	Crest North	Crest South	Weston North	Weston South	%	Linden east	Hollis	Crest North	Crest South	Weston North	Weston South	%
0.25	0.05	0.1	0.2	0.2	0.2	1	0.25	0.05	0.1	0.2	0.2	0.2	1
0.5	0.2			0.3		1	0.5	0.2			0.3		1
0.6	0.4					1	0.6	0.4					1
0.5	0.2			0.3		1	0.5	0.2			0.3		1
0.2	0.1	0.2		0.5		1	0.2		0.2		0.6		1
			1			1				1			1
		0.1		0.6	0.3	1			0.1		0.6	0.3	1
			0.2	0.1	0.7	1				0.2	0.1	0.7	1
0.45	0.45		0.1			1	0.45	0.45		0.1			1
0.55	0.45					1	0.55	0.45					1
0.1	0.3	0.2		0.4		1	0.1	0.3	0.2		0.4		1
0.6	0.1			0.3		1	0.6	0.1			0.3		1
0.3	0.4			0.3		1	0.3	0.4			0.3		1
0.5	0.5					1	0.5	0.5					1
1						1	1						1
1						1	1						1
0.2			0.6		0.2	1	0.2			0.6		0.2	1
0.2			0.6		0.2	1	0.2			0.6		0.2	1
1						1	1						1
			0.4		0.6	1				0.4		0.6	1
1						1	1						1
				1		1					1		1

REMOVAL OF DELANSON CIRCLE TRAFFIC-VOUME NETWORKS



Not To Scale

Figure A-3

Removal of Delanson Circle Traffic
Weekday Morning
Peak Hour Traffic Volumes

Vanasse & Associates inc

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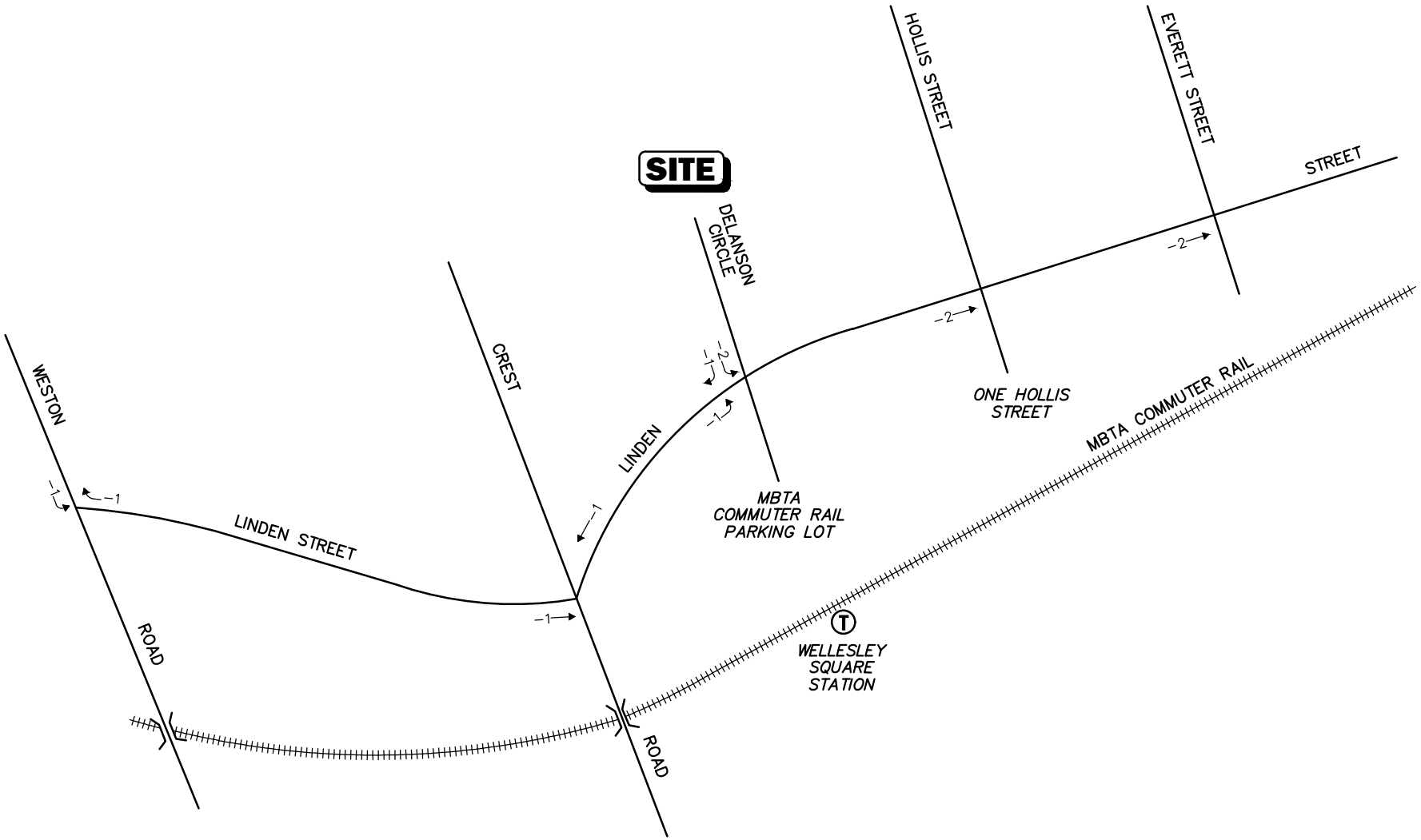

Not To Scale

Figure A-4

Removal of Delanson Circle Traffic
Weekday Evening
Peak Hour Traffic Volumes

Vanasse & Associates inc

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CAPACITY ANALYSIS WORKSHEETS

CAPACITY ANALYSIS

Linden Street at Crest Road
Linden Street at Everett Street
Weston Road at Linden Street
Linden Street at Delanson Circle and the MBTA Commuter Parking Lot Driveway
Linden Street at Hollis Street

Linden Street at Crest Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	397	50	134	122	23	50	23	253	51	68	0
Future Volume (vph)	1	397	50	134	122	23	50	23	253	51	68	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1830	0	1694	1890	0	0	1579	0	0	1860	0
Flt Permitted				0.950				0.935			0.636	
Satd. Flow (perm)	0	1830	0	1688	1890	0	0	1487	0	0	1201	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Peak Hour Factor	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	492	0	200	216	0	0	354	0	0	152	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		32.2		19.1	19.1			29.0			29.0	
Actuated g/C Ratio		0.34		0.20	0.20			0.30			0.30	
v/c Ratio		0.80		0.59	0.57			0.79			0.42	
Control Delay		42.9		44.5	43.0			46.2			33.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		42.9		44.5	43.0			46.2			33.3	
LOS		D		D	D			D			C	

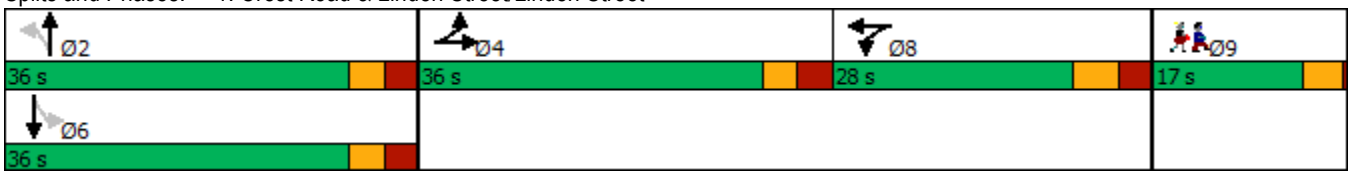
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		42.9			43.7			46.2			33.3	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		268		110	119			186			69	
Queue Length 95th (ft)		#611		157	166			#441			141	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		624		433	484			507			410	
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		0.79		0.46	0.45			0.70			0.37	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 95.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 42.9 — Intersection LOS: D
Intersection Capacity Utilization 63.7% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	397	50	134	122	23	50	23	253	51	68	0
Future Volume (vph)	1	397	50	134	122	23	50	23	253	51	68	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.96			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			0.99	
Frt		0.98		1.00	0.98			0.90			1.00	
Flt Protected		1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)		1829		1694	1891			1582			1850	
Flt Permitted		1.00		0.95	1.00			0.93			0.64	
Satd. Flow (perm)		1829		1694	1891			1490			1201	
Peak-hour factor, PHF	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Adj. Flow (vph)	1	436	55	200	182	34	54	25	275	65	87	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	492	0	200	216	0	0	354	0	0	152	0
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		30.2		16.1	16.1			27.0			27.0	
Effective Green, g (s)		32.2		19.1	19.1			29.0			29.0	
Actuated g/C Ratio		0.33		0.19	0.19			0.29			0.29	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		595		327	365			436			352	
v/s Ratio Prot		c0.27		c0.12	0.11							
v/s Ratio Perm								c0.24			0.13	
v/c Ratio		0.83		0.61	0.59			0.81			0.43	
Uniform Delay, d1		30.8		36.5	36.3			32.4			28.3	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		9.2		3.4	2.6			11.0			0.9	
Delay (s)		40.0		39.9	38.9			43.4			29.1	
Level of Service		D		D	D			D			C	
Approach Delay (s)		40.0			39.4			43.4			29.1	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	39.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	98.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	158	31	283	328	28	98	35	163	26	34	1
Future Volume (vph)	1	158	31	283	328	28	98	35	163	26	34	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1858	0	1745	1998	0	0	1700	0	0	1856	0
Flt Permitted				0.950				0.872			0.800	
Satd. Flow (perm)	0	1858	0	1745	1998	0	0	1503	0	0	1513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	2					2	5		7	7		5
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	322	405	0	0	329	0	0	70	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.9		25.0	25.0			25.2			25.2	
Actuated g/C Ratio		0.21		0.30	0.30			0.30			0.30	
v/c Ratio		0.56		0.62	0.68			0.73			0.15	
Control Delay		37.0		35.6	36.5			38.4			25.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		37.0		35.6	36.5			38.4			25.1	
LOS		D		D	D			D			C	

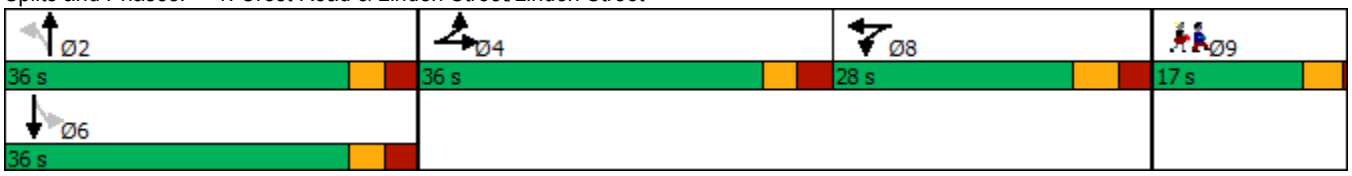
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.0			36.1			38.4			25.1	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		98		134	172			138			24	
Queue Length 95th (ft)		209		#383	#482			#368			76	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		741		522	597			599			603	
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		0.30		0.62	0.68			0.55			0.12	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 83.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 36.2 — Intersection LOS: D
Intersection Capacity Utilization 60.1% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	158	31	283	328	28	98	35	163	26	34	1
Future Volume (vph)	1	158	31	283	328	28	98	35	163	26	34	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.98			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	0.99			0.93			1.00	
Flt Protected		1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)		1858		1745	1999			1696			1851	
Flt Permitted		1.00		0.95	1.00			0.87			0.80	
Satd. Flow (perm)		1858		1745	1999			1504			1513	
Peak-hour factor, PHF	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	1	186	36	322	373	32	109	39	181	30	39	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	223	0	322	405	0	0	329	0	0	70	0
Confl. Peds. (#/hr)	2					2	5		7	7		5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		15.8		21.8	21.8			23.1			23.1	
Effective Green, g (s)		17.8		24.8	24.8			25.1			25.1	
Actuated g/C Ratio		0.21		0.29	0.29			0.29			0.29	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		384		503	576			438			441	
v/s Ratio Prot		c0.12		0.18	c0.20							
v/s Ratio Perm								c0.22			0.05	
v/c Ratio		0.58		0.64	0.70			0.75			0.16	
Uniform Delay, d1		30.7		26.7	27.3			27.6			22.6	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		2.2		2.8	3.9			7.1			0.2	
Delay (s)		33.0		29.5	31.2			34.7			22.8	
Level of Service		C		C	C			C			C	
Approach Delay (s)		33.0			30.4			34.7			22.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Future Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1830	0	1694	1890	0	0	1579	0	0	1860	0
Flt Permitted				0.950				0.930			0.603	
Satd. Flow (perm)	0	1830	0	1688	1890	0	0	1480	0	0	1140	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Peak Hour Factor	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	546	0	222	240	0	0	393	0	0	169	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		32.3		20.2	20.2			32.1			32.1	
Actuated g/C Ratio		0.32		0.20	0.20			0.32			0.32	
v/c Ratio		0.92		0.65	0.63			0.83			0.46	
Control Delay		57.4		47.4	45.6			49.5			34.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		57.4		47.4	45.6			49.5			34.7	
LOS		E		D	D			D			C	

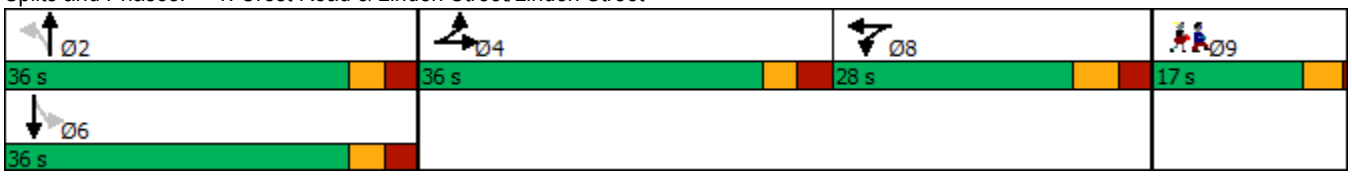
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		57.4			46.5			49.5			34.7	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)		318		124	134			218			81	
Queue Length 95th (ft)		#704		174	184			#512			158	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		591		410	458			478			368	
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		0.92		0.54	0.52			0.82			0.46	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 100
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 49.8 Intersection LOS: D
Intersection Capacity Utilization 69.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Future Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.96			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			0.99	
Frt		0.99		1.00	0.98			0.90			1.00	
Flt Protected		1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)		1830		1694	1889			1584			1850	
Flt Permitted		1.00		0.95	1.00			0.93			0.60	
Satd. Flow (perm)		1830		1694	1889			1484			1140	
Peak-hour factor, PHF	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Adj. Flow (vph)	1	485	60	222	201	39	60	28	305	73	96	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	546	0	222	240	0	0	393	0	0	169	0
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		30.3		17.1	17.1			30.0			30.0	
Effective Green, g (s)		32.3		20.1	20.1			32.0			32.0	
Actuated g/C Ratio		0.31		0.19	0.19			0.31			0.31	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		573		330	368			460			353	
v/s Ratio Prot		c0.30		c0.13	0.13							
v/s Ratio Perm								c0.26			0.15	
v/c Ratio		0.95		0.67	0.65			0.85			0.48	
Uniform Delay, d1		34.7		38.5	38.3			33.4			28.8	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		26.2		5.3	4.1			14.3			1.0	
Delay (s)		60.8		43.8	42.4			47.7			29.8	
Level of Service		E		D	D			D			C	
Approach Delay (s)		60.8			43.1			47.7			29.8	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	103.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Future Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1858	0	1745	1998	0	0	1700	0	0	1856	0
Flt Permitted				0.950				0.873			0.785	
Satd. Flow (perm)	0	1858	0	1745	1998	0	0	1504	0	0	1485	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	2					2	5		7	7		5
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	0	357	450	0	0	365	0	0	77	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.3		24.7	24.7			28.7			28.7	
Actuated g/C Ratio		0.22		0.28	0.28			0.33			0.33	
v/c Ratio		0.61		0.73	0.80			0.75			0.16	
Control Delay		39.3		42.2	44.8			39.4			25.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		39.3		42.2	44.8			39.4			25.4	
LOS		D		D	D			D			C	

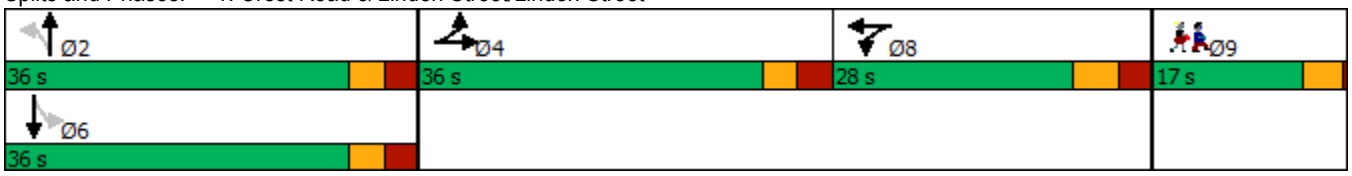
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.3			43.7			39.4			25.4	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		121		174	225			163			27	
Queue Length 95th (ft)		230		#455	#572			#443			84	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		696		490	561			563			556	
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		0.35		0.73	0.80			0.65			0.14	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 88
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 65.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Future Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.98			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	0.99			0.93			1.00	
Flt Protected		1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)		1858		1745	1999			1697			1852	
Flt Permitted		1.00		0.95	1.00			0.87			0.78	
Satd. Flow (perm)		1858		1745	1999			1506			1485	
Peak-hour factor, PHF	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	1	206	40	357	415	35	121	43	201	33	43	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	247	0	357	450	0	0	365	0	0	77	0
Confl. Peds. (#/hr)	2					2	5		7	7		5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		17.2		21.7	21.7			26.6			26.6	
Effective Green, g (s)		19.2		24.7	24.7			28.6			28.6	
Actuated g/C Ratio		0.21		0.27	0.27			0.31			0.31	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		392		474	543			473			467	
v/s Ratio Prot		c0.13		0.20	c0.23							
v/s Ratio Perm								c0.24			0.05	
v/c Ratio		0.63		0.75	0.83			0.77			0.16	
Uniform Delay, d1		32.6		30.3	31.1			28.2			22.5	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		3.3		6.7	10.1			7.6			0.2	
Delay (s)		35.9		37.0	41.2			35.8			22.7	
Level of Service		D		D	D			D			C	
Approach Delay (s)		35.9			39.3			35.8			22.7	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Future Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1830	0	1694	1890	0	0	1579	0	0	1860	0
Flt Permitted				0.950				0.930			0.604	
Satd. Flow (perm)	0	1830	0	1688	1890	0	0	1480	0	0	1142	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Peak Hour Factor	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	546	0	222	240	0	0	393	0	0	169	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		32.3		20.2	20.2			32.2			32.2	
Actuated g/C Ratio		0.32		0.20	0.20			0.32			0.32	
v/c Ratio		0.93		0.65	0.63			0.83			0.46	
Control Delay		57.8		47.6	45.7			49.2			34.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		57.8		47.6	45.7			49.2			34.6	
LOS		E		D	D			D			C	

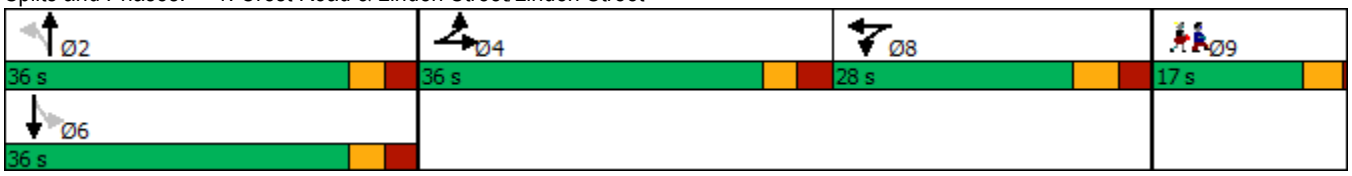
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		57.8			46.6			49.2			34.6	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)		318		124	134			218			81	
Queue Length 95th (ft)		#704		174	184			#512			158	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		590		409	457			477			368	
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		0.93		0.54	0.53			0.82			0.46	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 100.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 49.8 Intersection LOS: D
Intersection Capacity Utilization 69.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Future Volume (vph)	1	441	55	149	135	26	55	26	281	57	75	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.96			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			0.99	
Frt		0.99		1.00	0.98			0.90			1.00	
Flt Protected		1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)		1830		1694	1889			1584			1851	
Flt Permitted		1.00		0.95	1.00			0.93			0.60	
Satd. Flow (perm)		1830		1694	1889			1484			1142	
Peak-hour factor, PHF	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Adj. Flow (vph)	1	485	60	222	201	39	60	28	305	73	96	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	546	0	222	240	0	0	393	0	0	169	0
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		30.3		17.2	17.2			30.2			30.2	
Effective Green, g (s)		32.3		20.2	20.2			32.2			32.2	
Actuated g/C Ratio		0.31		0.20	0.20			0.31			0.31	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		571		330	369			462			355	
v/s Ratio Prot		c0.30		c0.13	0.13							
v/s Ratio Perm								c0.26			0.15	
v/c Ratio		0.96		0.67	0.65			0.85			0.48	
Uniform Delay, d1		34.9		38.5	38.3			33.3			28.8	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		26.8		5.3	4.1			14.0			1.0	
Delay (s)		61.7		43.9	42.4			47.3			29.8	
Level of Service		E		D	D			D			C	
Approach Delay (s)		61.7			43.1			47.3			29.8	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	49.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	103.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Future Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1858	0	1745	1998	0	0	1700	0	0	1856	0
Flt Permitted				0.950				0.873			0.786	
Satd. Flow (perm)	0	1858	0	1745	1998	0	0	1505	0	0	1486	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	2					2	5		7	7		5
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	0	357	450	0	0	365	0	0	77	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.3		24.7	24.7			28.8			28.8	
Actuated g/C Ratio		0.22		0.28	0.28			0.33			0.33	
v/c Ratio		0.61		0.73	0.80			0.74			0.16	
Control Delay		39.3		42.3	45.0			39.2			25.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		39.3		42.3	45.0			39.2			25.4	
LOS		D		D	D			D			C	

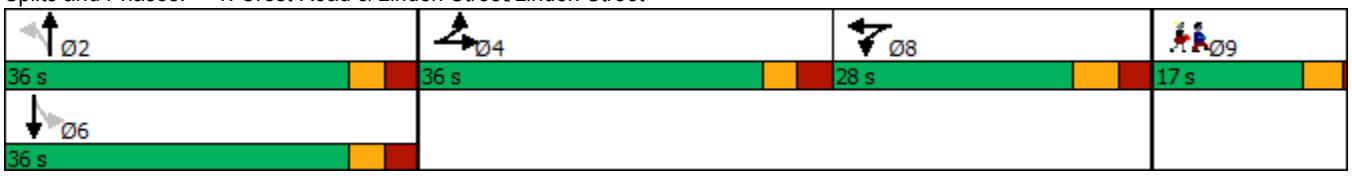
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.3			43.8			39.2			25.4	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		121		174	225			163			27	
Queue Length 95th (ft)		230		#455	#572			#442			84	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		695		489	560			562			555	
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		0.36		0.73	0.80			0.65			0.14	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 88.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 65.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Future Volume (vph)	1	175	34	314	365	31	109	39	181	29	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.98			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	0.99			0.93			1.00	
Flt Protected		1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)		1858		1745	1999			1697			1852	
Flt Permitted		1.00		0.95	1.00			0.87			0.79	
Satd. Flow (perm)		1858		1745	1999			1505			1486	
Peak-hour factor, PHF	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	1	206	40	357	415	35	121	43	201	33	43	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	247	0	357	450	0	0	365	0	0	77	0
Confl. Peds. (#/hr)	2					2	5		7	7		5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		17.2		21.6	21.6			26.7			26.7	
Effective Green, g (s)		19.2		24.6	24.6			28.7			28.7	
Actuated g/C Ratio		0.21		0.27	0.27			0.32			0.32	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		392		472	540			475			469	
v/s Ratio Prot		c0.13		0.20	c0.23							
v/s Ratio Perm								c0.24			0.05	
v/c Ratio		0.63		0.76	0.83			0.77			0.16	
Uniform Delay, d1		32.6		30.4	31.2			28.1			22.4	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		3.3		6.8	10.6			7.3			0.2	
Delay (s)		35.9		37.2	41.8			35.4			22.6	
Level of Service		D		D	D			D			C	
Approach Delay (s)		35.9			39.8			35.4			22.6	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	442	55	150	136	27	55	26	281	57	75	0
Future Volume (vph)	1	442	55	150	136	27	55	26	281	57	75	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1830	0	1694	1888	0	0	1579	0	0	1860	0
Flt Permitted				0.950				0.930			0.604	
Satd. Flow (perm)	0	1830	0	1688	1888	0	0	1480	0	0	1142	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Peak Hour Factor	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	547	0	224	243	0	0	393	0	0	169	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		32.3		20.3	20.3			32.3			32.3	
Actuated g/C Ratio		0.32		0.20	0.20			0.32			0.32	
v/c Ratio		0.93		0.66	0.64			0.83			0.46	
Control Delay		58.2		47.7	45.9			49.3			34.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		58.2		47.7	45.9			49.3			34.6	
LOS		E		D	D			D			C	

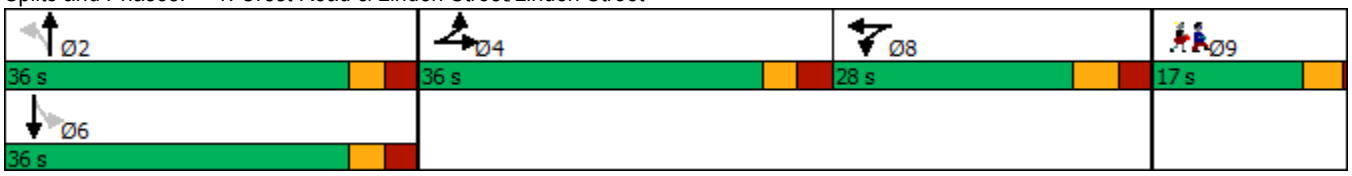
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		58.2			46.8			49.3			34.6	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)		319		125	136			219			81	
Queue Length 95th (ft)		#706		176	186			#512			158	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		589		409	456			476			368	
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		0.93		0.55	0.53			0.83			0.46	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 100.3
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 50.1 — Intersection LOS: D
Intersection Capacity Utilization 69.6% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	442	55	150	136	27	55	26	281	57	75	0
Future Volume (vph)	1	442	55	150	136	27	55	26	281	57	75	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.96			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			0.99	
Frt		0.99		1.00	0.98			0.90			1.00	
Flt Protected		1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)		1830		1694	1889			1584			1851	
Flt Permitted		1.00		0.95	1.00			0.93			0.60	
Satd. Flow (perm)		1830		1694	1889			1484			1142	
Peak-hour factor, PHF	0.91	0.91	0.91	0.67	0.67	0.67	0.92	0.92	0.92	0.78	0.78	0.78
Adj. Flow (vph)	1	486	60	224	203	40	60	28	305	73	96	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	547	0	224	243	0	0	393	0	0	169	0
Confl. Peds. (#/hr)	3		3	3		3	4		17	17		4
Heavy Vehicles (%)	0%	2%	2%	3%	5%	0%	7%	0%	2%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		30.3		17.2	17.2			30.2			30.2	
Effective Green, g (s)		32.3		20.2	20.2			32.2			32.2	
Actuated g/C Ratio		0.31		0.20	0.20			0.31			0.31	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		571		330	369			462			355	
v/s Ratio Prot		c0.30		c0.13	0.13							
v/s Ratio Perm								c0.26			0.15	
v/c Ratio		0.96		0.68	0.66			0.85			0.48	
Uniform Delay, d1		34.9		38.6	38.4			33.3			28.8	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		27.1		5.5	4.2			14.0			1.0	
Delay (s)		62.0		44.1	42.6			47.3			29.8	
Level of Service		E		D	D			D			C	
Approach Delay (s)		62.0			43.3			47.3			29.8	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	49.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	103.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	177	34	315	366	31	109	39	182	30	38	1
Future Volume (vph)	1	177	34	315	366	31	109	39	182	30	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1858	0	1745	1998	0	0	1698	0	0	1856	0
Flt Permitted				0.950				0.873			0.780	
Satd. Flow (perm)	0	1858	0	1745	1998	0	0	1503	0	0	1475	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		994			449			405			480	
Travel Time (s)		22.6			10.2			9.2			10.9	
Confl. Peds. (#/hr)	2					2	5		7	7		5
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	0	358	451	0	0	366	0	0	78	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		23.0	23.0		23.0	23.0		24.0	24.0	
Total Split (s)	36.0	36.0		28.0	28.0		36.0	36.0		36.0	36.0	
Total Split (%)	30.8%	30.8%		23.9%	23.9%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	30.0	30.0		21.0	21.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0		-3.0	-3.0			-2.0			-2.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.4		24.7	24.7			29.0			29.0	
Actuated g/C Ratio		0.22		0.28	0.28			0.33			0.33	
v/c Ratio		0.61		0.74	0.81			0.74			0.16	
Control Delay		39.5		42.7	45.4			39.3			25.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		39.5		42.7	45.4			39.3			25.5	
LOS		D		D	D			D			C	

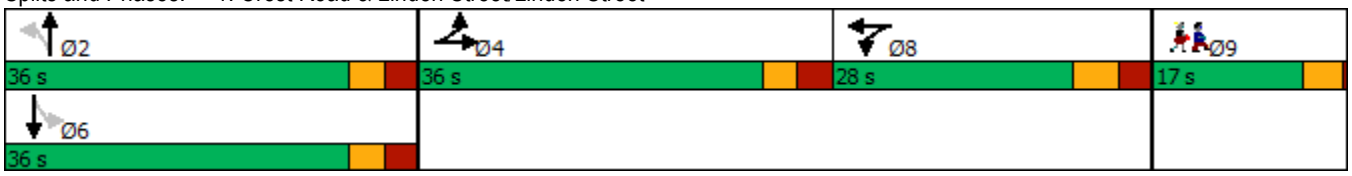
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	15%
Maximum Green (s)	13.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.5			44.2			39.3			25.5	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		123		177	228			164			28	
Queue Length 95th (ft)		231		#456	#575			#446			85	
Internal Link Dist (ft)		914			369			325			400	
Turn Bay Length (ft)				100								
Base Capacity (vph)		692		487	558			560			549	
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		0.36		0.74	0.81			0.65			0.14	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 88.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 41.3 Intersection LOS: D
Intersection Capacity Utilization 65.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Crest Road & Linden Street/Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	177	34	315	366	31	109	39	182	30	38	1
Future Volume (vph)	1	177	34	315	366	31	109	39	182	30	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	14	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00			0.98			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	0.99			0.93			1.00	
Flt Protected		1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)		1858		1745	1999			1697			1852	
Flt Permitted		1.00		0.95	1.00			0.87			0.78	
Satd. Flow (perm)		1858		1745	1999			1505			1475	
Peak-hour factor, PHF	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	1	208	40	358	416	35	121	43	202	34	43	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	249	0	358	451	0	0	366	0	0	78	0
Confl. Peds. (#/hr)	2					2	5		7	7		5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		17.3		21.6	21.6			26.9			26.9	
Effective Green, g (s)		19.3		24.6	24.6			28.9			28.9	
Actuated g/C Ratio		0.21		0.27	0.27			0.32			0.32	
Clearance Time (s)		6.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		393		470	539			476			467	
v/s Ratio Prot		c0.13		0.21	c0.23							
v/s Ratio Perm								c0.24			0.05	
v/c Ratio		0.63		0.76	0.84			0.77			0.17	
Uniform Delay, d1		32.7		30.6	31.4			28.1			22.5	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		3.3		7.2	10.9			7.3			0.2	
Delay (s)		36.1		37.8	42.3			35.5			22.6	
Level of Service		D		D	D			D			C	
Approach Delay (s)		36.1			40.3			35.5			22.6	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	91.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Linden Street at Everett Street

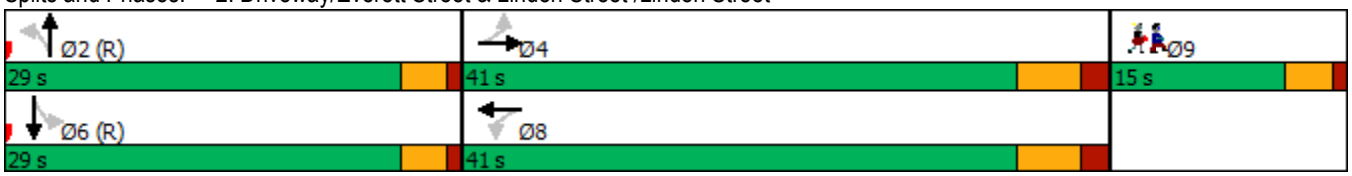
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	457	19	7	242	108	1	0	9	108	9	31
Future Volume (vph)	24	457	19	7	242	108	1	0	9	108	9	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1838	0	0	1976	0	0	1433	0	0	1774	0
Flt Permitted		0.963			0.987			0.983			0.788	
Satd. Flow (perm)	0	1773	0	0	1952	0	0	1416	0	0	1437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			31			90			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Peak Hour Factor	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	625	0	0	482	0	0	20	0	0	197	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.85			0.59			0.04			0.42	
Control Delay		36.2			21.6			0.1			24.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		36.2			21.6			0.1			24.3	
LOS		D			C			A			C	
Approach Delay		36.2			21.6			0.1			24.3	
Approach LOS		D			C			A			C	
Queue Length 50th (ft)		294			182			0			75	
Queue Length 95th (ft)		364			208			0			107	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		731			822			511			467	
Starvation Cap Reductn		0			0			0			0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.85			0.59			0.04			0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	457	19	7	242	108	1	0	9	108	9	31
Future Volume (vph)	24	457	19	7	242	108	1	0	9	108	9	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.97			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.96			0.88			0.97	
Flt Protected		1.00			1.00			1.00			0.96	
Satd. Flow (prot)		1837			1976			1434			1760	
Flt Permitted		0.96			0.99			0.98			0.79	
Satd. Flow (perm)		1773			1952			1417			1437	
Peak-hour factor, PHF	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Adj. Flow (vph)	30	571	24	9	327	146	2	0	18	144	12	41
RTOR Reduction (vph)	0	2	0	0	18	0	0	14	0	0	11	0
Lane Group Flow (vph)	0	623	0	0	464	0	0	6	0	0	186	0
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		730			803			450			456	
v/s Ratio Prot												
v/s Ratio Perm		c0.35			0.24			0.00			c0.13	
v/c Ratio		0.85			0.58			0.01			0.41	
Uniform Delay, d1		22.7			19.3			19.9			22.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		12.2			3.0			0.1			2.7	
Delay (s)		34.8			22.3			19.9			25.4	
Level of Service		C			C			B			C	
Approach Delay (s)		34.8			22.3			19.9			25.4	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

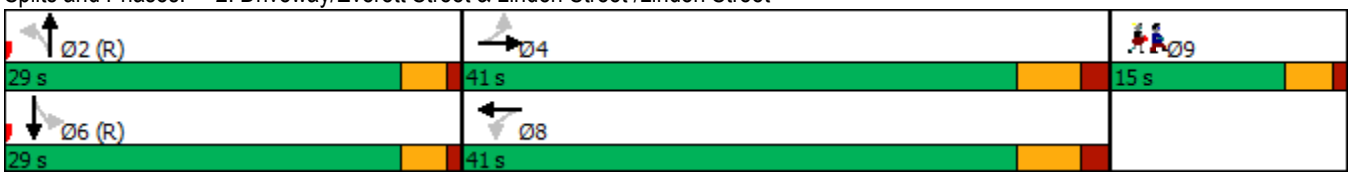
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	314	28	24	471	64	38	4	34	65	22	31
Future Volume (vph)	12	314	28	24	471	64	38	4	34	65	22	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1869	0	0	2109	0	0	1712	0	0	1773	0
Flt Permitted		0.974			0.972			0.829			0.812	
Satd. Flow (perm)	0	1824	0	0	2053	0	0	1453	0	0	1469	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			51			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	628	0	0	127	0	0	130	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.52			0.74			0.26			0.27	
Control Delay		21.5			27.2			14.9			19.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.5			27.2			14.9			19.7	
LOS		C			C			B			B	
Approach Delay		21.5			27.2			14.9			19.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		151			272			29			42	
Queue Length 95th (ft)		235			393			38			86	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		754			850			496			481	
Starvation Cap Reductn		0			0			0			0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.74			0.26			0.27	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	314	28	24	471	64	38	4	34	65	22	31
Future Volume (vph)	12	314	28	24	471	64	38	4	34	65	22	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			0.98			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.98			0.94			0.96	
Flt Protected		1.00			1.00			0.98			0.97	
Satd. Flow (prot)		1870			2106			1711			1760	
Flt Permitted		0.97			0.97			0.83			0.81	
Satd. Flow (perm)		1825			2051			1453			1469	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Adj. Flow (vph)	13	349	31	27	529	72	63	7	57	72	24	34
RTOR Reduction (vph)	0	4	0	0	5	0	0	35	0	0	15	0
Lane Group Flow (vph)	0	389	0	0	623	0	0	92	0	0	115	0
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		751			844			461			466	
v/s Ratio Prot												
v/s Ratio Perm		0.21			c0.30			0.06			c0.08	
v/c Ratio		0.52			0.74			0.20			0.25	
Uniform Delay, d1		18.7			21.1			21.1			21.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.6			5.7			1.0			1.3	
Delay (s)		21.3			26.8			22.1			22.7	
Level of Service		C			C			C			C	
Approach Delay (s)		21.3			26.8			22.1			22.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Future Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1838	0	0	1976	0	0	1433	0	0	1774	0
Flt Permitted		0.959			0.983			0.982			0.783	
Satd. Flow (perm)	0	1766	0	0	1944	0	0	1414	0	0	1428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			31			90			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Peak Hour Factor	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	694	0	0	537	0	0	20	0	0	218	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.95			0.66			0.04			0.47	
Control Delay		49.7			23.6			0.1			25.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		49.7			23.6			0.1			25.5	
LOS		D			C			A			C	
Approach Delay		49.7			23.6			0.1			25.5	
Approach LOS		D			C			A			C	
Queue Length 50th (ft)		348			212			0			85	
Queue Length 95th (ft)		#469			238			0			119	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		728			818			510			464	
Starvation Cap Reductn		0			0			0			0	

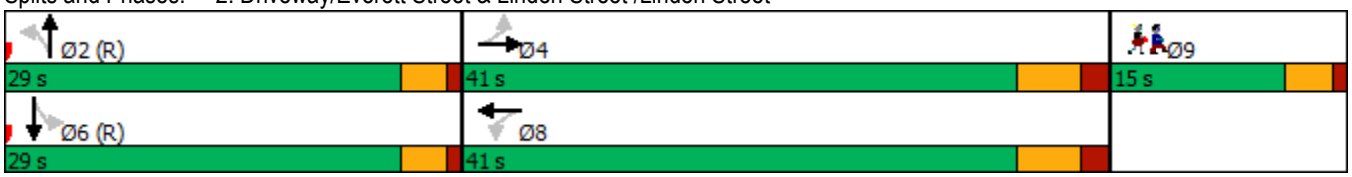
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.95			0.66			0.04			0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Pretimed	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Future Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.97			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.96			0.88			0.97	
Flt Protected		1.00			1.00			1.00			0.96	
Satd. Flow (prot)		1837			1976			1434			1760	
Flt Permitted		0.96			0.98			0.98			0.78	
Satd. Flow (perm)		1766			1945			1416			1429	
Peak-hour factor, PHF	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Adj. Flow (vph)	34	634	26	11	364	162	2	0	18	160	13	45
RTOR Reduction (vph)	0	2	0	0	18	0	0	14	0	0	11	0
Lane Group Flow (vph)	0	692	0	0	519	0	0	6	0	0	207	0
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		727			800			449			453	
v/s Ratio Prot												
v/s Ratio Perm		c0.39			0.27			0.00			c0.14	
v/c Ratio		0.95			0.65			0.01			0.46	
Uniform Delay, d1		24.2			20.1			19.9			23.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		23.5			4.0			0.1			3.3	
Delay (s)		47.7			24.1			19.9			26.5	
Level of Service		D			C			B			C	
Approach Delay (s)		47.7			24.1			19.9			26.5	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Future Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1869	0	0	2109	0	0	1712	0	0	1773	0
Flt Permitted		0.974			0.968			0.833			0.818	
Satd. Flow (perm)	0	1824	0	0	2044	0	0	1460	0	0	1480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			51			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	435	0	0	698	0	0	140	0	0	145	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.58			0.83			0.28			0.30	
Control Delay		22.8			32.1			15.7			20.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.8			32.1			15.7			20.5	
LOS		C			C			B			C	
Approach Delay		22.8			32.1			15.7			20.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		172			319			34			48	
Queue Length 95th (ft)		265			#504			43			96	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		754			846			498			485	
Starvation Cap Reductn		0			0			0			0	

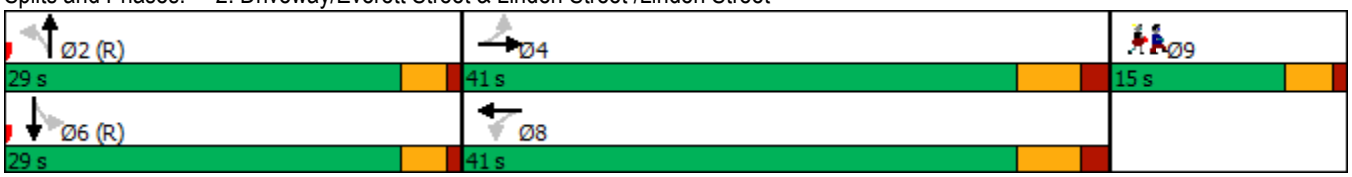
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.83			0.28			0.30	

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Future Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			0.98			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.98			0.94			0.96	
Flt Protected		1.00			1.00			0.98			0.97	
Satd. Flow (prot)		1870			2106			1710			1760	
Flt Permitted		0.97			0.97			0.83			0.82	
Satd. Flow (perm)		1824			2044			1461			1480	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Adj. Flow (vph)	14	387	34	30	588	80	70	7	63	80	27	38
RTOR Reduction (vph)	0	4	0	0	5	0	0	35	0	0	15	0
Lane Group Flow (vph)	0	431	0	0	693	0	0	105	0	0	130	0
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		751			841			464			470	
v/s Ratio Prot												
v/s Ratio Perm		0.24			c0.34			0.07			c0.09	
v/c Ratio		0.57			0.82			0.23			0.28	
Uniform Delay, d1		19.3			22.3			21.3			21.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.2			9.0			1.1			1.5	
Delay (s)		22.4			31.2			22.5			23.2	
Level of Service		C			C			C			C	
Approach Delay (s)		22.4			31.2			22.5			23.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Future Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1838	0	0	1976	0	0	1433	0	0	1774	0
Flt Permitted		0.959			0.983			0.982			0.783	
Satd. Flow (perm)	0	1766	0	0	1944	0	0	1414	0	0	1428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			31			90			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Peak Hour Factor	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	694	0	0	537	0	0	20	0	0	218	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.95			0.66			0.04			0.47	
Control Delay		49.7			23.6			0.1			25.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		49.7			23.6			0.1			25.5	
LOS		D			C			A			C	
Approach Delay		49.7			23.6			0.1			25.5	
Approach LOS		D			C			A			C	
Queue Length 50th (ft)		348			212			0			85	
Queue Length 95th (ft)		#469			238			0			119	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		728			818			510			464	
Starvation Cap Reductn		0			0			0			0	

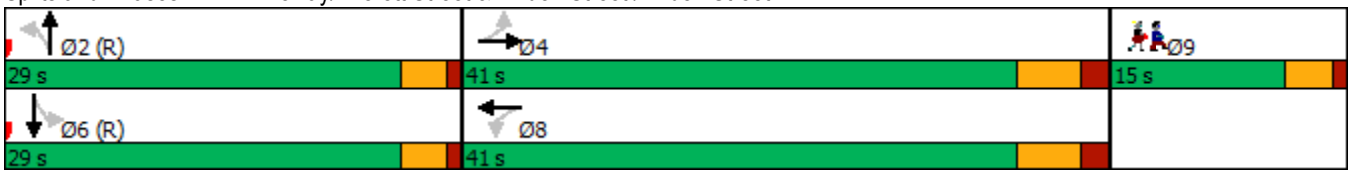
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.95			0.66			0.04			0.47	

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Pretimed	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Future Volume (vph)	27	507	21	8	269	120	1	0	9	120	10	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.97			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.96			0.88			0.97	
Flt Protected		1.00			1.00			1.00			0.96	
Satd. Flow (prot)		1837			1976			1434			1760	
Flt Permitted		0.96			0.98			0.98			0.78	
Satd. Flow (perm)		1766			1945			1416			1429	
Peak-hour factor, PHF	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Adj. Flow (vph)	34	634	26	11	364	162	2	0	18	160	13	45
RTOR Reduction (vph)	0	2	0	0	18	0	0	14	0	0	11	0
Lane Group Flow (vph)	0	692	0	0	519	0	0	6	0	0	207	0
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		727			800			449			453	
v/s Ratio Prot												
v/s Ratio Perm		c0.39			0.27			0.00			c0.14	
v/c Ratio		0.95			0.65			0.01			0.46	
Uniform Delay, d1		24.2			20.1			19.9			23.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		23.5			4.0			0.1			3.3	
Delay (s)		47.7			24.1			19.9			26.5	
Level of Service		D			C			B			C	
Approach Delay (s)		47.7			24.1			19.9			26.5	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Future Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1869	0	0	2109	0	0	1712	0	0	1773	0
Flt Permitted		0.974			0.968			0.833			0.818	
Satd. Flow (perm)	0	1824	0	0	2044	0	0	1460	0	0	1480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			51			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	435	0	0	698	0	0	140	0	0	145	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.58			0.83			0.28			0.30	
Control Delay		22.8			32.1			15.7			20.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.8			32.1			15.7			20.5	
LOS		C			C			B			C	
Approach Delay		22.8			32.1			15.7			20.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		172			319			34			48	
Queue Length 95th (ft)		265			#504			43			96	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		754			846			498			485	
Starvation Cap Reductn		0			0			0			0	

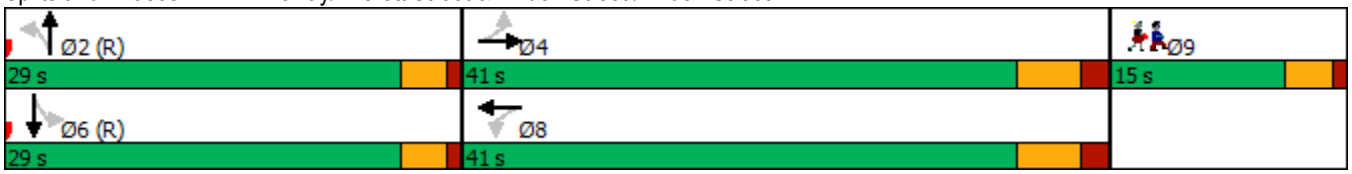
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.83			0.28			0.30	

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Future Volume (vph)	13	348	31	27	523	71	42	4	38	72	24	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			0.98			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.98			0.94			0.96	
Flt Protected		1.00			1.00			0.98			0.97	
Satd. Flow (prot)		1870			2106			1710			1760	
Flt Permitted		0.97			0.97			0.83			0.82	
Satd. Flow (perm)		1824			2044			1461			1480	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Adj. Flow (vph)	14	387	34	30	588	80	70	7	63	80	27	38
RTOR Reduction (vph)	0	4	0	0	5	0	0	35	0	0	15	0
Lane Group Flow (vph)	0	431	0	0	693	0	0	105	0	0	130	0
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		751			841			464			470	
v/s Ratio Prot												
v/s Ratio Perm		0.24			c0.34			0.07			c0.09	
v/c Ratio		0.57			0.82			0.23			0.28	
Uniform Delay, d1		19.3			22.3			21.3			21.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.2			9.0			1.1			1.5	
Delay (s)		22.4			31.2			22.5			23.2	
Level of Service		C			C			C			C	
Approach Delay (s)		22.4			31.2			22.5			23.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	510	21	8	269	120	1	0	9	120	10	34
Future Volume (vph)	27	510	21	8	269	120	1	0	9	120	10	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1838	0	0	1976	0	0	1433	0	0	1774	0
Flt Permitted		0.959			0.983			0.982			0.783	
Satd. Flow (perm)	0	1766	0	0	1944	0	0	1414	0	0	1428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			31			90			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Peak Hour Factor	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	698	0	0	537	0	0	20	0	0	218	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.96			0.66			0.04			0.47	
Control Delay		50.8			23.6			0.1			25.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		50.8			23.6			0.1			25.5	
LOS		D			C			A			C	
Approach Delay		50.8			23.6			0.1			25.5	
Approach LOS		D			C			A			C	
Queue Length 50th (ft)		351			212			0			85	
Queue Length 95th (ft)		#474			238			0			119	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		728			818			510			464	
Starvation Cap Reductn		0			0			0			0	

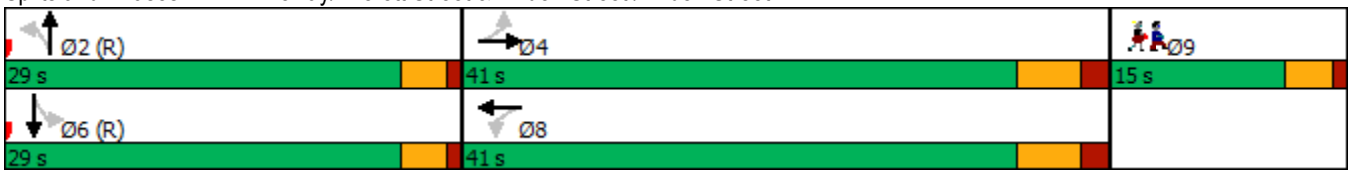
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.96			0.66			0.04			0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Pretimed	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	510	21	8	269	120	1	0	9	120	10	34
Future Volume (vph)	27	510	21	8	269	120	1	0	9	120	10	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.97			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.96			0.88			0.97	
Flt Protected		1.00			1.00			1.00			0.96	
Satd. Flow (prot)		1837			1976			1434			1760	
Flt Permitted		0.96			0.98			0.98			0.78	
Satd. Flow (perm)		1766			1945			1416			1429	
Peak-hour factor, PHF	0.80	0.80	0.80	0.74	0.74	0.74	0.50	0.50	0.50	0.75	0.75	0.75
Adj. Flow (vph)	34	638	26	11	364	162	2	0	18	160	13	45
RTOR Reduction (vph)	0	2	0	0	18	0	0	14	0	0	11	0
Lane Group Flow (vph)	0	696	0	0	519	0	0	6	0	0	207	0
Confl. Peds. (#/hr)	10		16	16		10	1		7	7		1
Heavy Vehicles (%)	9%	2%	6%	0%	5%	0%	0%	0%	14%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		727			800			449			453	
v/s Ratio Prot												
v/s Ratio Perm		c0.39			0.27			0.00			c0.14	
v/c Ratio		0.96			0.65			0.01			0.46	
Uniform Delay, d1		24.3			20.1			19.9			23.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		24.5			4.0			0.1			3.3	
Delay (s)		48.8			24.1			19.9			26.5	
Level of Service		D			C			B			C	
Approach Delay (s)		48.8			24.1			19.9			26.5	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	348	31	27	527	71	42	4	38	72	24	34
Future Volume (vph)	13	348	31	27	527	71	42	4	38	72	24	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1869	0	0	2109	0	0	1712	0	0	1773	0
Flt Permitted		0.974			0.968			0.833			0.818	
Satd. Flow (perm)	0	1824	0	0	2044	0	0	1460	0	0	1480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			51			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		511			436			206			254	
Travel Time (s)		11.6			9.9			4.7			5.8	
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	435	0	0	702	0	0	140	0	0	145	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		29.0	29.0		29.0	29.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			-2.0			-2.0	
Total Lost Time (s)		6.0			6.0			2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
v/c Ratio		0.58			0.83			0.28			0.30	
Control Delay		22.8			32.4			15.7			20.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.8			32.4			15.7			20.5	
LOS		C			C			B			C	
Approach Delay		22.8			32.4			15.7			20.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		172			322			34			48	
Queue Length 95th (ft)		265			#509			43			96	
Internal Link Dist (ft)		431			356			126			174	
Turn Bay Length (ft)												
Base Capacity (vph)		754			846			498			485	
Starvation Cap Reductn		0			0			0			0	

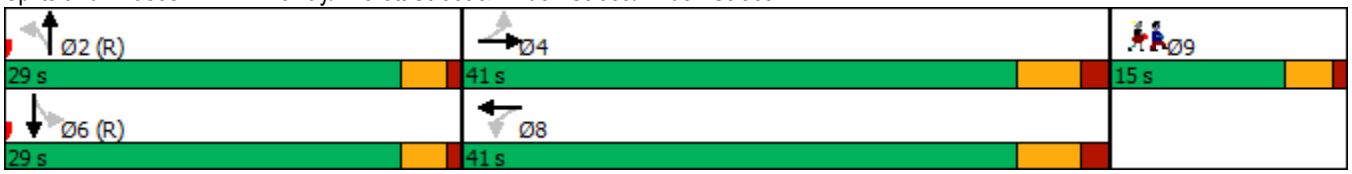
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.83			0.28			0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 2: Driveway/Everett Street & Linden Street /Linden Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	348	31	27	527	71	42	4	38	72	24	34
Future Volume (vph)	13	348	31	27	527	71	42	4	38	72	24	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		6.0			6.0			2.0			2.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			0.98			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.98			0.94			0.96	
Flt Protected		1.00			1.00			0.98			0.97	
Satd. Flow (prot)		1870			2107			1710			1760	
Flt Permitted		0.97			0.97			0.83			0.82	
Satd. Flow (perm)		1824			2045			1461			1480	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60	0.90	0.90	0.90
Adj. Flow (vph)	14	387	34	30	592	80	70	7	63	80	27	38
RTOR Reduction (vph)	0	4	0	0	5	0	0	35	0	0	15	0
Lane Group Flow (vph)	0	431	0	0	697	0	0	105	0	0	130	0
Confl. Peds. (#/hr)	11		19	19		11	2		11	11		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			25.0			25.0	
Effective Green, g (s)		35.0			35.0			27.0			27.0	
Actuated g/C Ratio		0.41			0.41			0.32			0.32	
Clearance Time (s)		6.0			6.0			4.0			4.0	
Lane Grp Cap (vph)		751			842			464			470	
v/s Ratio Prot												
v/s Ratio Perm		0.24			c0.34			0.07			c0.09	
v/c Ratio		0.57			0.83			0.23			0.28	
Uniform Delay, d1		19.3			22.3			21.3			21.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.2			9.2			1.1			1.5	
Delay (s)		22.4			31.5			22.5			23.2	
Level of Service		C			C			C			C	
Approach Delay (s)		22.4			31.5			22.5			23.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Weston Road at Linden Street

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	153	657	193	205	378
Future Vol, veh/h	16	153	657	193	205	378
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	91	91	81	81
Heavy Vehicles, %	27	3	1	1	4	1
Mvmt Flow	20	194	722	212	253	467

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1807	835	0	0	940	0
Stage 1	834	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Critical Hdwy	6.67	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.67	-	-	-	-	-
Critical Hdwy Stg 2	5.67	-	-	-	-	-
Follow-up Hdwy	3.743	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	75	366	-	-	721	-
Stage 1	387	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	364	-	-	718	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	173	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.4	0	4.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	39	364	718	-
HCM Lane V/C Ratio	-	-	0.519	0.532	0.352	-
HCM Control Delay (s)	-	-	171.6	25.6	12.7	0
HCM Lane LOS	-	-	F	D	B	A
HCM 95th %tile Q(veh)	-	-	1.8	3	1.6	-

Intersection	
Int Delay, s/veh	23.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	175	301	361	76	108	482
Future Vol, veh/h	175	301	361	76	108	482
Conflicting Peds, #/hr	0	5	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	95	95	87	87
Heavy Vehicles, %	0	0	1	0	1	0
Mvmt Flow	192	331	380	80	124	554

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1224	427	0	0	462	0
Stage 1	422	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	200	632	-	-	1104	-
Stage 1	666	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 167	628	-	-	1102	-
Mov Cap-2 Maneuver	~ 167	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	372	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	73.8	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	167	628	1102	-
HCM Lane V/C Ratio	-	-	1.152	0.527	0.113	-
HCM Control Delay (s)	-	-	171.7	16.9	8.7	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	10.2	3.1	0.4	-

Notes

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

Intersection	
Int Delay, s/veh	11

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	170	731	214	229	426
Future Vol, veh/h	18	170	731	214	229	426
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	91	91	81	81
Heavy Vehicles, %	27	3	1	1	4	1
Mvmt Flow	23	215	803	235	283	526

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2019	928	0	0	1044	0
Stage 1	927	-	-	-	-	-
Stage 2	1092	-	-	-	-	-
Critical Hdwy	6.67	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.67	-	-	-	-	-
Critical Hdwy Stg 2	5.67	-	-	-	-	-
Follow-up Hdwy	3.743	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	55	323	-	-	659	-
Stage 1	348	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	321	-	-	656	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	113	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	79.3	0	5.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	21	321	656	-
HCM Lane V/C Ratio	-	-	1.085	0.67	0.431	-
HCM Control Delay (s)	-	-	$ 485.5	36.3	14.6	0
HCM Lane LOS	-	-	F	E	B	A
HCM 95th %tile Q(veh)	-	-	3	4.5	2.2	-

Notes

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

Intersection	
Int Delay, s/veh	48.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	194	335	407	84	121	539
Future Vol, veh/h	194	335	407	84	121	539
Conflicting Peds, #/hr	0	5	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	95	95	87	87
Heavy Vehicles, %	0	0	1	0	1	0
Mvmt Flow	213	368	428	88	139	620

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1372	479	0	0	518	0
Stage 1	474	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	~ 163	591	-	-	1053	-
Stage 1	630	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 130	587	-	-	1052	-
Mov Cap-2 Maneuver	~ 130	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	320	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	152.4	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	130	587	1052	-
HCM Lane V/C Ratio	-	-	1.64	0.627	0.132	-
HCM Control Delay (s)	-	-	$ 379.6	20.9	8.9	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	15.5	4.4	0.5	-

Notes

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

Intersection	
Int Delay, s/veh	10.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	170	729	214	228	420
Future Vol, veh/h	18	170	729	214	228	420
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	91	91	81	81
Heavy Vehicles, %	27	3	1	1	4	1
Mvmt Flow	23	215	801	235	281	519

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2006	926	0	0	1042	0
Stage 1	925	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	6.67	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.67	-	-	-	-	-
Critical Hdwy Stg 2	5.67	-	-	-	-	-
Follow-up Hdwy	3.743	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	56	324	-	-	660	-
Stage 1	349	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 22	322	-	-	657	-
Mov Cap-2 Maneuver	~ 22	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	117	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	76	0	5.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	22	322	657	-
HCM Lane V/C Ratio	-	-	1.036	0.668	0.428	-
HCM Control Delay (s)	-	-	$ 452.9	36.1	14.5	0
HCM Lane LOS	-	-	F	E	B	A
HCM 95th %tile Q(veh)	-	-	3	4.5	2.1	-

Notes

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

Intersection	
Int Delay, s/veh	47.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	194	334	401	84	120	535
Future Vol, veh/h	194	334	401	84	120	535
Conflicting Peds, #/hr	0	5	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	95	95	87	87
Heavy Vehicles, %	0	0	1	0	1	0
Mvmt Flow	213	367	422	88	138	615

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1359	473	0	0	512	0
Stage 1	468	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	~ 165	595	-	-	1058	-
Stage 1	634	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 132	591	-	-	1057	-
Mov Cap-2 Maneuver	~ 132	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	148.2	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	132	591	1057	-
HCM Lane V/C Ratio	-	-	1.615	0.621	0.13	-
HCM Control Delay (s)	-	-	$ 368.1	20.5	8.9	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	15.4	4.3	0.4	-

Notes

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

Intersection	
Int Delay, s/veh	11.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	170	731	214	230	426
Future Vol, veh/h	19	170	731	214	230	426
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	91	91	81	81
Heavy Vehicles, %	27	3	1	1	4	1
Mvmt Flow	24	215	803	235	284	526

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2021	928	0	0	1044	0
Stage 1	927	-	-	-	-	-
Stage 2	1094	-	-	-	-	-
Critical Hdwy	6.67	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.67	-	-	-	-	-
Critical Hdwy Stg 2	5.67	-	-	-	-	-
Follow-up Hdwy	3.743	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	54	323	-	-	659	-
Stage 1	348	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	321	-	-	656	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	111	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	83.7	0	5.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	21	321	656	-
HCM Lane V/C Ratio	-	-	1.145	0.67	0.433	-
HCM Control Delay (s)	-	-	$ 508.1	36.3	14.6	0
HCM Lane LOS	-	-	F	E	B	A
HCM 95th %tile Q(veh)	-	-	3.2	4.5	2.2	-

Notes

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

Intersection	
Int Delay, s/veh	49.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	195	335	407	85	122	539
Future Vol, veh/h	195	335	407	85	122	539
Conflicting Peds, #/hr	0	5	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	95	95	87	87
Heavy Vehicles, %	0	0	1	0	1	0
Mvmt Flow	214	368	428	89	140	620

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1375	480	0	0	519	0
Stage 1	475	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	~ 162	590	-	-	1052	-
Stage 1	630	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 129	586	-	-	1051	-
Mov Cap-2 Maneuver	~ 129	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	156.3	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	129	586	1051	-
HCM Lane V/C Ratio	-	-	1.661	0.628	0.133	-
HCM Control Delay (s)	-	-	$ 389	20.9	9	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	15.8	4.4	0.5	-

Notes

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

Linden Street at Delanson Circle and the MBTA Commuter Parking Lot Driveway

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	576	125	17	277	1	1	0	0	0	0	1
Future Vol, veh/h	0	576	125	17	277	1	1	0	0	0	0	1
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	66	66	66	25	25	25	25	25	25
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	633	137	26	420	2	4	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	430	0	0	795	0	0	1203	1209	728	1184	1276	430
Stage 1	-	-	-	-	-	-	727	727	-	481	481	-
Stage 2	-	-	-	-	-	-	476	482	-	703	795	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1140	-	-	835	-	-	163	184	427	168	168	629
Stage 1	-	-	-	-	-	-	419	432	-	570	557	-
Stage 2	-	-	-	-	-	-	574	557	-	431	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1132	-	-	816	-	-	153	171	417	161	156	624
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	171	-	161	156	-
Stage 1	-	-	-	-	-	-	409	422	-	566	530	-
Stage 2	-	-	-	-	-	-	546	530	-	431	393	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	29.2	10.8
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	1132	-	-	816	-	-	624
HCM Lane V/C Ratio	0.026	-	-	-	0.032	-	-	0.006
HCM Control Delay (s)	29.2	0	-	-	9.6	0	-	10.8
HCM Lane LOS	D	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	343	3	2	594	0	44	0	10	2	0	1
Future Vol, veh/h	1	343	3	2	594	0	44	0	10	2	0	1
Conflicting Peds, #/hr	9	0	21	21	0	9	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	94	94	94	49	49	49	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	369	3	2	632	0	90	0	20	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	641	0	0	393	0	0	1033	1039	392	1028	1040	642
Stage 1	-	-	-	-	-	-	394	394	-	645	645	-
Stage 2	-	-	-	-	-	-	639	645	-	383	395	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	953	-	-	1177	-	-	213	232	661	214	232	478
Stage 1	-	-	-	-	-	-	635	609	-	464	471	-
Stage 2	-	-	-	-	-	-	468	471	-	644	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	946	-	-	1155	-	-	207	225	648	205	225	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	225	-	205	225	-
Stage 1	-	-	-	-	-	-	622	597	-	460	466	-
Stage 2	-	-	-	-	-	-	464	466	-	623	596	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	32.7	19.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	946	-	-	1155	-	-	253
HCM Lane V/C Ratio	0.465	0.001	-	-	0.002	-	-	0.031
HCM Control Delay (s)	32.7	8.8	0	-	8.1	0	-	19.7
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	640	139	19	308	1	1	0	0	0	0	1
Future Vol, veh/h	0	640	139	19	308	1	1	0	0	0	0	1
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	66	66	66	25	25	25	25	25	25
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	703	153	29	467	2	4	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	477	0	0	881	0	0	1334	1340	806	1315	1415	477
Stage 1	-	-	-	-	-	-	805	805	-	534	534	-
Stage 2	-	-	-	-	-	-	529	535	-	781	881	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1096	-	-	776	-	-	132	154	385	136	139	592
Stage 1	-	-	-	-	-	-	379	398	-	534	528	-
Stage 2	-	-	-	-	-	-	537	527	-	391	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	758	-	-	123	142	376	130	128	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	142	-	130	128	-
Stage 1	-	-	-	-	-	-	370	389	-	530	497	-
Stage 2	-	-	-	-	-	-	505	496	-	391	359	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	35.3	11.2
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	123	1089	-	-	758	-	-	588
HCM Lane V/C Ratio	0.033	-	-	-	0.038	-	-	0.007
HCM Control Delay (s)	35.3	0	-	-	9.9	0	-	11.2
HCM Lane LOS	E	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	381	3	2	660	0	49	0	11	2	0	1
Future Vol, veh/h	1	381	3	2	660	0	49	0	11	2	0	1
Conflicting Peds, #/hr	9	0	21	21	0	9	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	94	94	94	49	49	49	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	410	3	2	702	0	100	0	22	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	434	0	0	1144	1150	433	1140	1151	712
Stage 1	-	-	-	-	-	-	435	435	-	715	715	-
Stage 2	-	-	-	-	-	-	709	715	-	425	436	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	1136	-	-	179	200	627	180	200	436
Stage 1	-	-	-	-	-	-	604	584	-	425	438	-
Stage 2	-	-	-	-	-	-	428	438	-	611	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	891	-	-	1114	-	-	174	194	615	172	194	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	194	-	172	194	-
Stage 1	-	-	-	-	-	-	592	572	-	422	434	-
Stage 2	-	-	-	-	-	-	424	434	-	588	571	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	47.9	22.4
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	891	-	-	1114	-	-	215
HCM Lane V/C Ratio	0.612	0.001	-	-	0.002	-	-	0.037
HCM Control Delay (s)	47.9	9	0	-	8.2	0	-	22.4
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.5	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	640	139	19	308	1	1	0	0	0	0	1
Future Vol, veh/h	0	640	139	19	308	1	1	0	0	0	0	1
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	66	66	66	25	25	25	25	25	25
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	703	153	29	467	2	4	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	477	0	0	881	0	0	1334	1340	806	1315	1415	477
Stage 1	-	-	-	-	-	-	805	805	-	534	534	-
Stage 2	-	-	-	-	-	-	529	535	-	781	881	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1096	-	-	776	-	-	132	154	385	136	139	592
Stage 1	-	-	-	-	-	-	379	398	-	534	528	-
Stage 2	-	-	-	-	-	-	537	527	-	391	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	758	-	-	123	142	376	130	128	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	142	-	130	128	-
Stage 1	-	-	-	-	-	-	370	389	-	530	497	-
Stage 2	-	-	-	-	-	-	505	496	-	391	359	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	35.3	11.2
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	123	1089	-	-	758	-	-	588
HCM Lane V/C Ratio	0.033	-	-	-	0.038	-	-	0.007
HCM Control Delay (s)	35.3	0	-	-	9.9	0	-	11.2
HCM Lane LOS	E	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	381	3	2	660	0	49	0	11	2	0	1
Future Vol, veh/h	1	381	3	2	660	0	49	0	11	2	0	1
Conflicting Peds, #/hr	9	0	21	21	0	9	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	94	94	94	49	49	49	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	410	3	2	702	0	100	0	22	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	434	0	0	1144	1150	433	1140	1151	712
Stage 1	-	-	-	-	-	-	435	435	-	715	715	-
Stage 2	-	-	-	-	-	-	709	715	-	425	436	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	1136	-	-	179	200	627	180	200	436
Stage 1	-	-	-	-	-	-	604	584	-	425	438	-
Stage 2	-	-	-	-	-	-	428	438	-	611	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	891	-	-	1114	-	-	174	194	615	172	194	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	194	-	172	194	-
Stage 1	-	-	-	-	-	-	592	572	-	422	434	-
Stage 2	-	-	-	-	-	-	424	434	-	588	571	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	47.9	22.4
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	891	-	-	1114	-	-	215
HCM Lane V/C Ratio	0.612	0.001	-	-	0.002	-	-	0.037
HCM Control Delay (s)	47.9	9	0	-	8.2	0	-	22.4
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.5	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	640	139	19	309	1	1	0	0	4	0	3
Future Vol, veh/h	1	640	139	19	309	1	1	0	0	4	0	3
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	66	66	66	25	25	25	92	92	92
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	2	2	2
Mvmt Flow	1	703	153	29	468	2	4	0	0	4	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	478	0	0	881	0	0	1337	1343	806	1318	1418	478
Stage 1	-	-	-	-	-	-	807	807	-	535	535	-
Stage 2	-	-	-	-	-	-	530	536	-	783	883	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1095	-	-	776	-	-	132	153	385	134	137	587
Stage 1	-	-	-	-	-	-	378	397	-	529	524	-
Stage 2	-	-	-	-	-	-	536	527	-	387	364	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	758	-	-	123	140	376	128	126	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	140	-	128	126	-
Stage 1	-	-	-	-	-	-	369	387	-	524	493	-
Stage 2	-	-	-	-	-	-	505	496	-	386	355	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	35.3	24.5
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	123	1088	-	-	758	-	-	192
HCM Lane V/C Ratio	0.033	0.001	-	-	0.038	-	-	0.04
HCM Control Delay (s)	35.3	8.3	0	-	9.9	0	-	24.5
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	382	3	2	661	4	49	0	11	2	0	2
Future Vol, veh/h	4	382	3	2	661	4	49	0	11	2	0	2
Conflicting Peds, #/hr	9	0	21	21	0	9	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	94	94	94	49	49	49	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	4	411	3	2	703	4	100	0	22	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	716	0	0	435	0	0	1153	1162	434	1150	1161	715
Stage 1	-	-	-	-	-	-	442	442	-	718	718	-
Stage 2	-	-	-	-	-	-	711	720	-	432	443	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	894	-	-	1135	-	-	176	197	626	175	195	431
Stage 1	-	-	-	-	-	-	598	580	-	420	433	-
Stage 2	-	-	-	-	-	-	427	435	-	602	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	887	-	-	1113	-	-	171	190	614	166	188	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	190	-	166	188	-
Stage 1	-	-	-	-	-	-	583	566	-	415	429	-
Stage 2	-	-	-	-	-	-	423	431	-	577	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	49.3	20.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	887	-	-	1113	-	-	239
HCM Lane V/C Ratio	0.622	0.005	-	-	0.002	-	-	0.018
HCM Control Delay (s)	49.3	9.1	0	-	8.2	0	-	20.3
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.6	0	-	-	0	-	-	0.1

Linden Street at Hollis Street

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	506	8	10	267	3	3	0	2	3	1	25
Future Vol, veh/h	62	506	8	10	267	3	3	0	2	3	1	25
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	7	7	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	68	68	68	42	42	42	68	68	68
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	73	595	9	15	393	4	7	0	5	4	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	629	0	0	1216	1206	632	1188	1208	404
Stage 1	-	-	-	-	-	-	771	771	-	433	433	-
Stage 2	-	-	-	-	-	-	445	435	-	755	775	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1165	-	-	963	-	-	159	185	484	167	185	651
Stage 1	-	-	-	-	-	-	396	413	-	605	585	-
Stage 2	-	-	-	-	-	-	596	584	-	404	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	948	-	-	134	161	474	149	161	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	161	-	149	161	-
Stage 1	-	-	-	-	-	-	353	368	-	545	570	-
Stage 2	-	-	-	-	-	-	549	569	-	360	366	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	25.4	13.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	1159	-	-	948	-	-	446
HCM Lane V/C Ratio	0.063	0.063	-	-	0.016	-	-	0.096
HCM Control Delay (s)	25.4	8.3	0	-	8.9	0	-	13.9
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	333	2	8	545	0	19	9	26	2	2	32
Future Vol, veh/h	20	333	2	8	545	0	19	9	26	2	2	32
Conflicting Peds, #/hr	8	0	26	26	0	8	2	0	11	11	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	49	49	49	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	378	2	9	592	0	39	18	53	3	3	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	406	0	0	1086	1069	416	1090	1070	602
Stage 1	-	-	-	-	-	-	451	451	-	618	618	-
Stage 2	-	-	-	-	-	-	635	618	-	472	452	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	987	-	-	1164	-	-	196	223	641	194	223	503
Stage 1	-	-	-	-	-	-	592	574	-	480	484	-
Stage 2	-	-	-	-	-	-	470	484	-	576	574	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	982	-	-	1145	-	-	169	209	625	158	209	500
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	209	-	158	209	-
Stage 1	-	-	-	-	-	-	565	548	-	463	476	-
Stage 2	-	-	-	-	-	-	422	476	-	490	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	26.7	14.8
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	274	982	-	-	1145	-	-	417
HCM Lane V/C Ratio	0.402	0.023	-	-	0.008	-	-	0.115
HCM Control Delay (s)	26.7	8.8	0	-	8.2	0	-	14.8
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	562	9	11	297	3	3	0	2	3	1	28
Future Vol, veh/h	69	562	9	11	297	3	3	0	2	3	1	28
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	7	7	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	68	68	68	42	42	42	68	68	68
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	81	661	11	16	437	4	7	0	5	4	1	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	697	0	0	1347	1335	699	1317	1338	448
Stage 1	-	-	-	-	-	-	854	854	-	479	479	-
Stage 2	-	-	-	-	-	-	493	481	-	838	859	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1122	-	-	909	-	-	129	155	443	136	154	615
Stage 1	-	-	-	-	-	-	356	378	-	571	558	-
Stage 2	-	-	-	-	-	-	562	557	-	364	376	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1116	-	-	895	-	-	105	131	434	119	130	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	131	-	119	130	-
Stage 1	-	-	-	-	-	-	310	329	-	502	542	-
Stage 2	-	-	-	-	-	-	510	541	-	316	327	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	30.9	15
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	1116	-	-	895	-	-	406
HCM Lane V/C Ratio	0.079	0.073	-	-	0.018	-	-	0.116
HCM Control Delay (s)	30.9	8.5	0	-	9.1	0	-	15
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	370	2	9	605	0	21	10	29	2	2	36
Future Vol, veh/h	22	370	2	9	605	0	21	10	29	2	2	36
Conflicting Peds, #/hr	8	0	26	26	0	8	2	0	11	11	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	49	49	49	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	420	2	10	658	0	43	20	59	3	3	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	448	0	0	1203	1183	458	1208	1184	668
Stage 1	-	-	-	-	-	-	497	497	-	686	686	-
Stage 2	-	-	-	-	-	-	706	686	-	522	498	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	933	-	-	1123	-	-	163	191	607	161	191	462
Stage 1	-	-	-	-	-	-	559	548	-	441	451	-
Stage 2	-	-	-	-	-	-	430	451	-	542	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	928	-	-	1105	-	-	136	178	592	126	178	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	178	-	126	178	-
Stage 1	-	-	-	-	-	-	530	521	-	423	442	-
Stage 2	-	-	-	-	-	-	377	442	-	448	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	36.9	16
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	928	-	-	1105	-	-	379
HCM Lane V/C Ratio	0.53	0.027	-	-	0.009	-	-	0.141
HCM Control Delay (s)	36.9	9	0	-	8.3	0	-	16
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	562	9	11	297	3	3	0	2	3	1	28
Future Vol, veh/h	69	562	9	11	297	3	3	0	2	3	1	28
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	7	7	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	68	68	68	42	42	42	68	68	68
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	81	661	11	16	437	4	7	0	5	4	1	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	697	0	0	1347	1335	699	1317	1338	448
Stage 1	-	-	-	-	-	-	854	854	-	479	479	-
Stage 2	-	-	-	-	-	-	493	481	-	838	859	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1122	-	-	909	-	-	129	155	443	136	154	615
Stage 1	-	-	-	-	-	-	356	378	-	571	558	-
Stage 2	-	-	-	-	-	-	562	557	-	364	376	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1116	-	-	895	-	-	105	131	434	119	130	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	131	-	119	130	-
Stage 1	-	-	-	-	-	-	310	329	-	502	542	-
Stage 2	-	-	-	-	-	-	510	541	-	316	327	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	30.9	15
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	1116	-	-	895	-	-	406
HCM Lane V/C Ratio	0.079	0.073	-	-	0.018	-	-	0.116
HCM Control Delay (s)	30.9	8.5	0	-	9.1	0	-	15
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	370	2	9	605	0	21	10	29	2	2	36
Future Vol, veh/h	22	370	2	9	605	0	21	10	29	2	2	36
Conflicting Peds, #/hr	8	0	26	26	0	8	2	0	11	11	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	49	49	49	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	420	2	10	658	0	43	20	59	3	3	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	448	0	0	1203	1183	458	1208	1184	668
Stage 1	-	-	-	-	-	-	497	497	-	686	686	-
Stage 2	-	-	-	-	-	-	706	686	-	522	498	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	933	-	-	1123	-	-	163	191	607	161	191	462
Stage 1	-	-	-	-	-	-	559	548	-	441	451	-
Stage 2	-	-	-	-	-	-	430	451	-	542	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	928	-	-	1105	-	-	136	178	592	126	178	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	178	-	126	178	-
Stage 1	-	-	-	-	-	-	530	521	-	423	442	-
Stage 2	-	-	-	-	-	-	377	442	-	448	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	36.9	16
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	928	-	-	1105	-	-	379
HCM Lane V/C Ratio	0.53	0.027	-	-	0.009	-	-	0.141
HCM Control Delay (s)	36.9	9	0	-	8.3	0	-	16
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	565	9	11	297	3	3	0	2	3	1	29
Future Vol, veh/h	70	565	9	11	297	3	3	0	2	3	1	29
Conflicting Peds, #/hr	8	0	25	25	0	8	1	0	7	7	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	68	68	68	42	42	42	68	68	68
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	82	665	11	16	437	4	7	0	5	4	1	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	701	0	0	1354	1341	703	1323	1344	448
Stage 1	-	-	-	-	-	-	860	860	-	479	479	-
Stage 2	-	-	-	-	-	-	494	481	-	844	865	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1122	-	-	905	-	-	128	154	441	135	153	615
Stage 1	-	-	-	-	-	-	353	376	-	571	558	-
Stage 2	-	-	-	-	-	-	561	557	-	361	374	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1116	-	-	891	-	-	104	130	432	118	129	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	130	-	118	129	-
Stage 1	-	-	-	-	-	-	306	326	-	501	542	-
Stage 2	-	-	-	-	-	-	507	541	-	313	325	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	31.2	15
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	1116	-	-	891	-	-	409
HCM Lane V/C Ratio	0.08	0.074	-	-	0.018	-	-	0.119
HCM Control Delay (s)	31.2	8.5	0	-	9.1	0	-	15
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	370	2	9	608	1	21	10	29	2	2	38
Future Vol, veh/h	23	370	2	9	608	1	21	10	29	2	2	38
Conflicting Peds, #/hr	8	0	26	26	0	8	2	0	11	11	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	49	49	49	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	420	2	10	661	1	43	20	59	3	3	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	448	0	0	1210	1189	458	1214	1190	672
Stage 1	-	-	-	-	-	-	499	499	-	690	690	-
Stage 2	-	-	-	-	-	-	711	690	-	524	500	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	930	-	-	1123	-	-	161	190	607	160	189	459
Stage 1	-	-	-	-	-	-	557	547	-	439	449	-
Stage 2	-	-	-	-	-	-	427	449	-	540	546	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	1105	-	-	134	177	592	124	176	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	177	-	124	176	-
Stage 1	-	-	-	-	-	-	527	519	-	421	440	-
Stage 2	-	-	-	-	-	-	371	440	-	446	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	37.5	16.1
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	229	925	-	-	1105	-	-	379
HCM Lane V/C Ratio	0.535	0.028	-	-	0.009	-	-	0.148
HCM Control Delay (s)	37.5	9	0	-	8.3	0	-	16.1
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0	-	-	0.5