600 Unicorn Park Drive σ Woburn, MA 01801
Phone: 781-932-3201 σ Fax: 781-932-3413

MEMORANDUM

TO: Mr. Giorgio Petruzziello
Petruzziello Properties

FROM: Kenneth P. Cram, P.E.
CC:
DATE: February 1, 2018
RE: Redevelopment of Islington Center
Washington Street, Westwood, MA

This preliminary traffic memorandum has been prepared to identify traffic mitigation measures for the intersection of the Washington Street, East Street and School Street in Islington Village. This assessment builds off Bayside's December 17, 2017 traffic memorandum that reviewed available traffic volume data, developed trip generation projections and prepared a preliminary assessment of the potential project's impacts at the intersection.

PROJECT DESCRIPTION

The Project is described below and is in response to the "Request for Proposal for the Redevelopment of Islington Center" (RFP # ECON-16-R-003) issued by the Islington Task Force in May 2016. Petruzziello Properties (Applicant) submitted a formal response on June 21, 2016. The proposal was further refined and modified through numerous hearings held by the Islington Task Force and Board of Selectmen. Specifically, Applicant proposes:

East Street Side of Washington Street

1. Applicant will acquire 280 Washington Street (Library/Wentworth Hall), 288 Washington Street (church/Community Center), and approximately 3,200 square feet (sf) of the East Street Parcel, from the Town of Westwood.

2. The church/Community Center building will be demolished and the library/Wentworth Hall building will be relocated by the Town to the west side of Washington Street on a portion of the lot which will include the municipal parking lot (described further below).

3. On the corner of Washington Street and East Street, Applicant will construct a new 55,000 sf mixed-use building. This building will contain approximately 13,000 sf of first floor commercial space and eighteen (18) two-bedroom condominium units on two upper floors. Included in the 55,000 sf is a

16,000 sf underground parking lot containing thirty-six (36) parking spaces for the condominium units.

4. Applicant will renovate the existing 16,380 gsf/8,750 nsf commercial building at 266-278 Washington Street for continued use as a commercial building. This renovation will include renovating and converting 4,000 sf of the basement (currently used as storage by CVS) for occupancy by the MMO Day Care.

5. The above referenced mixed use building and the building at 266-278 Washington Street will be located on a single lot (to be owned by the Applicant) with an area of approximately 69,120 square feet of land and with approximately 368 feet of frontage on Washington Street and 174 feet of frontage on East Street. There will be a total of 92 parking spaces on this lot (inclusive of 36 parking spaces under the mixed use building). In addition, six (6) new parking spaces will be added to Washington Street (to augment the existing six (6) parking spaces).

School Street Side of Washington Street

6. Applicant will acquire 277-283 Washington Street (the existing municipal parking lot).

7. Applicant will demolish the existing commercial buildings at 291 Washington Street and at 9 School Street, and demolish the existing single-family home at 277A Washington Street.

8. On the corner of Washington Street and School Street, Applicant will construct a new 13,074 gsf CVS building. This building will also include a 1,712 gsf mezzanine that will be used for storage. No drive-through window is proposed.

9. Applicant will renovate and relocate the Blue Hart Tavern on Applicant owned property to the north of the new municipal parking lot.

10. The new CVS building and the Blue Hart Tavern will be located on a single lot with a lot area of 57,107 square feet of land and with 297 feet of frontage on Washington Street and 194 feet of frontage on School Street. There will be a total of 47 parking spaces in this lot. In addition, seven (7) new parking spaces will be added to Washington Street.

11. Applicant will replace the municipal parking lot with a new municipal parking lot with the same number (30) of parking spaces. This will be on a lot owned by the Town of Westwood. The library/Wentworth Hall will be relocated (by the Town) onto the Washington Street side of this Town owned lot. This lot will have an area of 17,619 square feet of land and 108 feet of frontage on Washington Street.

12. Applicant will convey to the Town vacant "open space" to west of the project area. This lot will have an area of 10,082 square feet of land.

Figure 1 shows the site in relation to the roadway network.

Figure 1
Site Location Map

TRAFFIC VOLUME COMPARISON

Peak-period turning movement counts were originally conducted on Thursday, October 15, 2015 during the weekday morning and evening peak periods (7:00 to 9:00 AM and 4:00 to 6:00 PM) and on Saturday October 17, 2015 (10:30 AM to 1:30 PM) as part of the redevelopment of 301-323 Washington Street. These counts included the intersection of Washington Street, East Street and School Street.

Additional manual turning movement counts were performed at the intersection of Washington Street, East Street and School Street in December 2017 and January 2018. Figure 2 compares the previous and current intersection traffic count data. The new traffic count data is included in the Appendix.

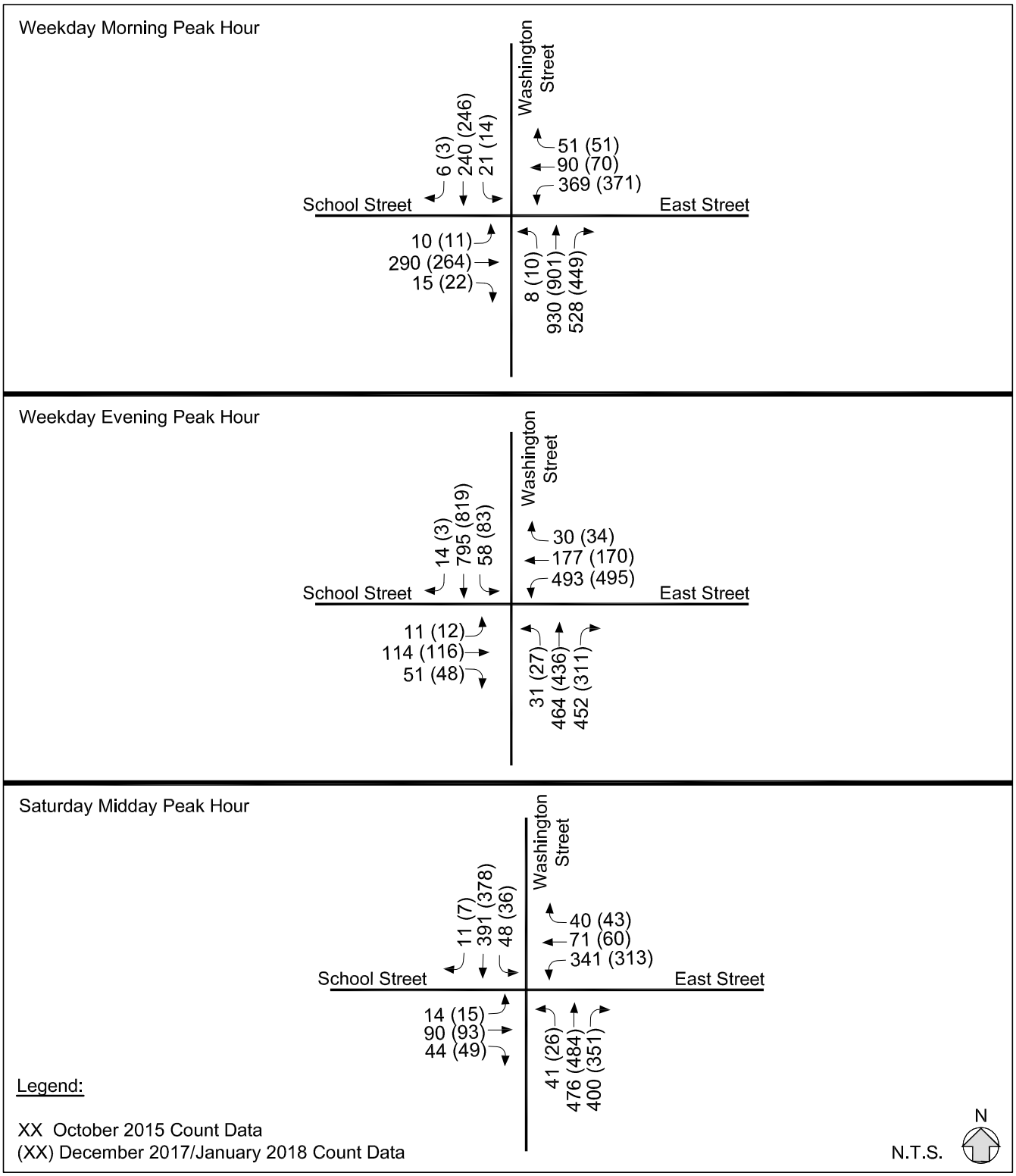

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Figure 2

Existing Peak Hour Traffic Volume Comparison

As shown in Figure 2, the count data from 2015 is comparable to the new traffic count data gathered in 2017/2018.

POTENTIAL MITIGATION MEASURES

Capacity Analysis

To assess potential intersection mitigation measures, capacity analyses were conducted for the Build traffic-volume conditions assuming different mitigation measures. Capacity analyses provide an indication of how well the study area intersections serve existing and projected traffic volumes. Vehicle queue analyses provide a secondary measure of the operational characteristics of an intersection or section of roadway under study in terms of lane use and demand. The level-of-service definitions are contained in the Appendix.

Level-of-service analyses were conducted for the following scenarios:

1. Re-stripe Washington Street southbound to consist of an exclusive left-turn lane and a through lane permitting right-turns and modify signal timing and phasing.
2. Widen and re-stripe Washington Street southbound to consist of an exclusive left-turn lane and two through lanes permitting right-turns and modify signal timing and phasing.
3. Widen East Street to accommodate two exclusive left-turn lanes and a shared through/right-turn lane and modify signal timing and phasing.
4. Re-stripe Washington Street southbound to consist of an exclusive left-turn lane and a through lane and widen East Street to accommodate two exclusive left-turn lanes and a shared through/right-turn lane and modify signal timing and phasing.
5. Widen Washington Street northbound to consist of an exclusive right-turn lane and two through lanes permitting left-turns and modify signal timing and phasing.
6. Widen Washington Street northbound to consist of an exclusive right-turn lane and two through lanes permitting left-turns and widen East Street to accommodate two exclusive left-turn lanes and a shared through/right-turn lane and modify signal timing and phasing.

The results of the capacity analyses are summarized in Table 1. Detailed analysis sheets are presented in the Appendix.

Option 1, re-striping Washington Street southbound to provide an exclusive left-turn lane and a through lane permitting right-turns provides little improvement during the commuter peak hours and no improvement during the Saturday midday peak hour. Option 2 , widening and re-striping Washington Street southbound to provide an exclusive left-turn lane and two through lane permitting right-turns provides for slightly better levels of service overall, but would require widening of Washington Street and the loss of potential on-street parking.

Options 3 and 4 provide the next best options for improvement. Each option would Widen East Street to accommodate two exclusive left-turn lanes and a shared through/right-turn lane. Option 3 would leave Washington Street in its current condition (Shown on Figure 3) and Option 4 would re-stripe the Washington Street southbound approach to consist of an exclusive left-turn lane and a through lane permitting right-turns

(Shown on Figure 4). Option 4, shown on Figure 3 provides slightly less improvement resulting from allowing southbound through movements to be confined to a single lane in order to provide the exclusive left-turn lane.

A review of the results summarized in Table 1 indicates that the best improvement in overall intersection operations is achieved when an exclusive right-turn lane is added on Washington Street northbound (Option 5 or Option 6). However, this cannot be implemented as it would require a right-turn lane that would extend back from the intersection to the Roche Brothers property, which is under separate ownership. Option 6, which is a combination of Option 3 and Option 5 would provide the most significant improvement in intersection operations.

The additional traffic generation from the project is expected to be relatively low, and the project will not have a significant impact on intersection operations in the study area. This is evidenced by the relative small delay increases that are projected during the weekday morning and evening peak hours from No-Build to Build conditions.

TABLE 1
SIGNALIZED LEVEL-OF-SERVICE ANALYSIS MITIGATED COMPARISON
WASHINGTON STREET, EAST STREET AND SCHOOL STREET

Signalized Intersection/	2024 Build			OPTION 1 2024 Build T1			OPTION 2 2024 Build T1a			OPTION 3 2024 Build T2			OPTION 4 2024 Build T2a			OPTION 5 2024 Build T3			OPTION 6 2024 Build T4		
Peak Hour/Lane Group	V/C[a]	Delay[b]	V/C	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
Weekday Morning																					
Eastbound Lt/Th/Rt	1.29	180.3	F	1.37	220.5	F	1.37	220.5	F	1.26	176.8	F	1.23	162.3	F	1.13	126.8	F	0.95	72.5	E
Westbound Lt	1.17	123.3	F	1.63	322.2	F	1.63	322.2	F	1.43	248.2	F	1.39	231.1	F	1.16	125.0	F	0.88	41.0	D
Westbound Th/Rt	0.24	15.4	B	0.29	26.6	C	0.29	26.6	C	0.31	28.9	C	0.30	27.9	C	0.23	17.3	B	0.26	22.4	C
Northbound Lt/Th/Rt	1.55	276.4	F	1.36	192.4	F	1.36	192.4	F	1.20	121.5	F	1.32	177.1	F	1.03	67.4	E	0.88	35.8	D
Northbound Rt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.70	14.9	B	0.73	17.3	B
Southbound Lt	-	-	-	0.26	18.9	B	0.26	18.9	B	-	-	-	0.25	26.9	C	-	-	-	-	-	-
Southbound Lt/Th/Rt	0.44	21.6	C	0.38	18.4	B	0.20	15.5	B	0.33	15.9	B	0.37	16.9	B	0.44	27.6	C	0.34	20.6	C
Overall	**--**	**202.8**	**F**	**--**	**187.7**	**F**	**--**	**187.4**	**F**	**--**	**130.8**	**F**	**--**	**158.6**	**F**	**--**	**65.5**	**E**	**--**	**35.2**	**D**
Weekday Evening																					
Eastbound Lt/Th/Rt	0.97	78.9	E	1.31	202.4	F	1.18	154.5	F	1.18	154.5	F	1.17	148.2	F	1.18	154.5	F	1.03	104.7	F
Westbound Lt	1.46	242.1	F	1.75	372.3	F	1.48	254.3	F	1.36	214.1	F	1.42	238.6	F	1.39	217.1	F	1.01	66.0	E
Westbound Th/Rt	0.33	16.4	B	0.40	28.4	C	0.35	23.0	C	0.42	31.0	C	0.43	31.3	C	0.33	21.6	C	0.39	27.6	C
Northbound Lt/Th/Rt	1.38	200.6	F	1.53	268.0	F	1.34	187.4	F	0.98	40.8	D	1.41	212.3	F	0.77	34.1	C	0.62	23.4	C
Northbound Rt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.55	5.9	A	0.56	6.0	A
Southbound Lt	-	-	-	0.65	39.7	D	0.48	43.7	D	-	-	-	0.65	39.1	D	-	-	-	-	-	-
Southbound Lt/Th/Rt	1.72	355.1	F	1.25	143.5	F	0.47	29.2	C	1.14	101.9	F	1.18	116.6	F	1.10	92.3	F	0.92	38.3	D
Overall	**--**	**232.7**	**F**	**--**	**223.3**	**F**	**--**	**136.0**	**F**	**--**	**98.7**	**F**	**--**	**167.7**	**F**	**--**	**88.4**	**F**	**--**	**39.7**	**D**
Saturday Midday																					
Eastbound Lt/Th/Rt	0.83	57.6	E	1.17	155.9	F	1.10	133.6	F	0.92	83.7	F	1.02	110.5	F	0.92	83.4	F	0.81	62.5	E
Westbound Lt	1.11	94.5	E	1.20	140.8	F	1.16	126.9	F	0.94	74.5	E	0.98	83.4	F	0.98	61.0	E	0.74	30.7	C
Westbound Th/Rt	0.22	15.3	B	0.25	23.9	C	0.24	22.6	C	0.26	25.4	C	0.28	28.0	C	0.21	17.6	B	0.26	23.6	C
Northbound Lt/Th/Rt	1.02	52.2	D	1.10	87.0	F	1.03	63.6	E	0.85	26.5	C	0.94	37.1	D	0.67	31.6	C	0.52	20.7	C
Northbound Rt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.46	2.9	A	0.46	2.4	A
Southbound Lt	-	-	-	0.65	42.1	D	0.65	42.5	D	-	-	-	0.64	37.6	D	-	-	-	-	-	-
Southbound Lt/Th/Rt	0.98	40.6	D	0.68	27.3	C	0.37	20.3	C	0.94	26.0	C	0.62	22.0	C	0.71	33.8	C	0.54	21.6	C
Overall	**--**	**55.4**	**E**	**--**	**85.7**	**F**	**--**	**69.3**	**E**	**--**	**39.9**	**D**	**--**	**48.2**	**D**	**--**	**35.6**	**D**	**--**	**23.1**	**C**

[a]Maximum volume-to-capacity ratio.
[b]Delay in seconds per vehicle.
[c]Level of service.
Lt = Left; Th = Through; Rt = Right.

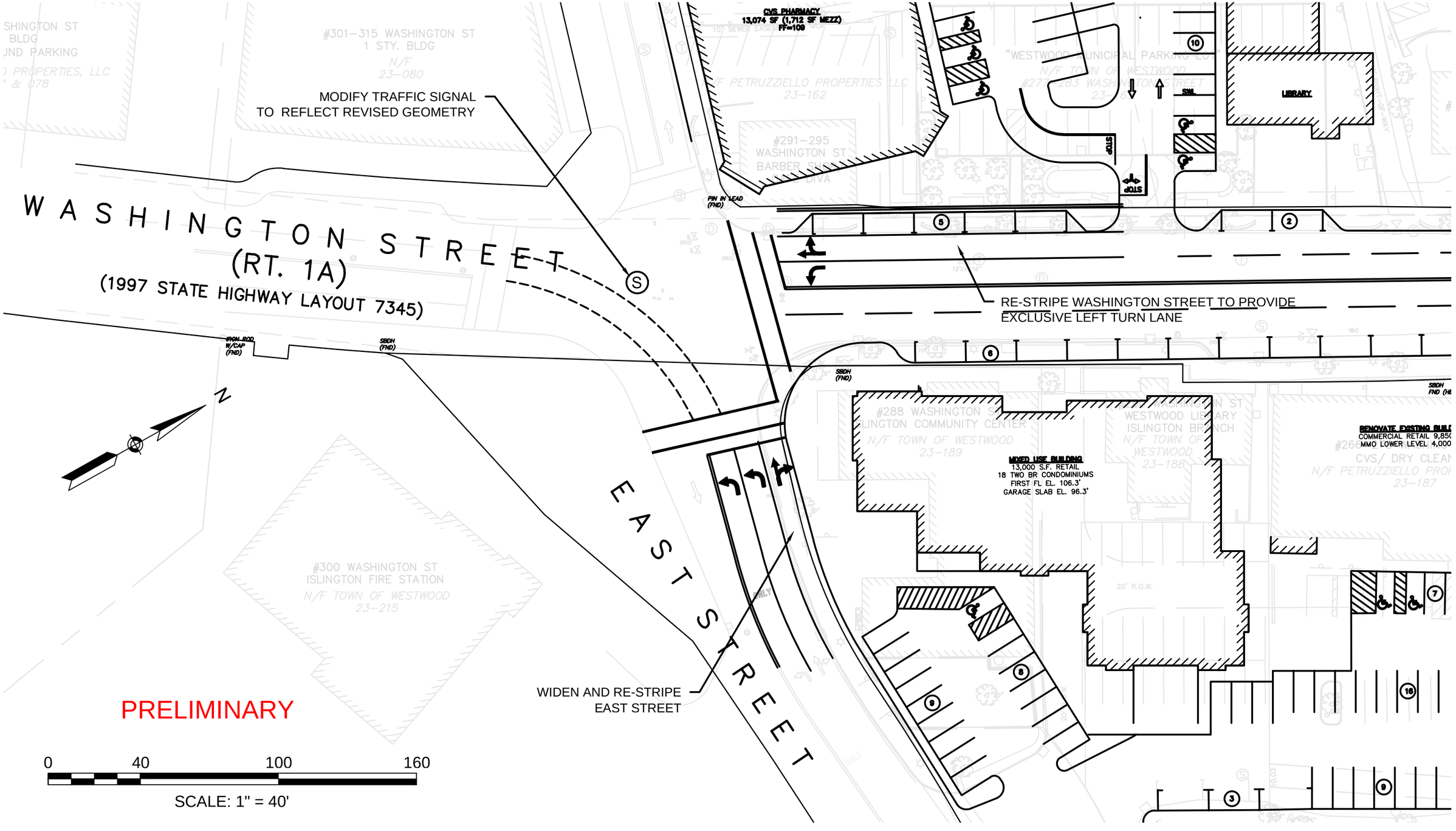

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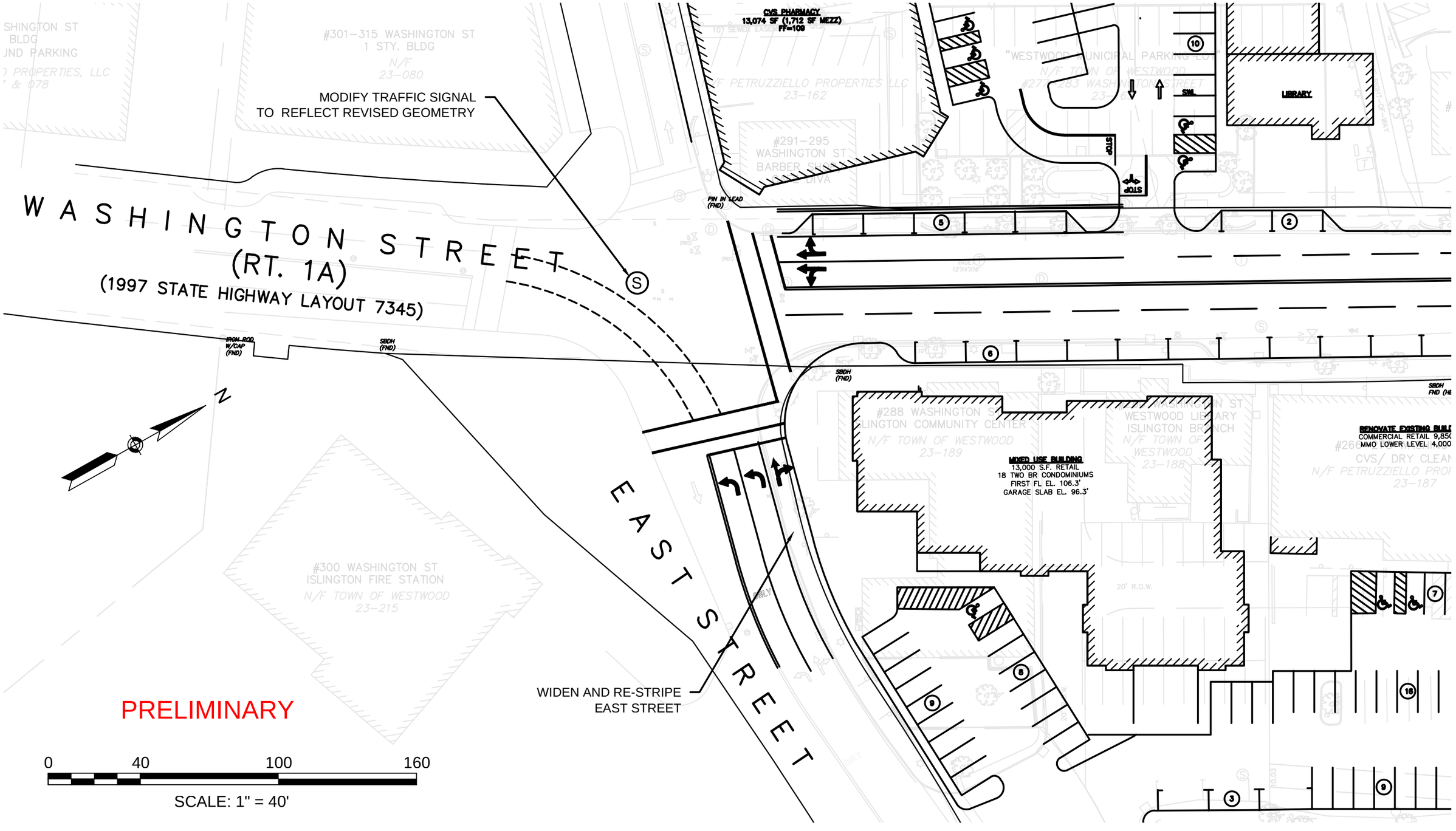
Figure 3

Improvement Option 3



PRELIMINARY

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Figure 4

Improvement Option 4

APPENDIX

TRAFFIC VOLUME COUNT DATA
CAPACITY ANALYSIS METHODOLGY
MITIGATED CAPACITY ANALYSIS WORKSHEETS

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TRAFFIC VOLUME COUNT DATA

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

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	34	0	3	0	37	12	30	62	0	0	104	0	0	0	0	0	0	0	126	238	0	0	364	3	0	56	3	0	62	567
7:15 AM	2	38	0	4	0	44	12	29	78	0	0	119	0	0	0	0	0	0	0	109	211	2	0	322	9	0	44	2	0	55	540
7:30 AM	1	74	0	3	0	78	6	18	93	0	0	117	0	0	0	0	0	0	0	117	250	2	0	369	4	0	66	5	0	75	639
7:45 AM	1	60	0	5	0	66	14	17	102	0	0	133	0	0	0	0	0	0	0	96	225	2	0	323	8	0	71	3	0	82	604
Total	4	206	0	15	0	225	44	94	335	0	0	473	0	0	0	0	0	0	0	448	924	6	0	1378	24	0	237	13	0	274	2350
8:00 AM	1	59	1	2	0	63	14	22	97	1	0	134	0	0	0	0	0	0	1	121	196	1	0	319	3	1	68	1	0	73	589
8:15 AM	0	53	0	3	0	56	17	13	78	0	0	108	0	0	0	0	0	0	0	115	230	5	0	350	6	0	59	2	0	67	581
8:30 AM	0	61	0	4	0	65	15	17	72	0	0	104	0	0	0	0	0	0	0	115	210	2	0	327	10	0	41	4	0	55	551
8:45 AM	1	61	0	10	0	72	16	19	89	0	0	124	0	0	0	0	0	0	0	115	164	3	0	282	20	0	32	3	0	55	533
Total	2	234	1	19	0	256	62	71	336	1	0	470	0	0	0	0	0	0	1	466	800	11	0	1278	39	1	200	10	0	250	2254
Grand Total	6	440	1	34	0	481	106	165	671	1	0	943	0	0	0	0	0	0	1	914	1724	17	0	2656	63	1	437	23	0	524	4604
Approach %	1.2	91.5	0.2	7.1	0.0		11.2	17.5	71.2	0.1	0.0		0.0	0.0	0.0	0.0	0.0		0.0	34.4	64.9	0.6	0.0		12.0	0.2	83.4	4.4	0.0		
Total %	0.1	9.6	0.0	0.7	0.0	10.4	2.3	3.6	14.6	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.9	37.4	0.4	0.0	57.7	1.4	0.0	9.5	0.5	0.0	11.4	
Exiting Leg Total						1853						1385						4						1174						188	4604
Cars	6	424	1	33	0	464	104	158	654	1	0	917	0	0	0	0	0	0	1	902	1693	14	0	2610	59	1	428	23	0	511	4502
% Cars	100.0	96.4	100.0	97.1	0.0	96.5	98.1	95.8	97.5	100.0	0.0	97.2	0.0	0.0	0.0	0.0	0.0	0.0	100.0	98.7	98.2	82.4	0.0	98.3	93.7	100.0	97.9	100.0	0.0	97.5	97.8
Exiting Leg Total						1820						1363						4						1137						178	4502
Heavy Vehicles	0	16	0	1	0	17	2	7	17	0	0	26	0	0	0	0	0	0	0	12	31	3	0	46	4	0	9	0	0	13	102
% Heavy Vehicles	0.0	3.6	0.0	2.9	0.0	3.5	1.9	4.2	2.5	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.8	17.6	0.0	1.7	6.3	0.0	2.1	0.0	0.0	2.5	2.2
Exiting Leg Total						33						22						0						37						10	102

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

7:30 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:30 AM	1	74	0	3	0	78	6	18	93	0	0	117	0	0	0	0	0	0	0	117	250	2	0	369	4	0	66	5	0	75	639
7:45 AM	1	60	0	5	0	66	14	17	102	0	0	133	0	0	0	0	0	0	0	96	225	2	0	323	8	0	71	3	0	82	604
8:00 AM	1	59	1	2	0	63	14	22	97	1	0	134	0	0	0	0	0	0	1	121	196	1	0	319	3	1	68	1	0	73	589
8:15 AM	0	53	0	3	0	56	17	13	78	0	0	108	0	0	0	0	0	0	0	115	230	5	0	350	6	0	59	2	0	67	581
Total Volume	3	246	1	13	0	263	51	70	370	1	0	492	0	0	0	0	0	0	1	449	901	10	0	1361	21	1	264	11	0	297	2413
% Approach Total	1.1	93.5	0.4	4.9	0.0		10.4	14.2	75.2	0.2	0.0		0.0	0.0	0.0	0.0	0.0		0.1	33.0	66.2	0.7	0.0		7.1	0.3	88.9	3.7	0.0		
PHF	0.750	0.831	0.250	0.650	0.000	0.843	0.750	0.795	0.907	0.250	0.000	0.918	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.928	0.901	0.500	0.000	0.922	0.656	0.250	0.930	0.550	0.000	0.905	0.944
Cars	3	236	1	13	0	253	51	68	363	1	0	483	0	0	0	0	0	0	1	444	886	8	0	1339	20	1	257	11	0	289	2364
Cars %	100.0	95.9	100.0	100.0	0.0	96.2	100.0	97.1	98.1	100.0	0.0	98.2	0.0	0.0	0.0	0.0	0.0	0.0	100.0	98.9	98.3	80.0	0.0	98.4	95.2	100.0	97.3	100.0	0.0	97.3	98.0
Heavy Vehicles	0	10	0	0	0	10	0	2	7	0	0	9	0	0	0	0	0	0	0	5	15	2	0	22	1	0	7	0	0	8	49
Heavy Vehicles %	0.0	4.1	0.0	0.0	0.0	3.8	0.0	2.9	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.7	20.0	0.0	1.6	4.8	0.0	2.7	0.0	0.0	2.7	2.0
Cars Enter Leg	3	236	1	13	0	253	51	68	363	1	0	483	0	0	0	0	0	0	1	444	886	8	0	1339	20	1	257	11	0	289	2364
Heavy Enter Leg	0	10	0	0	0	10	0	2	7	0	0	9	0	0	0	0	0	0	0	5	15	2	0	22	1	0	7	0	0	8	49
Total Entering Leg	3	246	1	13	0	263	51	70	370	1	0	492	0	0	0	0	0	0	1	449	901	10	0	1361	21	1	264	11	0	297	2413
Cars Exiting Leg						948						714						4						619						79	2364
Heavy Exiting Leg						15						12						0						18						4	49
Total Exiting Leg						963						726						4						637						83	2413

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

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Cars

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	33	0	3	0	36	12	27	61	0	0	100	0	0	0	0	0	0	0	125	233	0	0	358	3	0	56	3	0	62	556
7:15 AM	2	37	0	3	0	42	11	28	75	0	0	114	0	0	0	0	0	0	0	109	209	1	0	319	6	0	43	2	0	51	526
7:30 AM	1	70	0	3	0	74	6	18	93	0	0	117	0	0	0	0	0	0	0	116	245	2	0	363	4	0	65	5	0	74	628
7:45 AM	1	57	0	5	0	63	14	17	100	0	0	131	0	0	0	0	0	0	0	95	222	2	0	319	8	0	69	3	0	80	593
Total	4	197	0	14	0	215	43	90	329	0	0	462	0	0	0	0	0	0	0	445	909	5	0	1359	21	0	233	13	0	267	2303
8:00 AM	1	58	1	2	0	62	14	21	94	1	0	130	0	0	0	0	0	0	1	118	195	1	0	315	3	1	65	1	0	70	577
8:15 AM	0	51	0	3	0	54	17	12	76	0	0	105	0	0	0	0	0	0	0	115	224	3	0	342	5	0	58	2	0	65	566
8:30 AM	0	57	0	4	0	61	15	16	68	0	0	99	0	0	0	0	0	0	0	112	203	2	0	317	10	0	40	4	0	54	531
8:45 AM	1	61	0	10	0	72	15	19	87	0	0	121	0	0	0	0	0	0	0	112	162	3	0	277	20	0	32	3	0	55	525
Total	2	227	1	19	0	249	61	68	325	1	0	455	0	0	0	0	0	0	1	457	784	9	0	1251	38	1	195	10	0	244	2199
Grand Total	6	424	1	33	0	464	104	158	654	1	0	917	0	0	0	0	0	0	1	902	1693	14	0	2610	59	1	428	23	0	511	4502
Approach %	1.3	91.4	0.2	7.1	0.0		11.3	17.2	71.3	0.1	0.0		0.0	0.0	0.0	0.0	0.0		0.0	34.6	64.9	0.5	0.0		11.5	0.2	83.8	4.5	0.0		
Total %	0.1	9.4	0.0	0.7	0.0	10.3	2.3	3.5	14.5	0.0	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	37.6	0.3	0.0	58.0	1.3	0.0	9.5	0.5	0.0	11.4	
Exiting Leg Total						1820						1363						4						1137						178	4502

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

7:30 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:30 AM	1	70	0	3	0	74	6	18	93	0	0	117	0	0	0	0	0	0	0	116	245	2	0	363	4	0	65	5	0	74	628
7:45 AM	1	57	0	5	0	63	14	17	100	0	0	131	0	0	0	0	0	0	0	95	222	2	0	319	8	0	69	3	0	80	593
8:00 AM	1	58	1	2	0	62	14	21	94	1	0	130	0	0	0	0	0	0	1	118	195	1	0	315	3	1	65	1	0	70	577
8:15 AM	0	51	0	3	0	54	17	12	76	0	0	105	0	0	0	0	0	0	0	115	224	3	0	342	5	0	58	2	0	65	566
Total Volume	3	236	1	13	0	253	51	68	363	1	0	483	0	0	0	0	0	0	1	444	886	8	0	1339	20	1	257	11	0	289	2364
% Approach Total	1.2	93.3	0.4	5.1	0.0		10.6	14.1	75.2	0.2	0.0		0.0	0.0	0.0	0.0	0.0		0.1	33.2	66.2	0.6	0.0		6.9	0.3	88.9	3.8	0.0		
PHF	0.750	0.843	0.250	0.650	0.000	0.855	0.750	0.810	0.908	0.250	0.000	0.922	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.941	0.904	0.667	0.000	0.922	0.625	0.250	0.931	0.550	0.000	0.903	0.941
Entering Leg	3	236	1	13	0	253	51	68	363	1	0	483	0	0	0	0	0	0	1	444	886	8	0	1339	20	1	257	11	0	289	2364
Exiting Leg						948						714						4						619						79	2364
Total						1201						1197						4						1958						368	4728

PRECISION DATA INDUSTRIES, LLC
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PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Heavy Vehicles (Combined-Large Trucks and Buses)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	0	1	0	3	1	0	0	4	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	11
7:15 AM	0	1	0	1	0	2	1	1	3	0	0	5	0	0	0	0	0	0	0	0	2	1	0	3	3	0	1	0	0	4	14
7:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	1	0	0	1	11
7:45 AM	0	3	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	0	0	2	0	0	2	11
Total	0	9	0	1	0	10	1	4	6	0	0	11	0	0	0	0	0	0	0	3	15	1	0	19	3	0	4	0	0	7	47
8:00 AM	0	1	0	0	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	3	1	0	0	4	0	0	3	0	0	3	12
8:15 AM	0	2	0	0	0	2	0	1	2	0	0	3	0	0	0	0	0	0	0	0	6	2	0	8	1	0	1	0	0	2	15
8:30 AM	0	4	0	0	0	4	0	1	4	0	0	5	0	0	0	0	0	0	0	3	7	0	0	10	0	0	1	0	0	1	20
8:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	8
Total	0	7	0	0	0	7	1	3	11	0	0	15	0	0	0	0	0	0	0	9	16	2	0	27	1	0	5	0	0	6	55
Grand Total	0	16	0	1	0	17	2	7	17	0	0	26	0	0	0	0	0	0	0	12	31	3	0	46	4	0	9	0	0	13	102
Approach %	0.0	94.1	0.0	5.9	0.0		7.7	26.9	65.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	26.1	67.4	6.5	0.0		30.8	0.0	69.2	0.0	0.0		
Total %	0.0	15.7	0.0	1.0	0.0	16.7	2.0	6.9	16.7	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8	30.4	2.9	0.0	45.1	3.9	0.0	8.8	0.0	0.0	12.7	
Exiting Leg Total						33						22						0						37						10	102
Large Trucks	0	6	0	1	0	7	1	1	5	0	0	7	0	0	0	0	0	0	0	8	19	2	0	29	3	0	2	0	0	5	48
% Large Trucks	0.0	37.5	0.0	100.0	0.0	41.2	50.0	14.3	29.4	0.0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	61.3	66.7	0.0	63.0	75.0	0.0	22.2	0.0	0.0	38.5	47.1
Exiting Leg Total						20						11						0						14						3	48
Buses	0	10	0	0	0	10	1	6	12	0	0	19	0	0	0	0	0	0	0	4	12	1	0	17	1	0	7	0	0	8	54
% Buses	0.0	62.5	0.0	0.0	0.0	58.8	50.0	85.7	70.6	0.0	0.0	73.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	38.7	33.3	0.0	37.0	25.0	0.0	77.8	0.0	0.0	61.5	52.9
Exiting Leg Total						13						11						0						23						7	54

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

7:45 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	3	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	0	0	2	0	0	2	11
8:00 AM	0	1	0	0	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	3	1	0	0	4	0	0	3	0	0	3	12
8:15 AM	0	2	0	0	0	2	0	1	2	0	0	3	0	0	0	0	0	0	0	0	6	2	0	8	1	0	1	0	0	2	15
8:30 AM	0	4	0	0	0	4	0	1	4	0	0	5	0	0	0	0	0	0	0	3	7	0	0	10	0	0	1	0	0	1	20
Total Volume	0	10	0	0	0	10	0	3	11	0	0	14	0	0	0	0	0	0	0	7	17	2	0	26	1	0	7	0	0	8	58
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	21.4	78.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	26.9	65.4	7.7	0.0		12.5	0.0	87.5	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.750	0.688	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.607	0.250	0.000	0.650	0.250	0.000	0.583	0.000	0.000	0.667	0.725
Large Trucks	0	5	0	0	0	5	0	1	4	0	0	5	0	0	0	0	0	0	0	5	11	2	0	18	1	0	2	0	0	3	31
Large Trucks %	0.0	50.0	0.0	0.0	0.0	50.0	0.0	33.3	36.4	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	64.7	100.0	0.0	69.2	100.0	0.0	28.6	0.0	0.0	37.5	53.4
Buses	0	5	0	0	0	5	0	2	7	0	0	9	0	0	0	0	0	0	0	2	6	0	0	8	0	0	5	0	0	5	27
Buses %	0.0	50.0	0.0	0.0	0.0	50.0	0.0	66.7	63.6	0.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	35.3	0.0	0.0	30.8	0.0	0.0	71.4	0.0	0.0	62.5	46.6
Trucks Enter Leg	0	5	0	0	0	5	0	1	4	0	0	5	0	0	0	0	0	0	0	5	11	2	0	18	1	0	2	0	0	3	31
Bus Enter Leg	0	5	0	0	0	5	0	2	7	0	0	9	0	0	0	0	0	0	0	2	6	0	0	8	0	0	5	0	0	5	27
Total Entering Leg	0	10	0	0	0	10	0	3	11	0	0	14	0	0	0	0	0	0	0	7	17	2	0	26	1	0	7	0	0	8	58
Trucks Exiting Leg						11						7						0						10						3	31
Buses Exiting Leg						6						7						0						12						2	27
Total Exiting Leg						17						14						0						22						5	58

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PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Large Trucks

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
7:15 AM	0	0	0	1	0	1	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	2	6
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	6
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
Total	0	2	0	1	0	3	1	0	1	0	0	2	0	0	0	0	0	0	0	3	9	0	0	12	2	0	0	0	0	2	19
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	2	0	7	1	0	0	0	0	1	9
8:30 AM	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	3	3	0	0	6	0	0	1	0	0	1	12
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
Total	0	4	0	0	0	4	0	1	4	0	0	5	0	0	0	0	0	0	0	5	10	2	0	17	1	0	2	0	0	3	29
Grand Total	0	6	0	1	0	7	1	1	5	0	0	7	0	0	0	0	0	0	0	8	19	2	0	29	3	0	2	0	0	5	48
Approach %	0.0	85.7	0.0	14.3	0.0		14.3	14.3	71.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	27.6	65.5	6.9	0.0		60.0	0.0	40.0	0.0	0.0		
Total %	0.0	12.5	0.0	2.1	0.0	14.6	2.1	2.1	10.4	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	39.6	4.2	0.0	60.4	6.3	0.0	4.2	0.0	0.0	10.4	
Exiting Leg Total						20						11						0						14						3	48

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

7:45 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	2	0	7	1	0	0	0	0	1	9
8:30 AM	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	3	3	0	0	6	0	0	1	0	0	1	12
Total Volume	0	5	0	0	0	5	0	1	4	0	0	5	0	0	0	0	0	0	0	5	11	2	0	18	1	0	2	0	0	3	31
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	27.8	61.1	11.1	0.0		33.3	0.0	66.7	0.0	0.0		
PHF	0.000	0.313	0.000	0.000	0.000	0.313	0.000	0.250	0.333	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.550	0.250	0.000	0.643	0.250	0.000	0.500	0.000	0.000	0.750	0.646
Entering Leg	0	5	0	0	0	5	0	1	4	0	0	5	0	0	0	0	0	0	0	5	11	2	0	18	1	0	2	0	0	3	31
Exiting Leg						11						7						0						10						3	31
Total						16						12						0						28						6	62

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Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class: **Buses**

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	0	1	0	3	1	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
7:15 AM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	1	0	2	1	0	1	0	0	2	8
7:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	5
7:45 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	2	7
Total	0	7	0	0	0	7	0	4	5	0	0	9	0	0	0	0	0	0	0	0	6	1	0	7	1	0	4	0	0	5	28
8:00 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	6
8:15 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	6
8:30 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
8:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	6
Total	0	3	0	0	0	3	1	2	7	0	0	10	0	0	0	0	0	0	0	4	6	0	0	10	0	0	3	0	0	3	26
Grand Total	0	10	0	0	0	10	1	6	12	0	0	19	0	0	0	0	0	0	0	4	12	1	0	17	1	0	7	0	0	8	54
Approach %	0.0	100.0	0.0	0.0	0.0		5.3	31.6	63.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	23.5	70.6	5.9	0.0		12.5	0.0	87.5	0.0	0.0		
Total %	0.0	18.5	0.0	0.0	0.0	18.5	1.9	11.1	22.2	0.0	0.0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	22.2	1.9	0.0	31.5	1.9	0.0	13.0	0.0	0.0	14.8	
Exiting Leg Total						13						11						0						23						7	54

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

7:00 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	0	1	0	3	1	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
7:15 AM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	1	0	2	1	0	1	0	0	2	8
7:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	5
7:45 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	2	7
Total Volume	0	7	0	0	0	7	0	4	5	0	0	9	0	0	0	0	0	0	0	0	6	1	0	7	1	0	4	0	0	5	28
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	44.4	55.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	85.7	14.3	0.0		20.0	0.0	80.0	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.000	0.583	0.000	0.333	0.625	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.583	0.250	0.000	0.500	0.000	0.000	0.625	0.875
Entering Leg	0	7	0	0	0	7	0	4	5	0	0	9	0	0	0	0	0	0	0	0	6	1	0	7	1	0	4	0	0	5	28
Exiting Leg						6						4						0						13						5	28
Total						13						13						0						20						10	56

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

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								0								0								0								1								0	1

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

7:00 AM	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg								0								0								0								1								0	1
Total								1								0								0								1								0	2

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

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Pedestrians

	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
7:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	3	9
Grand Total	0	0	0	0	0	2	1	3	0	0	0	0	0	0	2	2	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	1	0	0	0	0	0	5	5	15	
Approach %	0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	13.3	6.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	13.3	13.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	33.3	33.3		
Exiting Leg Total								3								2								4								1								5	15

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

7:45 AM	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	1	0	0	0	0	0	4	4	12	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.750	
Entering Leg	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	1	0	0	0	0	0	4	4	12	
Exiting Leg								2								1								4								1								4	12
Total								4								2								8								2								8	24

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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PDI File #: **176008 BB**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	197	0	12	0	210	10	22	120	0	0	152	0	0	0	0	0	0	0	112	107	8	0	227	12	0	32	3	0	47	636
4:15 PM	1	201	0	7	0	209	6	36	137	0	0	179	0	0	0	0	0	0	0	94	123	7	0	224	12	0	26	5	0	43	655
4:30 PM	0	217	0	13	0	230	5	28	125	0	0	158	0	0	0	0	0	0	0	79	120	3	0	202	14	0	30	4	0	48	638
4:45 PM	0	203	0	17	0	220	4	39	112	1	0	156	0	0	0	0	0	0	0	86	100	2	0	188	8	0	27	3	0	38	602
Total	2	818	0	49	0	869	25	125	494	1	0	645	0	0	0	0	0	0	0	371	450	20	0	841	46	0	115	15	0	176	2531
5:00 PM	2	186	0	26	0	214	12	58	116	0	0	186	0	0	0	0	0	0	0	80	100	13	0	193	12	0	34	3	0	49	642
5:15 PM	1	213	0	27	0	241	13	45	141	0	0	199	1	0	0	0	0	1	0	66	116	9	0	191	14	0	25	2	0	41	673
5:30 PM	1	193	0	13	0	207	5	46	109	1	0	161	0	0	0	0	0	0	0	77	101	14	0	192	15	0	26	5	0	46	606
5:45 PM	1	185	0	15	0	201	10	47	116	0	0	173	0	0	0	0	0	0	0	81	93	7	0	181	13	0	26	6	0	45	600
Total	5	777	0	81	0	863	40	196	482	1	0	719	1	0	0	0	0	1	0	304	410	43	0	757	54	0	111	16	0	181	2521
6:00 PM	5	224	0	24	0	253	10	27	98	0	0	135	0	0	0	0	0	0	0	79	86	2	0	167	11	0	26	3	0	40	595
6:15 PM	0	204	0	30	0	234	13	37	107	0	0	157	0	0	0	0	0	0	0	65	94	7	0	166	12	0	23	3	0	38	595
Total	5	428	0	54	0	487	23	64	205	0	0	292	0	0	0	0	0	0	0	144	180	9	0	333	23	0	49	6	0	78	1190
Grand Total	12	2023	0	184	0	2219	88	385	1181	2	0	1656	1	0	0	0	0	1	0	819	1040	72	0	1931	123	0	275	37	0	435	6242
Approach %	0.5	91.2	0.0	8.3	0.0		5.3	23.2	71.3	0.1	0.0		100.0	0.0	0.0	0.0	0.0		0.0	42.4	53.9	3.7	0.0		28.3	0.0	63.2	8.5	0.0		
Total %	0.2	32.4	0.0	2.9	0.0	35.5	1.4	6.2	18.9	0.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1	16.7	1.2	0.0	30.9	2.0	0.0	4.4	0.6	0.0	7.0	
Exiting Leg Total						1165						1279						2						3327						469	6242
Cars	12	2004	0	182	0	2198	88	384	1177	0	0	1649	0	0	0	0	0	0	0	813	1024	72	0	1909	122	0	273	37	0	432	6188
% Cars	100.0	99.1	0.0	98.9	0.0	99.1	100.0	99.7	99.7	0.0	0.0	99.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	98.5	100.0	0.0	98.9	99.2	0.0	99.3	100.0	0.0	99.3	99.1
Exiting Leg Total						1149						1268						0						3303						468	6188
Heavy Vehicles	0	19	0	2	0	21	0	1	4	2	0	7	1	0	0	0	0	1	0	6	16	0	0	22	1	0	2	0	0	3	54
% Heavy Vehicles	0.0	0.9	0.0	1.1	0.0	0.9	0.0	0.3	0.3	100.0	0.0	0.4	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.7	1.5	0.0	0.0	1.1	0.8	0.0	0.7	0.0	0.0	0.7	0.9
Exiting Leg Total						16						11						2						24						1	54

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	217	0	13	0	230	5	28	125	0	0	158	0	0	0	0	0	0	0	79	120	3	0	202	14	0	30	4	0	48	638
4:45 PM	0	203	0	17	0	220	4	39	112	1	0	156	0	0	0	0	0	0	0	86	100	2	0	188	8	0	27	3	0	38	602
5:00 PM	2	186	0	26	0	214	12	58	116	0	0	186	0	0	0	0	0	0	0	80	100	13	0	193	12	0	34	3	0	49	642
5:15 PM	1	213	0	27	0	241	13	45	141	0	0	199	1	0	0	0	0	1	0	66	116	9	0	191	14	0	25	2	0	41	673
Total Volume	3	819	0	83	0	905	34	170	494	1	0	699	1	0	0	0	0	1	0	311	436	27	0	774	48	0	116	12	0	176	2555
% Approach Total	0.3	90.5	0.0	9.2	0.0		4.9	24.3	70.7	0.1	0.0		100.0	0.0	0.0	0.0	0.0		0.0	40.2	56.3	3.5	0.0		27.3	0.0	65.9	6.8	0.0		
PHF	0.375	0.944	0.000	0.769	0.000	0.939	0.654	0.733	0.876	0.250	0.000	0.878	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.904	0.908	0.519	0.000	0.958	0.857	0.000	0.853	0.750	0.000	0.898	0.949
Cars	3	812	0	83	0	898	34	170	494	0	0	698	0	0	0	0	0	0	0	310	429	27	0	766	48	0	115	12	0	175	2537
Cars %	100.0	99.1	0.0	100.0	0.0	99.2	100.0	100.0	100.0	0.0	0.0	99.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.7	98.4	100.0	0.0	99.0	100.0	0.0	99.1	100.0	0.0	99.4	99.3
Heavy Vehicles	0	7	0	0	0	7	0	0	0	1	0	1	1	0	0	0	0	1	0	1	7	0	0	8	0	0	1	0	0	1	18
Heavy Vehicles %	0.0	0.9	0.0	0.0	0.0	0.8	0.0	0.0	0.0	100.0	0.0	0.1	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.3	1.6	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.6	0.7
Cars Enter Leg	3	812	0	83	0	898	34	170	494	0	0	698	0	0	0	0	0	0	0	310	429	27	0	766	48	0	115	12	0	175	2537
Heavy Enter Leg	0	7	0	0	0	7	0	0	0	1	0	1	1	0	0	0	0	1	0	1	7	0	0	8	0	0	1	0	0	1	18
Total Entering Leg	3	819	0	83	0	905	34	170	494	1	0	699	1	0	0	0	0	1	0	311	436	27	0	774	48	0	116	12	0	176	2555
Cars Exiting Leg						475						508						0						1354						200	2537
Heavy Exiting Leg						7						3						1						7						0	18
Total Exiting Leg						482						511						1						1361						200	2555

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

PDI File #: **176008 BB**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

Cars

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	193	0	12	0	206	10	22	120	0	0	152	0	0	0	0	0	0	0	111	106	8	0	225	12	0	32	3	0	47	630
4:15 PM	1	201	0	7	0	209	6	36	136	0	0	178	0	0	0	0	0	0	0	92	121	7	0	220	12	0	25	5	0	42	649
4:30 PM	0	214	0	13	0	227	5	28	125	0	0	158	0	0	0	0	0	0	0	79	118	3	0	200	14	0	30	4	0	48	633
4:45 PM	0	203	0	17	0	220	4	39	112	0	0	155	0	0	0	0	0	0	0	85	98	2	0	185	8	0	27	3	0	38	598
Total	2	811	0	49	0	862	25	125	493	0	0	643	0	0	0	0	0	0	0	367	443	20	0	830	46	0	114	15	0	175	2510
5:00 PM	2	184	0	26	0	212	12	58	116	0	0	186	0	0	0	0	0	0	0	80	99	13	0	192	12	0	34	3	0	49	639
5:15 PM	1	211	0	27	0	239	13	45	141	0	0	199	0	0	0	0	0	0	0	66	114	9	0	189	14	0	24	2	0	40	667
5:30 PM	1	192	0	13	0	206	5	45	107	0	0	157	0	0	0	0	0	0	0	77	100	14	0	191	14	0	26	5	0	45	599
5:45 PM	1	185	0	15	0	201	10	47	116	0	0	173	0	0	0	0	0	0	0	80	92	7	0	179	13	0	26	6	0	45	598
Total	5	772	0	81	0	858	40	195	480	0	0	715	0	0	0	0	0	0	0	303	405	43	0	751	53	0	110	16	0	179	2503
6:00 PM	5	218	0	23	0	246	10	27	97	0	0	134	0	0	0	0	0	0	0	78	85	2	0	165	11	0	26	3	0	40	585
6:15 PM	0	203	0	29	0	232	13	37	107	0	0	157	0	0	0	0	0	0	0	65	91	7	0	163	12	0	23	3	0	38	590
Total	5	421	0	52	0	478	23	64	204	0	0	291	0	0	0	0	0	0	0	143	176	9	0	328	23	0	49	6	0	78	1175
Grand Total	12	2004	0	182	0	2198	88	384	1177	0	0	1649	0	0	0	0	0	0	0	813	1024	72	0	1909	122	0	273	37	0	432	6188
Approach %	0.5	91.2	0.0	8.3	0.0		5.3	23.3	71.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	42.6	53.6	3.8	0.0		28.2	0.0	63.2	8.6	0.0		
Total %	0.2	32.4	0.0	2.9	0.0	35.5	1.4	6.2	19.0	0.0	0.0	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1	16.5	1.2	0.0	30.9	2.0	0.0	4.4	0.6	0.0	7.0	
Exiting Leg Total						1149						1268						0						3303						468	6188

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	214	0	13	0	227	5	28	125	0	0	158	0	0	0	0	0	0	0	79	118	3	0	200	14	0	30	4	0	48	633
4:45 PM	0	203	0	17	0	220	4	39	112	0	0	155	0	0	0	0	0	0	0	85	98	2	0	185	8	0	27	3	0	38	598
5:00 PM	2	184	0	26	0	212	12	58	116	0	0	186	0	0	0	0	0	0	0	80	99	13	0	192	12	0	34	3	0	49	639
5:15 PM	1	211	0	27	0	239	13	45	141	0	0	199	0	0	0	0	0	0	0	66	114	9	0	189	14	0	24	2	0	40	667
Total Volume	3	812	0	83	0	898	34	170	494	0	0	698	0	0	0	0	0	0	0	310	429	27	0	766	48	0	115	12	0	175	2537
% Approach Total	0.3	90.4	0.0	9.2	0.0		4.9	24.4	70.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	40.5	56.0	3.5	0.0		27.4	0.0	65.7	6.9	0.0		
PHF	0.375	0.949	0.000	0.769	0.000	0.939	0.654	0.733	0.876	0.000	0.000	0.877	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.912	0.909	0.519	0.000	0.958	0.857	0.000	0.846	0.750	0.000	0.893	0.951
Entering Leg	3	812	0	83	0	898	34	170	494	0	0	698	0	0	0	0	0	0	0	310	429	27	0	766	48	0	115	12	0	175	2537
Exiting Leg						475						508						0						1354						200	2537
Total						1373						1206						0						2120						375	5074

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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PDI File #: **176008 BB**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

Heavy Vehicles (Combined-Large Trucks and Buses)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	1	0	0	1	6
4:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
Total	0	7	0	0	0	7	0	0	1	1	0	2	0	0	0	0	0	0	0	4	7	0	0	11	0	0	1	0	0	1	21
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
5:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	2	0	0	1	0	0	1	6
5:30 PM	0	1	0	0	0	1	0	1	2	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
Total	0	5	0	0	0	5	0	1	2	1	0	4	1	0	0	0	0	1	0	1	5	0	0	6	1	0	1	0	0	2	18
6:00 PM	0	6	0	1	0	7	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	10
6:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
Total	0	7	0	2	0	9	0	0	1	0	0	1	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	15
Grand Total	0	19	0	2	0	21	0	1	4	2	0	7	1	0	0	0	0	1	0	6	16	0	0	22	1	0	2	0	0	3	54
Approach %	0.0	90.5	0.0	9.5	0.0		0.0	14.3	57.1	28.6	0.0		100.0	0.0	0.0	0.0	0.0		0.0	27.3	72.7	0.0	0.0		33.3	0.0	66.7	0.0	0.0		
Total %	0.0	35.2	0.0	3.7	0.0	38.9	0.0	1.9	7.4	3.7	0.0	13.0	1.9	0.0	0.0	0.0	0.0	1.9	0.0	11.1	29.6	0.0	0.0	40.7	1.9	0.0	3.7	0.0	0.0	5.6	
Exiting Leg Total						16						11						2						24						1	54
Large Trucks	0	6	0	2	0	8	0	0	2	2	0	4	1	0	0	0	0	1	0	3	7	0	0	10	1	0	1	0	0	2	25
% Large Trucks	0.0	31.6	0.0	100.0	0.0	38.1	0.0	0.0	50.0	100.0	0.0	57.1	100.0	0.0	0.0	0.0	0.0	100.0	0.0	50.0	43.8	0.0	0.0	45.5	100.0	0.0	50.0	0.0	0.0	66.7	46.3
Exiting Leg Total						7						7						2						9						0	25
Buses	0	13	0	0	0	13	0	1	2	0	0	3	0	0	0	0	0	0	0	3	9	0	0	12	0	0	1	0	0	1	29
% Buses	0.0	68.4	0.0	0.0	0.0	61.9	0.0	100.0	50.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	56.3	0.0	0.0	54.5	0.0	0.0	50.0	0.0	0.0	33.3	53.7
Exiting Leg Total						9						4						0						15						1	29

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	1	0	0	1	6
4:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
Total Volume	0	7	0	0	0	7	0	0	1	1	0	2	0	0	0	0	0	0	0	4	7	0	0	11	0	0	1	0	0	1	21
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	36.4	63.6	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.438	0.000	0.000	0.000	0.438	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.875	0.000	0.000	0.688	0.000	0.000	0.250	0.000	0.000	0.250	0.875
Large Trucks	0	3	0	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	11
Large Trucks %	0.0	42.9	0.0	0.0	0.0	42.9	0.0	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	57.1	0.0	0.0	45.5	0.0	0.0	100.0	0.0	0.0	100.0	52.4
Buses	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	10
Buses %	0.0	57.1	0.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	42.9	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	0.0	47.6
Trucks Enter Leg	0	3	0	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	11
Bus Enter Leg	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	10
Total Entering Leg	0	7	0	0	0	7	0	0	1	1	0	2	0	0	0	0	0	0	0	4	7	0	0	11	0	0	1	0	0	1	21
Trucks Exiting Leg						4						2						1						4						0	11
Buses Exiting Leg						3						3						0						4						0	10
Total Exiting Leg						7						5						1						8						0	21

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

PDI File #: **176008 BB**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

Large Trucks

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	3	0	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	11
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	1	0	1	1	0	0	0	0	1	0	1	2	0	0	3	1	0	0	0	0	1	8
6:00 PM	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
6:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	1	0	2	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	6
Grand Total	0	6	0	2	0	8	0	0	2	2	0	4	1	0	0	0	0	1	0	3	7	0	0	10	1	0	1	0	0	2	25
Approach %	0.0	75.0	0.0	25.0	0.0		0.0	0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	30.0	70.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		
Total %	0.0	24.0	0.0	8.0	0.0	32.0	0.0	0.0	8.0	8.0	0.0	16.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	12.0	28.0	0.0	0.0	40.0	4.0	0.0	4.0	0.0	0.0	8.0	
Exiting Leg Total						7						7						2						9						0	25

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total Volume	0	3	0	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	11
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.000	0.250	0.688
Entering Leg	0	3	0	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	11
Exiting Leg						4						2						1						4						0	11
Total						7						4						1						9						1	22

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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PDI File #: **176008 BB**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class: **Buses**

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	10
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	3
5:30 PM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	3	0	0	0	3	0	1	2	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	1	10
6:00 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
6:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9
Grand Total	0	13	0	0	0	13	0	1	2	0	0	3	0	0	0	0	0	0	0	3	9	0	0	12	0	0	1	0	0	1	29
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	44.8	0.0	0.0	0.0	44.8	0.0	3.4	6.9	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.3	31.0	0.0	0.0	41.4	0.0	0.0	3.4	0.0	0.0	3.4	
Exiting Leg Total						9						4						0						15						1	29

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:15 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	3
5:30 PM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
Total Volume	0	7	0	0	0	7	0	1	2	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	1	15
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.350	0.000	0.000	0.000	0.350	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	7	0	0	0	7	0	1	2	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	1	15
Exiting Leg						4						1						0						9						1	15
Total						11						4						0						13						2	30

PRECISION DATA INDUSTRIES, LLC
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PDI File #: **176008 BB**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								1								1								0								0								0	2

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg								1								0								0								0								0	1
Total								2								0								0								0								0	2

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

PDI File #: **176008 BB**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Thursday, December 14, 2017**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

Pedestrians

	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	2	3	0	0	0	0	0	0	2	2	8
5:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	10
6:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	1	3	4	0	0	0	0	0	1	0	1	0	0	0	0	0	5	5	10	0	0	0	0	0	1	3	4	0	0	0	0	0	0	2	2	21
Approach %	0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	4.8	14.3	19.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	23.8	23.8	47.6	0.0	0.0	0.0	0.0	0.0	4.8	14.3	19.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	9.5	
Exiting Leg Total								4								1								10								4								2	21

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:45 PM	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	10
Exiting Leg								2								0								7								1								0	10
Total								4								0								14								2								0	20

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
10:30 AM	0	61	0	7	0	68	12	29	73	0	0	114	0	0	0	0	0	0	0	69	94	8	0	171	6	0	15	5	0	26	379
10:45 AM	5	90	0	6	0	101	10	11	78	0	0	99	0	0	0	0	0	0	0	91	92	5	0	188	8	0	26	1	0	35	423
Total	5	151	0	13	0	169	22	40	151	0	0	213	0	0	0	0	0	0	0	160	186	13	0	359	14	0	41	6	0	61	802
11:00 AM	1	91	0	6	0	98	9	16	89	0	0	114	0	0	0	0	0	0	0	72	106	3	0	181	11	0	22	3	0	36	429
11:15 AM	1	101	0	3	0	105	6	14	60	0	0	80	1	0	0	0	0	1	0	87	129	7	0	223	6	0	20	3	0	29	438
11:30 AM	3	85	0	10	0	98	14	18	78	0	0	110	0	0	0	0	0	0	0	93	114	6	0	213	21	0	30	5	0	56	477
11:45 AM	2	101	0	17	0	120	14	12	86	0	0	112	0	0	0	0	0	0	0	99	135	10	0	244	11	0	21	4	0	36	512
Total	7	378	0	36	0	421	43	60	313	0	0	416	1	0	0	0	0	1	0	351	484	26	0	861	49	0	93	15	0	157	1856
12:00 PM	2	99	0	8	0	109	8	12	56	0	0	76	0	0	0	0	0	0	0	90	101	11	0	202	10	0	20	2	0	32	419
12:15 PM	0	94	0	4	0	98	7	19	72	0	0	98	0	0	0	0	0	0	0	79	124	5	0	208	13	0	11	1	0	25	429
12:30 PM	0	94	0	10	0	104	12	14	67	1	0	94	0	0	0	0	0	0	0	73	108	10	0	191	7	0	15	3	0	25	414
12:45 PM	3	88	0	7	0	98	7	16	78	0	0	101	0	1	0	0	0	1	1	94	131	13	0	239	13	0	27	4	0	44	483
Total	5	375	0	29	0	409	34	61	273	1	0	369	0	1	0	0	0	1	1	336	464	39	0	840	43	0	73	10	0	126	1745
1:00 PM	6	107	1	10	0	124	8	26	61	0	0	95	0	0	0	0	0	0	1	80	111	9	0	201	7	0	26	2	0	35	455
1:15 PM	4	91	0	8	0	103	6	21	73	0	0	100	1	0	0	0	0	1	0	111	104	7	0	222	10	0	18	3	0	31	457
Total	10	198	1	18	0	227	14	47	134	0	0	195	1	0	0	0	0	1	1	191	215	16	0	423	17	0	44	5	0	66	912
Grand Total	27	1102	1	96	0	1226	113	208	871	1	0	1193	2	1	0	0	0	3	2	1038	1349	94	0	2483	123	0	251	36	0	410	5315
Approach %	2.2	89.9	0.1	7.8	0.0		9.5	17.4	73.0	0.1	0.0		66.7	33.3	0.0	0.0	0.0		0.1	41.8	54.3	3.8	0.0		30.0	0.0	61.2	8.8	0.0		
Total %	0.5	20.7	0.0	1.8	0.0	23.1	2.1	3.9	16.4	0.0	0.0	22.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	19.5	25.4	1.8	0.0	46.7	2.3	0.0	4.7	0.7	0.0	7.7	
Exiting Leg Total						1499						1387						4						2096						329	5315
Cars	26	1085	1	96	0	1208	112	207	868	0	0	1187	1	1	0	0	0	2	2	1029	1328	94	0	2453	123	0	251	36	0	410	5260
% Cars	96.3	98.5	100.0	100.0	0.0	98.5	99.1	99.5	99.7	0.0	0.0	99.5	50.0	100.0	0.0	0.0	0.0	66.7	100.0	99.1	98.4	100.0	0.0	98.8	100.0	0.0	100.0	100.0	0.0	100.0	99.0
Exiting Leg Total						1477						1377						3						2076						327	5260
Heavy Vehicles	1	17	0	0	0	18	1	1	3	1	0	6	1	0	0	0	0	1	0	9	21	0	0	30	0	0	0	0	0	0	55
% Heavy Vehicles	3.7	1.5	0.0	0.0	0.0	1.5	0.9	0.5	0.3	100.0	0.0	0.5	50.0	0.0	0.0	0.0	0.0	33.3	0.0	0.9	1.6	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Exiting Leg Total						22						10						1						20						2	55

Peak Hour Analysis from 10:30 AM to 01:30 PM begins at:

11:00 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
11:00 AM	1	91	0	6	0	98	9	16	89	0	0	114	0	0	0	0	0	0	0	72	106	3	0	181	11	0	22	3	0	36	429
11:15 AM	1	101	0	3	0	105	6	14	60	0	0	80	1	0	0	0	0	1	0	87	129	7	0	223	6	0	20	3	0	29	438
11:30 AM	3	85	0	10	0	98	14	18	78	0	0	110	0	0	0	0	0	0	0	93	114	6	0	213	21	0	30	5	0	56	477
11:45 AM	2	101	0	17	0	120	14	12	86	0	0	112	0	0	0	0	0	0	0	99	135	10	0	244	11	0	21	4	0	36	512
Total Volume	7	378	0	36	0	421	43	60	313	0	0	416	1	0	0	0	0	1	0	351	484	26	0	861	49	0	93	15	0	157	1856
% Approach Total	1.7	89.8	0.0	8.6	0.0		10.3	14.4	75.2	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	40.8	56.2	3.0	0.0		31.2	0.0	59.2	9.6	0.0		
PHF	0.583	0.936	0.000	0.529	0.000	0.877	0.768	0.833	0.879	0.000	0.000	0.912	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.886	0.896	0.650	0.000	0.882	0.583	0.000	0.775	0.750	0.000	0.701	0.906
Cars	7	372	0	36	0	415	43	59	311	0	0	413	0	0	0	0	0	0	0	348	479	26	0	853	49	0	93	15	0	157	1838
Cars %	100.0	98.4	0.0	100.0	0.0	98.6	100.0	98.3	99.4	0.0	0.0	99.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	99.0	100.0	0.0	99.1	100.0	0.0	100.0	100.0	0.0	100.0	99.0
Heavy Vehicles	0	6	0	0	0	6	0	1	2	0	0	3	1	0	0	0	0	1	0	3	5	0	0	8	0	0	0	0	0	0	18
Heavy Vehicles %	0.0	1.6	0.0	0.0	0.0	1.4	0.0	1.7	0.6	0.0	0.0	0.7	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.9	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Cars Enter Leg	7	372	0	36	0	415	43	59	311	0	0	413	0	0	0	0	0	0	0	348	479	26	0	853	49	0	93	15	0	157	1838
Heavy Enter Leg	0	6	0	0	0	6	0	1	2	0	0	3	1	0	0	0	0	1	0	3	5	0	0	8	0	0	0	0	0	0	18
Total Entering Leg	7	378	0	36	0	421	43	60	313	0	0	416	1	0	0	0	0	1	0	351	484	26	0	861	49	0	93	15	0	157	1856

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
Cars Exiting Leg						537						477						0						732						92	1838
Heavy Exiting Leg						5						4						0						8						1	18
Total Exiting Leg						542						481						0						740						93	1856

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Cars

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
10:30 AM	0	59	0	7	0	66	12	29	73	0	0	114	0	0	0	0	0	0	0	69	92	8	0	169	6	0	15	5	0	26	375
10:45 AM	5	88	0	6	0	99	10	11	78	0	0	99	0	0	0	0	0	0	0	90	91	5	0	186	8	0	26	1	0	35	419
Total	5	147	0	13	0	165	22	40	151	0	0	213	0	0	0	0	0	0	0	159	183	13	0	355	14	0	41	6	0	61	794
11:00 AM	1	89	0	6	0	96	9	16	88	0	0	113	0	0	0	0	0	0	0	72	104	3	0	179	11	0	22	3	0	36	424
11:15 AM	1	100	0	3	0	104	6	14	59	0	0	79	0	0	0	0	0	0	0	85	128	7	0	220	6	0	20	3	0	29	432
11:30 AM	3	83	0	10	0	96	14	17	78	0	0	109	0	0	0	0	0	0	0	93	114	6	0	213	21	0	30	5	0	56	474
11:45 AM	2	100	0	17	0	119	14	12	86	0	0	112	0	0	0	0	0	0	0	98	133	10	0	241	11	0	21	4	0	36	508
Total	7	372	0	36	0	415	43	59	311	0	0	413	0	0	0	0	0	0	0	348	479	26	0	853	49	0	93	15	0	157	1838
12:00 PM	2	98	0	8	0	108	8	12	56	0	0	76	0	0	0	0	0	0	0	90	100	11	0	201	10	0	20	2	0	32	417
12:15 PM	0	92	0	4	0	96	7	19	72	0	0	98	0	0	0	0	0	0	0	78	120	5	0	203	13	0	11	1	0	25	422
12:30 PM	0	94	0	10	0	104	11	14	67	0	0	92	0	0	0	0	0	0	0	71	107	10	0	188	7	0	15	3	0	25	409
12:45 PM	3	85	0	7	0	95	7	16	78	0	0	101	0	1	0	0	0	1	1	94	127	13	0	235	13	0	27	4	0	44	476
Total	5	369	0	29	0	403	33	61	273	0	0	367	0	1	0	0	0	1	1	333	454	39	0	827	43	0	73	10	0	126	1724
1:00 PM	5	106	1	10	0	122	8	26	60	0	0	94	0	0	0	0	0	0	1	78	109	9	0	197	7	0	26	2	0	35	448
1:15 PM	4	91	0	8	0	103	6	21	73	0	0	100	1	0	0	0	0	1	0	111	103	7	0	221	10	0	18	3	0	31	456
Total	9	197	1	18	0	225	14	47	133	0	0	194	1	0	0	0	0	1	1	189	212	16	0	418	17	0	44	5	0	66	904
Grand Total	26	1085	1	96	0	1208	112	207	868	0	0	1187	1	1	0	0	0	2	2	1029	1328	94	0	2453	123	0	251	36	0	410	5260
Approach %	2.2	89.8	0.1	7.9	0.0		9.4	17.4	73.1	0.0	0.0		50.0	50.0	0.0	0.0	0.0		0.1	41.9	54.1	3.8	0.0		30.0	0.0	61.2	8.8	0.0		
Total %	0.5	20.6	0.0	1.8	0.0	23.0	2.1	3.9	16.5	0.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6	25.2	1.8	0.0	46.6	2.3	0.0	4.8	0.7	0.0	7.8	
Exiting Leg Total						1477						1377						3						2076						327	5260

Peak Hour Analysis from 10:30 AM to 01:30 PM begins at:

11:00 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
11:00 AM	1	89	0	6	0	96	9	16	88	0	0	113	0	0	0	0	0	0	0	72	104	3	0	179	11	0	22	3	0	36	424
11:15 AM	1	100	0	3	0	104	6	14	59	0	0	79	0	0	0	0	0	0	0	85	128	7	0	220	6	0	20	3	0	29	432
11:30 AM	3	83	0	10	0	96	14	17	78	0	0	109	0	0	0	0	0	0	0	93	114	6	0	213	21	0	30	5	0	56	474
11:45 AM	2	100	0	17	0	119	14	12	86	0	0	112	0	0	0	0	0	0	0	98	133	10	0	241	11	0	21	4	0	36	508
Total Volume	7	372	0	36	0	415	43	59	311	0	0	413	0	0	0	0	0	0	0	348	479	26	0	853	49	0	93	15	0	157	1838
% Approach Total	1.7	89.6	0.0	8.7	0.0		10.4	14.3	75.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	40.8	56.2	3.0	0.0		31.2	0.0	59.2	9.6	0.0		
PHF	0.583	0.930	0.000	0.529	0.000	0.872	0.768	0.868	0.884	0.000	0.000	0.914	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.900	0.650	0.000	0.885	0.583	0.000	0.775	0.750	0.000	0.701	0.905
Entering Leg	7	372	0	36	0	415	43	59	311	0	0	413	0	0	0	0	0	0	0	348	479	26	0	853	49	0	93	15	0	157	1838
Exiting Leg						537						477						0						732						92	1838
Total						952						890						0						1585						249	3676

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Heavy Vehicles (Combined-Large Trucks and Buses)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
10:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
10:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	8
11:00 AM	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
11:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	2	1	0	0	3	0	0	0	0	0	0	6
11:30 AM	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
Total	0	6	0	0	0	6	0	1	2	0	0	3	1	0	0	0	0	1	0	3	5	0	0	8	0	0	0	0	0	0	18
12:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
12:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
Total	0	6	0	0	0	6	1	0	0	1	0	2	0	0	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	0	21
1:00 PM	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	8
Grand Total	1	17	0	0	0	18	1	1	3	1	0	6	1	0	0	0	0	1	0	9	21	0	0	30	0	0	0	0	0	0	55
Approach %	5.6	94.4	0.0	0.0	0.0		16.7	16.7	50.0	16.7	0.0		100.0	0.0	0.0	0.0	0.0		0.0	30.0	70.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	1.8	30.9	0.0	0.0	0.0	32.7	1.8	1.8	5.5	1.8	0.0	10.9	1.8	0.0	0.0	0.0	0.0	1.8	0.0	16.4	38.2	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						22						10						1						20						2	55
Large Trucks	1	10	0	0	0	11	1	1	2	1	0	5	1	0	0	0	0	1	0	8	15	0	0	23	0	0	0	0	0	0	40
% Large Trucks	100.0	58.8	0.0	0.0	0.0	61.1	100.0	100.0	66.7	100.0	0.0	83.3	100.0	0.0	0.0	0.0	0.0	100.0	0.0	88.9	71.4	0.0	0.0	76.7	0.0	0.0	0.0	0.0	0.0	0.0	72.7
Exiting Leg Total						16						9						1						12						2	40
Buses	0	7	0	0	0	7	0	0	1	0	0	1	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	15
% Buses	0.0	41.2	0.0	0.0	0.0	38.9	0.0	0.0	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	28.6	0.0	0.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0	27.3
Exiting Leg Total						6						1						0						8						0	15

Peak Hour Analysis from 10:30 AM to 01:30 PM begins at:

12:15 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
12:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
12:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
1:00 PM	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	7
Total Volume	1	6	0	0	0	7	1	0	1	1	0	3	0	0	0	0	0	0	0	5	11	0	0	16	0	0	0	0	0	0	26
% Approach Total	14.3	85.7	0.0	0.0	0.0		33.3	0.0	33.3	33.3	0.0		0.0	0.0	0.0	0.0	0.0		0.0	31.3	68.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.000	0.583	0.250	0.000	0.250	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.688	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.929
Large Trucks	1	3	0	0	0	4	1	0	1	1	0	3	0	0	0	0	0	0	0	5	8	0	0	13	0	0	0	0	0	0	20
Large Trucks %	100.0	50.0	0.0	0.0	0.0	57.1	100.0	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	72.7	0.0	0.0	81.3	0.0	0.0	0.0	0.0	0.0	0.0	76.9
Buses	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
Buses %	0.0	50.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	23.1
Trucks Enter Leg	1	3	0	0	0	4	1	0	1	1	0	3	0	0	0	0	0	0	0	5	8	0	0	13	0	0	0	0	0	0	20
Bus Enter Leg	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
Total Entering Leg	1	6	0	0	0	7	1	0	1	1	0	3	0	0	0	0	0	0	0	5	11	0	0	16	0	0	0	0	0	0	26

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Heavy Vehicles (Combined-Large Trucks and Buses)

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
Trucks Exiting Leg						9						5						1						4						1	20
Buses Exiting Leg						3						0						0						3						0	6
Total Exiting Leg						12						5						1						7						1	26

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Large Trucks

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
10:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
11:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	4
11:30 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
Total	0	4	0	0	0	4	0	1	1	0	0	2	1	0	0	0	0	1	0	2	2	0	0	4	0	0	0	0	0	0	11
12:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
12:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Total	0	3	0	0	0	3	1	0	0	1	0	2	0	0	0	0	0	0	0	3	7	0	0	10	0	0	0	0	0	0	15
1:00 PM	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	8
Grand Total	1	10	0	0	0	11	1	1	2	1	0	5	1	0	0	0	0	1	0	8	15	0	0	23	0	0	0	0	0	0	40
Approach %	9.1	90.9	0.0	0.0	0.0		20.0	20.0	40.0	20.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	34.8	65.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	2.5	25.0	0.0	0.0	0.0	27.5	2.5	2.5	5.0	2.5	0.0	12.5	2.5	0.0	0.0	0.0	0.0	2.5	0.0	20.0	37.5	0.0	0.0	57.5	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						16						9						1						12						2	40

Peak Hour Analysis from 10:30 AM to 01:30 PM begins at:

12:15 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
12:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
1:00 PM	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	7
Total Volume	1	3	0	0	0	4	1	0	1	1	0	3	0	0	0	0	0	0	0	5	8	0	0	13	0	0	0	0	0	0	20
% Approach Total	25.0	75.0	0.0	0.0	0.0		33.3	0.0	33.3	33.3	0.0		0.0	0.0	0.0	0.0	0.0		0.0	38.5	61.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.750	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.667	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.714
Entering Leg	1	3	0	0	0	4	1	0	1	1	0	3	0	0	0	0	0	0	0	5	8	0	0	13	0	0	0	0	0	0	20
Exiting Leg						9						5						1						4						1	20
Total						13						8						1						17						1	40

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Buses

	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
11:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	7	0	0	0	7	0	0	1	0	0	1	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	15
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	46.7	0.0	0.0	0.0	46.7	0.0	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	40.0	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						6						1						0						8						0	15

Peak Hour Analysis from 10:30 AM to 01:30 PM begins at:

10:30 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station Driveway from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
Total Volume	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	7
Exiting Leg						2						1						0						4						0	7
Total						5						2						0						7						0	14

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								0								0								0								0								1	1

Peak Hour Analysis from 10:30 AM to 01:30 PM begins at:

11:45 AM	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg								0								0								0								0								1	1
Total								0								1								0								0								1	2

PDI File #: **176008 B**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station Driveway**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **21702402**
Count Date: **Saturday, January 20, 2018**
Start Time: **10:30 AM**
End Time: **1:30 PM**
Class:

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

Pedestrians

	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	4
10:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	8
11:00 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
11:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	3
11:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	7
Total	0	0	0	0	0	6	3	9	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3	5	0	0	0	0	0	3	4	7	25
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
1:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	1	2	3	7
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	4	0	0	0	0	0	1	3	4	11
Grand Total	0	0	0	0	0	6	7	13	0	0	0	0	0	3	4	7	0	0	0	0	0	4	6	10	0	0	0	0	0	4	6	10	0	0	0	0	0	6	7	13	53
Approach %	0.0	0.0	0.0	0.0	0.0	46.2	53.8		0.0	0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	46.2	53.8		
Total %	0.0	0.0	0.0	0.0	0.0	11.3	13.2	24.5	0.0	0.0	0.0	0.0	0.0	5.7	7.5	13.2	0.0	0.0	0.0	0.0	0.0	7.5	11.3	18.9	0.0	0.0	0.0	0.0	0.0	7.5	11.3	18.9	0.0	0.0	0.0	0.0	0.0	11.3	13.2	24.5	
Exiting Leg Total								13								7								10								10								13	53

Peak Hour Analysis from 10:30 AM to 01:30 PM begins at:

11:00 AM	Washington Street (Route 1A) from North								East Street from East								Fire Station Driveway from Southeast								Washington Street (Route 1A) from South								School Street from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
11:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	3
11:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	7
Total Volume	0	0	0	0	0	6	3	9	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3	5	0	0	0	0	0	3	4	7	25
% Approach Total	0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	42.9	57.1		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.375	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.625	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.583	0.781
Entering Leg	0	0	0	0	0	6	3	9	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3	5	0	0	0	0	0	3	4	7	25
Exiting Leg								9								3								1								5								7	25
Total								18								6								2								10								14	50

BAYSIDE ENGINEERING

CAPACITY ANALYSIS METHODOLGY

BAYSIDE ENGINEERING

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Levels of Service

Level of service (LOS) is a quantitative measure used to describe the operation of an intersection or roadway segment. The level of service definition is described by the quality of traffic flow and is primarily defined in terms of traffic delays. The primary result of capacity analyses[1] is the assignment of a level of service to traffic intersections or roadway segments under various traffic-flow conditions. Six levels of service are defined for traffic intersections and roadway segments. Levels of service range from LOS A to LOS F. LOS A represents very good operating conditions and LOS F represents very poor operating conditions.

Unsignalized Intersections

The level of service for an unsignalized intersection is determined by the methodology and procedures described in the 2010 *Highway Capacity Manual.*[2] The level of service for unsignalized intersections is measured in terms of average delay for the critical movements (typically side street turning movements or mainline turning movements). The delay for the critical movements is a function of the available capacity for the movement and the degree of saturation of the lane group containing the critical movement. The delay calculation 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. The definitions for level of service at unsignalized intersections are also provided in the 2010 *Highway Capacity Manual*. Table A summarizes the relationship between level of service and average control delay for the critical movements at unsignalized intersections.

TABLE A
LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[a]

Average Delay (seconds per vehicle)	Resulting Level of Service v/c[b] < 1.0	Resulting Level of Service v/c > 1.0
≤ 10.0	A	F
10.1 to 15.0	B	F
15.1 to 25.0	C	F
25.1 to 35.0	D	F
35.1 to 50.0	E	F
>50.0	F	F

[a] *Highway Capacity Manual*; Transportation Research Board; Elm, DC; 2010; page 19-2
[b] Volume to capacity ratio.

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

The analytical methodologies used for the analysis of unsignalized intersections use conservative analysis parameters, such as high critical gaps. The critical gap is defined as the minimum time between successive main line vehicles for a side street vehicle to execute the appropriate turning maneuver. Actual field observations indicate that drivers on minor streets accept smaller gaps in traffic than those used in the analysis procedures and therefore experience less delay than calculated by the HCM methodology. **The analysis results overstate the actual delays experienced in the field.** It should be noted that the unsignalized intersections along heavily trafficked roadways operate at constrained levels and the resulting calculated results of the unsignalized intersection analyses should be considered highly conservative.

Signalized Intersections

Levels of service for signalized intersections are calculated using the methodology and procedures described in the 2010 *Highway Capacity Manual*. The methodology assesses the intersection based on type of signal operation, signal timing and phasing, progression, vehicle mix, and intersection geometrics. Level-of-service designations are based on the delay per vehicle. Table B summarizes the relationship between level of service and delay. The calculated delay values result in level-of-service designations which are applied to individual lane groups, to individual intersection approaches, and to the entire intersection.

TABLE B
LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[a]

Delay per Vehicle (Seconds)	Resulting Level of Service $v/c^b < 1.0$	Resulting Level of Service $v/c^b > 1.0$
≤10.0	A	F
10.1 to 20.0	B	F
20.1 to 35.0	C	F
35.1 to 55.0	D	F
55.1 to 80.0	E	F
>80.0	F	F

[a] *Highway Capacity Manual*; Transportation Research Board; Macy, DC; 2010; page 18-6.
[b] Volume to capacity ratio.

BAYSIDE ENGINEERING

CAPACITY ANALYSIS WORKSHEETS

BAYSIDE ENGINEERING

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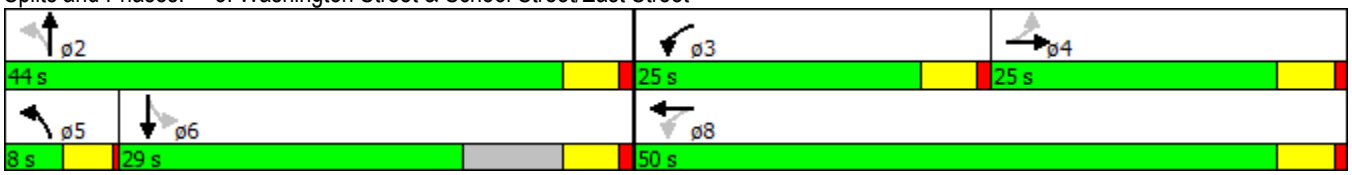
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	14	380	490	116	11	1249	28	318
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases		4	3	8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	8.0	21.0	21.0	21.0
Total Split (s)	25.0	25.0	25.0	50.0	8.0	44.0	29.0	29.0
Total Split (%)	26.6%	26.6%	26.6%	53.2%	8.5%	46.8%	30.9%	30.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	Max
Act Effct Green (s)		20.0	45.0	45.0		39.0		39.0
Actuated g/C Ratio		0.21	0.48	0.48		0.41		0.41
v/c Ratio		1.29	1.17	0.24		1.55		0.44
Control Delay		180.3	123.3	15.4		276.4		21.6
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		180.3	123.3	15.4		276.4		21.6
LOS		F	F	B		F		C
Approach Delay		180.3		94.0		276.4		21.6
Approach LOS		F		F		F		C

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 94	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 202.8	Intersection LOS: F
Intersection Capacity Utilization 128.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	380	38	490	116	67	11	1249	710	28	318	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1825	1900	1845	1818	1900	1900	1847	1900	1900	1783	1900
Adj Flow Rate, veh/h	16	427	43	527	125	72	12	1373	780	30	346	9
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	6	6	4	4	4	6	6	6
Cap, veh/h	46	339	34	527	519	299	39	729	385	49	751	22
Arrive On Green	0.21	0.21	0.21	0.21	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	29	1595	158	1757	1083	624	0	1758	927	0	1809	53
Grp Volume(v), veh/h	486	0	0	527	0	197	888	0	1277	112	0	273
Grp Sat Flow(s),veh/h/ln	1781	0	0	1757	0	1707	1168	0	1517	249	0	1613
Q Serve(g_s), s	9.8	0.0	0.0	20.0	0.0	6.4	79.7	0.0	39.0	0.0	0.0	11.2
Cycle Q Clear(g_c), s	20.0	0.0	0.0	20.0	0.0	6.4	79.7	0.0	39.0	39.0	0.0	11.2
Prop In Lane	0.03		0.09	1.00		0.37	0.01		0.61	0.27		0.03
Lane Grp Cap(c), veh/h	418	0	0	527	0	817	0	0	629	152	0	669
V/C Ratio(X)	1.16	0.00	0.00	1.00	0.00	0.24	0.00	0.00	2.03	0.74	0.00	0.41
Avail Cap(c_a), veh/h	418	0	0	527	0	817	0	0	629	152	0	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	0.0	22.7	0.0	14.4	0.0	0.0	27.5	23.2	0.0	19.4
Incr Delay (d2), s/veh	96.1	0.0	0.0	39.1	0.0	0.2	0.0	0.0	468.3	27.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	22.0	0.0	0.0	16.0	0.0	3.0	0.0	0.0	98.1	2.9	0.0	5.3
LnGrp Delay(d),s/veh	134.0	0.0	0.0	61.8	0.0	14.6	0.0	0.0	495.8	50.1	0.0	21.2
LnGrp LOS	F			E		B			F	D		C
Approach Vol, veh/h		486			724			2165			385	
Approach Delay, s/veh		134.0			48.9			292.4			29.6	
Approach LOS		F			D			F			C	

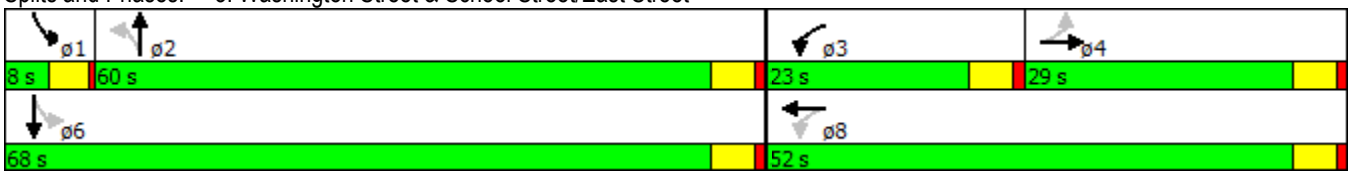
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		44.0	25.0	25.0		44.0		50.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0	20.0	20.0		24.0		45.0
Max Q Clear Time (g_c+I1), s		81.7	22.0	22.0		41.0		8.4
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		5.0

Intersection Summary	
HCM 2010 Ctrl Delay	198.1
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	14	380	490	116	11	1249	28	318
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4	3	8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	1	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)	21.0	21.0	9.0	21.0	21.0	21.0	8.0	21.0
Total Split (s)	29.0	29.0	23.0	52.0	60.0	60.0	8.0	68.0
Total Split (%)	24.2%	24.2%	19.2%	43.3%	50.0%	50.0%	6.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)		24.0	47.0	47.0		58.2	64.0	63.0
Actuated g/C Ratio		0.20	0.39	0.39		0.48	0.53	0.52
v/c Ratio		1.37	1.63	0.29		1.36	0.26	0.38
Control Delay		220.5	322.2	26.6		192.4	18.9	18.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		220.5	322.2	26.6		192.4	18.9	18.4
LOS		F	F	C		F	B	B
Approach Delay		220.5		241.8		192.4		18.5
Approach LOS		F		F		F		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 187.7	Intersection LOS: F
Intersection Capacity Utilization 128.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	380	38	490	116	67	11	1249	710	28	318	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1825	1900	1845	1818	1900	1900	1847	1900	1810	1781	1900
Adj Flow Rate, veh/h	16	427	43	527	125	72	12	1373	780	30	346	9
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	6	6	4	4	4	5	6	6
Cap, veh/h	37	318	31	385	424	244	34	1032	528	96	907	24
Arrive On Green	0.20	0.20	0.20	0.15	0.39	0.39	0.47	0.47	0.47	0.02	0.52	0.52
Sat Flow, veh/h	30	1592	157	1757	1083	624	8	2194	1121	1723	1728	45
Grp Volume(v), veh/h	486	0	0	527	0	197	1134	0	1031	30	0	355
Grp Sat Flow(s),veh/h/ln	1780	0	0	1757	0	1707	1840	0	1482	1723	0	1773
Q Serve(g_s), s	12.6	0.0	0.0	18.0	0.0	9.5	22.7	0.0	56.5	1.0	0.0	14.3
Cycle Q Clear(g_c), s	24.0	0.0	0.0	18.0	0.0	9.5	56.5	0.0	56.5	1.0	0.0	14.3
Prop In Lane	0.03		0.09	1.00		0.37	0.01		0.76	1.00		0.03
Lane Grp Cap(c), veh/h	387	0	0	385	0	669	896	0	698	96	0	931
V/C Ratio(X)	1.26	0.00	0.00	1.37	0.00	0.29	1.26	0.00	1.48	0.31	0.00	0.38
Avail Cap(c_a), veh/h	387	0	0	385	0	669	896	0	698	117	0	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	0.0	34.0	0.0	25.1	32.7	0.0	31.8	29.0	0.0	16.9
Incr Delay (d2), s/veh	134.8	0.0	0.0	182.1	0.0	0.2	128.1	0.0	222.9	1.8	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	27.3	0.0	0.0	29.3	0.0	4.5	61.5	0.0	66.3	0.5	0.0	7.3
LnGrp Delay(d),s/veh	183.7	0.0	0.0	216.1	0.0	25.3	160.8	0.0	254.7	30.8	0.0	18.1
LnGrp LOS	F			F		C	F		F	C		B
Approach Vol, veh/h		486			724			2165			385	
Approach Delay, s/veh		183.7			164.2			205.5			19.1	
Approach LOS		F			F			F			B	

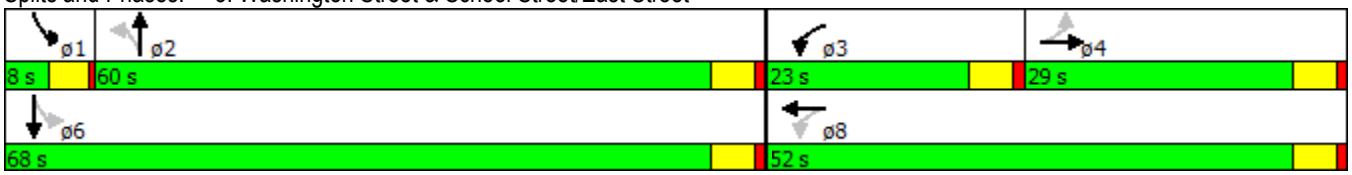
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	6.5	61.5	23.0	29.0		68.0		52.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	55.0	18.0	24.0		63.0		47.0
Max Q Clear Time (g_c+I1), s	3.0	58.5	20.0	26.0		16.3		11.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		36.7		5.0

Intersection Summary	
HCM 2010 Ctrl Delay	175.7
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	14	380	490	116	11	1249	28	318
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4	3	8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	1	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)	21.0	21.0	9.0	21.0	21.0	21.0	8.0	21.0
Total Split (s)	29.0	29.0	23.0	52.0	60.0	60.0	8.0	68.0
Total Split (%)	24.2%	24.2%	19.2%	43.3%	50.0%	50.0%	6.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)		24.0	47.0	47.0		58.2	64.0	63.0
Actuated g/C Ratio		0.20	0.39	0.39		0.48	0.53	0.52
v/c Ratio		1.37	1.63	0.29		1.36	0.26	0.20
Control Delay		220.5	322.2	26.6		192.4	18.9	15.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		220.5	322.2	26.6		192.4	18.9	15.5
LOS		F	F	C		F	B	B
Approach Delay		220.5		241.8		192.4		15.8
Approach LOS		F		F		F		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 187.4	Intersection LOS: F
Intersection Capacity Utilization 128.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	380	38	490	116	67	11	1249	710	28	318	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1825	1900	1845	1818	1900	1900	1847	1900	1810	1781	1900
Adj Flow Rate, veh/h	16	427	43	527	125	72	12	1373	780	30	346	9
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	6	6	4	4	4	5	6	6
Cap, veh/h	37	318	31	385	424	244	34	1032	528	96	1769	46
Arrive On Green	0.20	0.20	0.20	0.15	0.39	0.39	0.47	0.47	0.47	0.02	0.52	0.52
Sat Flow, veh/h	30	1592	157	1757	1083	624	8	2194	1121	1723	3370	88
Grp Volume(v), veh/h	486	0	0	527	0	197	1134	0	1031	30	173	182
Grp Sat Flow(s),veh/h/ln	1780	0	0	1757	0	1707	1840	0	1482	1723	1692	1766
Q Serve(g_s), s	12.6	0.0	0.0	18.0	0.0	9.5	22.7	0.0	56.5	1.0	6.5	6.5
Cycle Q Clear(g_c), s	24.0	0.0	0.0	18.0	0.0	9.5	56.5	0.0	56.5	1.0	6.5	6.5
Prop In Lane	0.03		0.09	1.00		0.37	0.01		0.76	1.00		0.05
Lane Grp Cap(c), veh/h	387	0	0	385	0	669	896	0	698	96	888	927
V/C Ratio(X)	1.26	0.00	0.00	1.37	0.00	0.29	1.26	0.00	1.48	0.31	0.20	0.20
Avail Cap(c_a), veh/h	387	0	0	385	0	669	896	0	698	117	888	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	0.0	34.0	0.0	25.1	32.7	0.0	31.8	29.0	15.1	15.1
Incr Delay (d2), s/veh	134.8	0.0	0.0	182.1	0.0	0.2	128.1	0.0	222.9	1.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	27.3	0.0	0.0	23.5	0.0	4.5	61.5	0.0	66.3	0.5	3.2	3.3
LnGrp Delay(d),s/veh	183.7	0.0	0.0	216.1	0.0	25.3	160.8	0.0	254.7	30.8	15.6	15.6
LnGrp LOS	F			F		C	F		F	C	B	B
Approach Vol, veh/h		486			724			2165			385	
Approach Delay, s/veh		183.7			164.2			205.5			16.8	
Approach LOS		F			F			F			B	

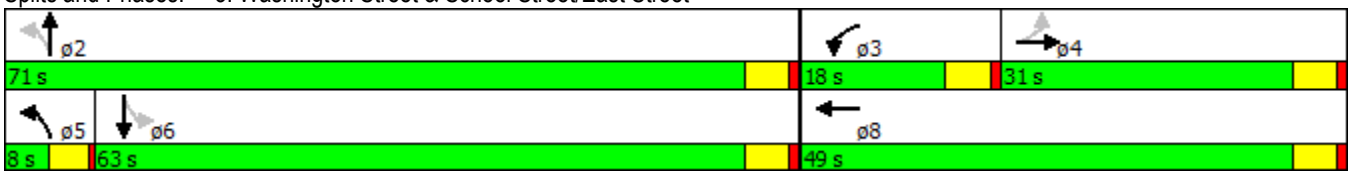
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	6.5	61.5	23.0	29.0		68.0		52.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	55.0	18.0	24.0		63.0		47.0
Max Q Clear Time (g_c+I1), s	3.0	58.5	20.0	26.0		8.5		11.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		41.1		5.0

Intersection Summary	
HCM 2010 Ctrl Delay	175.4
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	14	380	490	116	11	1249	28	318
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	Perm	NA
Protected Phases		4	3	8	5	2		6
Permitted Phases	4				2		6	
Detector Phase	4	4	3	8	5	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)	21.0	21.0	9.0	21.0	8.0	21.0	21.0	21.0
Total Split (s)	31.0	31.0	18.0	49.0	8.0	71.0	63.0	63.0
Total Split (%)	25.8%	25.8%	15.0%	40.8%	6.7%	59.2%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	Max
Act Effct Green (s)		26.0	13.0	44.0		66.0		66.0
Actuated g/C Ratio		0.22	0.11	0.37		0.55		0.55
v/c Ratio		1.26	1.43	0.31		1.20		0.33
Control Delay		176.8	248.2	28.9		121.5		15.9
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		176.8	248.2	28.9		121.5		15.9
LOS		F	F	C		F		B
Approach Delay		176.8		188.5		121.5		15.9
Approach LOS		F		F		F		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 130.8	Intersection LOS: F
Intersection Capacity Utilization 114.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	380	38	490	116	67	11	1249	710	28	318	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1825	1900	1845	1818	1900	1900	1847	1900	1900	1783	1900
Adj Flow Rate, veh/h	16	427	43	527	125	72	12	1373	780	30	346	9
Adj No. of Lanes	0	1	0	2	1	0	0	2	0	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	6	6	4	4	4	6	6	6
Cap, veh/h	37	345	34	369	397	229	30	948	501	40	921	27
Arrive On Green	0.22	0.22	0.22	0.11	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	30	1592	157	3408	1083	624	0	1724	911	0	1674	49
Grp Volume(v), veh/h	486	0	0	527	0	197	864	0	1301	91	0	294
Grp Sat Flow(s),veh/h/ln	1780	0	0	1704	0	1707	1116	0	1520	109	0	1614
Q Serve(g_s), s	13.4	0.0	0.0	13.0	0.0	9.9	78.2	0.0	66.0	0.0	0.0	12.0
Cycle Q Clear(g_c), s	26.0	0.0	0.0	13.0	0.0	9.9	78.2	0.0	66.0	66.0	0.0	12.0
Prop In Lane	0.03		0.09	1.00		0.37	0.01		0.60	0.33		0.03
Lane Grp Cap(c), veh/h	417	0	0	369	0	626	0	0	836	100	0	888
V/C Ratio(X)	1.17	0.00	0.00	1.43	0.00	0.31	0.00	0.00	1.56	0.91	0.00	0.33
Avail Cap(c_a), veh/h	417	0	0	369	0	626	0	0	836	100	0	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.9	0.0	0.0	53.5	0.0	27.2	0.0	0.0	27.0	33.1	0.0	14.9
Incr Delay (d2), s/veh	98.1	0.0	0.0	207.4	0.0	0.3	0.0	0.0	256.2	67.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	25.1	0.0	0.0	16.7	0.0	4.7	0.0	0.0	86.9	3.5	0.0	5.6
LnGrp Delay(d),s/veh	146.0	0.0	0.0	260.9	0.0	27.5	0.0	0.0	283.2	100.3	0.0	15.9
LnGrp LOS	F			F		C			F	F		B
Approach Vol, veh/h		486			724			2165			385	
Approach Delay, s/veh		146.0			197.4			170.2			35.8	
Approach LOS		F			F			F			D	

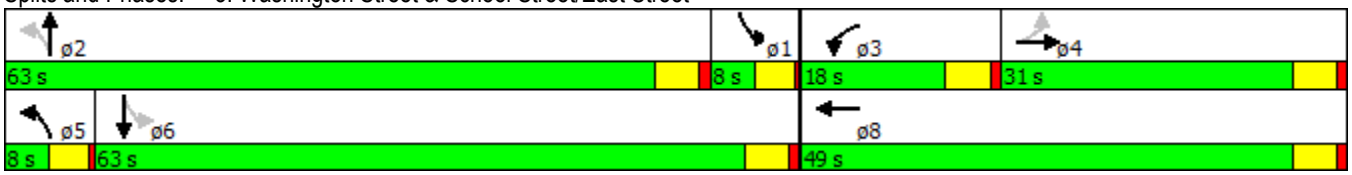
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		71.0	18.0	31.0		71.0		49.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		66.0	13.0	26.0		58.0		44.0
Max Q Clear Time (g_c+I1), s		80.2	15.0	28.0		68.0		11.9
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		5.0

Intersection Summary	
HCM 2010 Ctrl Delay	158.5
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	14	380	490	116	11	1249	28	318
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4	3	8	5	2	1	6
Permitted Phases	4				2		6	
Detector Phase	4	4	3	8	5	2	1	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)	21.0	21.0	9.0	21.0	8.0	21.0	8.0	21.0
Total Split (s)	31.0	31.0	18.0	49.0	8.0	63.0	8.0	63.0
Total Split (%)	25.8%	25.8%	15.0%	40.8%	6.7%	52.5%	6.7%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)		26.0	13.0	44.1		58.1	65.4	62.7
Actuated g/C Ratio		0.22	0.11	0.38		0.50	0.56	0.54
v/c Ratio		1.23	1.39	0.30		1.32	0.25	0.37
Control Delay		162.3	231.1	27.9		177.1	26.9	16.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		162.3	231.1	27.9		177.1	26.9	16.9
LOS		F	F	C		F	C	B
Approach Delay		162.3		175.8		177.1		17.7
Approach LOS		F		F		F		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 158.6	Intersection LOS: F
Intersection Capacity Utilization 114.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	380	38	490	116	67	11	1249	710	28	318	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1825	1900	1845	1818	1900	1900	1847	1900	1810	1781	1900
Adj Flow Rate, veh/h	16	427	43	527	125	72	12	1373	780	30	346	9
Adj No. of Lanes	0	1	0	2	1	0	0	2	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	6	6	4	4	4	5	6	6
Cap, veh/h	38	348	34	372	400	231	31	838	443	91	945	25
Arrive On Green	0.22	0.22	0.22	0.11	0.37	0.37	0.49	0.49	0.49	0.02	0.55	0.55
Sat Flow, veh/h	30	1592	157	3408	1083	624	0	1721	910	1723	1728	45
Grp Volume(v), veh/h	486	0	0	527	0	197	862	0	1303	30	0	355
Grp Sat Flow(s),veh/h/ln	1780	0	0	1704	0	1707	1111	0	1520	1723	0	1773
Q Serve(g_s), s	13.4	0.0	0.0	13.0	0.0	9.8	89.8	0.0	58.0	0.0	0.0	13.5
Cycle Q Clear(g_c), s	26.0	0.0	0.0	13.0	0.0	9.8	89.8	0.0	58.0	0.0	0.0	13.5
Prop In Lane	0.03		0.09	1.00		0.37	0.01		0.60	1.00		0.03
Lane Grp Cap(c), veh/h	420	0	0	372	0	631	0	0	740	91	0	969
V/C Ratio(X)	1.16	0.00	0.00	1.42	0.00	0.31	0.00	0.00	1.76	0.33	0.00	0.37
Avail Cap(c_a), veh/h	420	0	0	372	0	631	0	0	740	118	0	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	0.0	53.1	0.0	26.8	0.0	0.0	30.6	57.5	0.0	15.3
Incr Delay (d2), s/veh	94.6	0.0	0.0	202.7	0.0	0.3	0.0	0.0	347.6	2.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	24.8	0.0	0.0	16.6	0.0	4.6	0.0	0.0	95.7	1.0	0.0	6.9
LnGrp Delay(d),s/veh	142.1	0.0	0.0	255.8	0.0	27.0	0.0	0.0	378.1	59.6	0.0	16.4
LnGrp LOS	F			F		C			F	E		B
Approach Vol, veh/h		486			724			2165			385	
Approach Delay, s/veh		142.1			193.5			227.6			19.7	
Approach LOS		F			F			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	7.1	63.0	18.0	31.0		70.1		49.0
Change Period (Y+Rc), s	5.0	* 5	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	* 58	13.0	26.0		58.0		44.0
Max Q Clear Time (g_c+I1), s	2.0	91.8	15.0	28.0		15.5		11.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		2.5		5.0

Intersection Summary	
HCM 2010 Ctrl Delay	188.7
HCM 2010 LOS	F

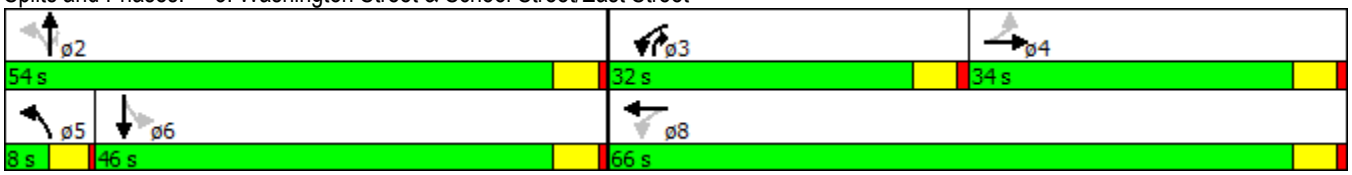
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	14	380	490	116	11	1249	710	28	318
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases		4	3	8	5	2	3		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	3	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	8.0	21.0	9.0	21.0	21.0
Total Split (s)	34.0	34.0	32.0	66.0	8.0	54.0	32.0	46.0	46.0
Total Split (%)	28.3%	28.3%	26.7%	55.0%	6.7%	45.0%	26.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)		29.0	61.0	61.0		49.0	81.0		49.0
Actuated g/C Ratio		0.24	0.51	0.51		0.41	0.68		0.41
v/c Ratio		1.13	1.16	0.23		1.03	0.70		0.44
Control Delay		126.8	125.0	17.3		67.4	14.3		27.6
Queue Delay		0.0	0.0	0.0		0.0	0.6		0.0
Total Delay		126.8	125.0	17.3		67.4	14.9		27.6
LOS		F	F	B		E	B		C
Approach Delay		126.8		95.7		48.5			27.6
Approach LOS		F		F		D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 65.5	Intersection LOS: E
Intersection Capacity Utilization 105.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	380	38	490	116	67	11	1249	710	28	318	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1825	1900	1845	1818	1900	1900	1828	1881	1900	1783	1900
Adj Flow Rate, veh/h	16	427	43	527	125	72	12	1373	780	30	346	9
Adj No. of Lanes	0	1	0	1	1	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	6	6	4	4	1	6	6	6
Cap, veh/h	38	385	38	518	551	317	31	1089	1013	39	709	21
Arrive On Green	0.24	0.24	0.24	0.22	0.51	0.51	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	30	1593	157	1757	1083	624	0	2666	1599	0	1736	51
Grp Volume(v), veh/h	486	0	0	527	0	197	565	820	780	102	0	283
Grp Sat Flow(s),veh/h/ln	1780	0	0	1757	0	1707	1086	1580	1599	174	0	1614
Q Serve(g_s), s	14.7	0.0	0.0	27.0	0.0	7.7	44.3	49.0	41.9	0.0	0.0	15.1
Cycle Q Clear(g_c), s	29.0	0.0	0.0	27.0	0.0	7.7	44.3	49.0	41.9	49.0	0.0	15.1
Prop In Lane	0.03		0.09	1.00		0.37	0.02		1.00	0.30		0.03
Lane Grp Cap(c), veh/h	461	0	0	518	0	868	0	645	1013	110	0	659
V/C Ratio(X)	1.05	0.00	0.00	1.02	0.00	0.23	0.00	1.27	0.77	0.93	0.00	0.43
Avail Cap(c_a), veh/h	461	0	0	518	0	868	0	645	1013	110	0	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.4	0.0	0.0	26.7	0.0	16.4	0.0	35.5	15.7	30.4	0.0	25.5
Incr Delay (d2), s/veh	56.8	0.0	0.0	44.0	0.0	0.1	0.0	134.0	5.6	67.6	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	22.5	0.0	0.0	23.3	0.0	3.6	0.0	45.4	19.8	4.2	0.0	7.1
LnGrp Delay(d),s/veh	103.2	0.0	0.0	70.8	0.0	16.5	0.0	169.5	21.4	98.0	0.0	27.5
LnGrp LOS	F			F		B		F	C	F		C
Approach Vol, veh/h		486			724			2165			385	
Approach Delay, s/veh		103.2			56.0			71.9			46.1	
Approach LOS		F			E			E			D	

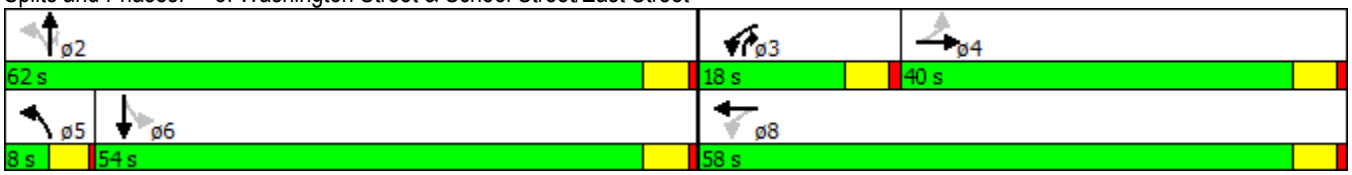
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		54.0	32.0	34.0		54.0		66.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0	27.0	29.0		41.0		61.0
Max Q Clear Time (g_c+I1), s		51.0	29.0	31.0		51.0		9.7
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		5.2

Intersection Summary	
HCM 2010 Ctrl Delay	70.3
HCM 2010 LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	14	380	490	116	11	1249	710	28	318
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases		4	3	8	5	2	3		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	3	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	8.0	21.0	9.0	21.0	21.0
Total Split (s)	40.0	40.0	18.0	58.0	8.0	62.0	18.0	54.0	54.0
Total Split (%)	33.3%	33.3%	15.0%	48.3%	6.7%	51.7%	15.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)		34.1	52.1	52.1		57.0	75.0		57.0
Actuated g/C Ratio		0.29	0.44	0.44		0.48	0.63		0.48
v/c Ratio		0.95	0.88	0.26		0.88	0.73		0.34
Control Delay		72.5	41.0	22.4		35.8	16.8		20.6
Queue Delay		0.0	0.0	0.0		0.0	0.5		0.0
Total Delay		72.5	41.0	22.4		35.8	17.3		20.6
LOS		E	D	C		D	B		C
Approach Delay		72.5		36.0		29.1			20.6
Approach LOS		E		D		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	380	38	490	116	67	11	1249	710	28	318	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1825	1900	1845	1818	1900	1900	1828	1881	1900	1783	1900
Adj Flow Rate, veh/h	16	427	43	527	125	72	12	1373	780	30	346	9
Adj No. of Lanes	0	1	0	2	1	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	6	6	4	4	1	6	6	6
Cap, veh/h	39	459	45	653	475	274	31	1279	938	40	812	24
Arrive On Green	0.29	0.29	0.29	0.11	0.44	0.44	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	29	1594	158	3408	1083	624	0	2678	1599	0	1701	50
Grp Volume(v), veh/h	486	0	0	527	0	197	568	817	780	96	0	289
Grp Sat Flow(s),veh/h/ln	1780	0	0	1704	0	1707	1098	1580	1599	137	0	1614
Q Serve(g_s), s	14.6	0.0	0.0	12.8	0.0	8.7	39.3	57.0	47.0	0.0	0.0	13.6
Cycle Q Clear(g_c), s	31.9	0.0	0.0	12.8	0.0	8.7	39.3	57.0	47.0	57.0	0.0	13.6
Prop In Lane	0.03		0.09	1.00		0.37	0.02		1.00	0.31		0.03
Lane Grp Cap(c), veh/h	544	0	0	653	0	749	0	754	938	105	0	770
V/C Ratio(X)	0.89	0.00	0.00	0.81	0.00	0.26	0.00	1.08	0.83	0.91	0.00	0.38
Avail Cap(c_a), veh/h	553	0	0	653	0	758	0	754	938	105	0	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	0.0	25.2	0.0	21.3	0.0	31.2	19.9	30.6	0.0	19.9
Incr Delay (d2), s/veh	16.7	0.0	0.0	7.4	0.0	0.2	0.0	57.4	8.5	66.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	18.2	0.0	0.0	6.6	0.0	4.1	0.0	36.8	22.9	3.8	0.0	6.3
LnGrp Delay(d),s/veh	58.2	0.0	0.0	32.6	0.0	21.4	0.0	88.6	28.5	96.8	0.0	21.3
LnGrp LOS	E			C		C		F	C	F		C
Approach Vol, veh/h		486			724			2165			385	
Approach Delay, s/veh		58.2			29.6			43.7			40.0	
Approach LOS		E			C			D			D	

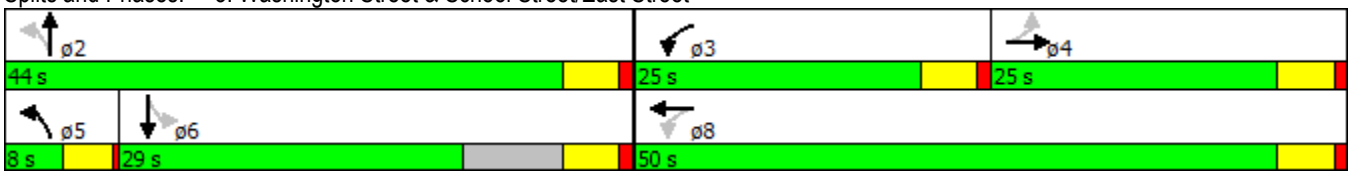
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		62.0	18.0	39.4		62.0		57.4
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		57.0	13.0	35.0		49.0		53.0
Max Q Clear Time (g_c+I1), s		59.0	14.8	33.9		59.0		10.7
Green Ext Time (p_c), s		0.0	0.0	0.5		0.0		5.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	22	157	672	225	41	662	73	1089
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases		4	3	8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	5	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)	21.0	21.0	9.0	21.0	8.0	21.0	21.0	21.0
Total Split (s)	25.0	25.0	25.0	50.0	8.0	44.0	29.0	29.0
Total Split (%)	26.6%	26.6%	26.6%	53.2%	8.5%	46.8%	30.9%	30.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	Max
Act Effct Green (s)		20.0	45.0	45.0		39.0		39.0
Actuated g/C Ratio		0.21	0.48	0.48		0.41		0.41
v/c Ratio		0.97	1.46	0.33		1.38		1.72
Control Delay		78.9	242.1	16.4		200.6		355.1
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		78.9	242.1	16.4		200.6		355.1
LOS		E	F	B		F		F
Approach Delay		78.9		177.6		200.6		355.1
Approach LOS		E		F		F		F

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 94	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.72	
Intersection Signal Delay: 232.7	Intersection LOS: F
Intersection Capacity Utilization 141.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	157	111	672	225	44	41	662	602	73	1089	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1880	1900	1900	1884	1900	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	27	189	134	715	239	47	47	761	692	79	1184	21
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	1	1	1	1	1	2	2	2
Cap, veh/h	58	208	139	560	733	144	41	318	540	44	815	20
Arrive On Green	0.21	0.21	0.21	0.21	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	77	978	654	1810	1530	301	0	766	1302	0	1965	48
Grp Volume(v), veh/h	350	0	0	715	0	286	712	0	788	544	0	740
Grp Sat Flow(s),veh/h/ln	1709	0	0	1810	0	1831	586	0	1483	327	0	1685
Q Serve(g_s), s	11.0	0.0	0.0	20.0	0.0	9.1	49.6	0.0	39.0	0.0	0.0	39.0
Cycle Q Clear(g_c), s	19.0	0.0	0.0	20.0	0.0	9.1	49.6	0.0	39.0	39.0	0.0	39.0
Prop In Lane	0.08		0.38	1.00		0.16	0.07		0.88	0.15		0.03
Lane Grp Cap(c), veh/h	405	0	0	560	0	877	0	0	615	180	0	699
V/C Ratio(X)	0.86	0.00	0.00	1.28	0.00	0.33	0.00	0.00	1.28	3.03	0.00	1.06
Avail Cap(c_a), veh/h	405	0	0	560	0	877	0	0	615	180	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	0.0	23.2	0.0	15.1	0.0	0.0	27.5	29.3	0.0	27.5
Incr Delay (d2), s/veh	17.4	0.0	0.0	137.7	0.0	0.2	0.0	0.0	138.5	927.3	0.0	50.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	10.9	0.0	0.0	37.1	0.0	4.6	0.0	0.0	39.6	49.8	0.0	27.9
LnGrp Delay(d),s/veh	53.9	0.0	0.0	160.9	0.0	15.3	0.0	0.0	166.0	956.6	0.0	78.0
LnGrp LOS	D			F		B			F	F		F
Approach Vol, veh/h		350			1001			1500			1284	
Approach Delay, s/veh		53.9			119.3			87.2			450.2	
Approach LOS		D			F			F			F	

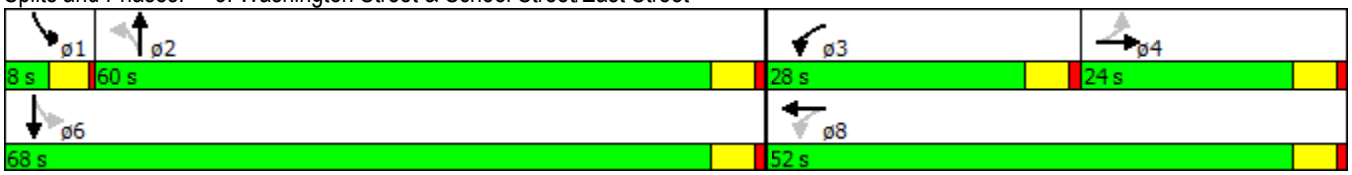
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		44.0	25.0	25.0		44.0		50.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0	20.0	20.0		24.0		45.0
Max Q Clear Time (g_c+I1), s		51.6	22.0	21.0		41.0		11.1
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	204.9
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	22	157	672	225	41	662	73	1089
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4	3	8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	1	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)	21.0	21.0	9.0	21.0	21.0	21.0	8.0	21.0
Total Split (s)	24.0	24.0	28.0	52.0	60.0	60.0	8.0	68.0
Total Split (%)	20.0%	20.0%	23.3%	43.3%	50.0%	50.0%	6.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)		19.0	47.0	47.0		55.0	64.0	63.0
Actuated g/C Ratio		0.16	0.39	0.39		0.46	0.53	0.52
v/c Ratio		1.31	1.75	0.40		1.53	0.65	1.24
Control Delay		202.4	372.3	28.4		268.0	39.7	143.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		202.4	372.3	28.4		268.0	39.7	143.5
LOS		F	F	C		F	D	F
Approach Delay		202.4		274.1		268.0		137.1
Approach LOS		F		F		F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.75	
Intersection Signal Delay: 223.3	Intersection LOS: F
Intersection Capacity Utilization 135.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	157	111	672	225	44	41	662	602	73	1089	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1880	1900	1900	1884	1900	1900	1882	1900	1863	1861	1900
Adj Flow Rate, veh/h	27	189	134	715	239	47	47	761	692	79	1184	21
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	1	1	0
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	1	1	1	1	1	2	2	2
Cap, veh/h	46	153	103	475	599	118	32	316	589	119	957	17
Arrive On Green	0.16	0.16	0.16	0.19	0.39	0.39	0.46	0.46	0.46	0.03	0.52	0.52
Sat Flow, veh/h	85	967	652	1810	1530	301	0	689	1286	1774	1823	32
Grp Volume(v), veh/h	350	0	0	715	0	286	700	0	800	79	0	1205
Grp Sat Flow(s),veh/h/ln	1704	0	0	1810	0	1831	489	0	1486	1774	0	1855
Q Serve(g_s), s	12.5	0.0	0.0	23.0	0.0	13.5	0.0	0.0	55.0	2.7	0.0	63.0
Cycle Q Clear(g_c), s	19.0	0.0	0.0	23.0	0.0	13.5	55.0	0.0	55.0	2.7	0.0	63.0
Prop In Lane	0.08		0.38	1.00		0.16	0.07		0.87	1.00		0.02
Lane Grp Cap(c), veh/h	302	0	0	475	0	717	256	0	681	119	0	974
V/C Ratio(X)	1.16	0.00	0.00	1.50	0.00	0.40	2.74	0.00	1.17	0.66	0.00	1.24
Avail Cap(c_a), veh/h	302	0	0	475	0	717	256	0	681	119	0	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	0.0	34.8	0.0	26.3	43.8	0.0	32.5	28.7	0.0	28.5
Incr Delay (d2), s/veh	101.8	0.0	0.0	237.6	0.0	0.4	791.9	0.0	93.4	12.9	0.0	115.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	18.5	0.0	0.0	44.2	0.0	6.9	63.8	0.0	40.2	1.7	0.0	63.2
LnGrp Delay(d),s/veh	153.2	0.0	0.0	272.3	0.0	26.7	835.8	0.0	125.9	41.6	0.0	144.1
LnGrp LOS	F			F		C	F		F	D		F
Approach Vol, veh/h		350			1001			1500			1284	
Approach Delay, s/veh		153.2			202.1			457.4			137.8	
Approach LOS		F			F			F			F	

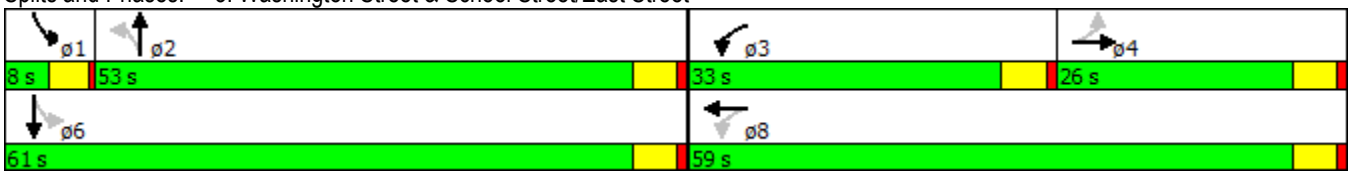
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	8.0	60.0	28.0	24.0		68.0		52.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	55.0	23.0	19.0		63.0		47.0
Max Q Clear Time (g_c+I1), s	4.7	57.0	25.0	21.0		65.0		15.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		0.0		4.5

Intersection Summary	
HCM 2010 Ctrl Delay	270.6
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	22	157	672	225	41	662	73	1089
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4	3	8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	1	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)	21.0	21.0	9.0	21.0	21.0	21.0	8.0	21.0
Total Split (s)	26.0	26.0	33.0	59.0	53.0	53.0	8.0	61.0
Total Split (%)	21.7%	21.7%	27.5%	49.2%	44.2%	44.2%	6.7%	50.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)		21.0	54.0	54.0		48.0	57.0	56.0
Actuated g/C Ratio		0.18	0.45	0.45		0.40	0.48	0.47
v/c Ratio		1.18	1.48	0.35		1.34	0.65	0.73
Control Delay		154.5	254.3	23.0		187.4	43.7	29.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		154.5	254.3	23.0		187.4	43.7	29.2
LOS		F	F	C		F	D	C
Approach Delay		154.5		188.2		187.4		30.1
Approach LOS		F		F		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 136.0	Intersection LOS: F
Intersection Capacity Utilization 135.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	157	111	672	225	44	41	662	602	73	1089	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1880	1900	1900	1884	1900	1900	1882	1900	1863	1861	1900
Adj Flow Rate, veh/h	27	189	134	715	239	47	47	761	692	79	1184	21
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	1	1	1	1	1	2	2	2
Cap, veh/h	47	169	114	552	689	135	51	523	555	119	1659	29
Arrive On Green	0.17	0.17	0.17	0.23	0.45	0.45	0.40	0.40	0.40	0.03	0.47	0.47
Sat Flow, veh/h	84	968	653	1810	1530	301	49	1306	1386	1774	3555	63
Grp Volume(v), veh/h	350	0	0	715	0	286	767	0	733	79	589	616
Grp Sat Flow(s),veh/h/ln	1705	0	0	1810	0	1831	1274	0	1468	1774	1768	1850
Q Serve(g_s), s	13.6	0.0	0.0	28.0	0.0	12.2	24.0	0.0	48.0	3.1	32.0	32.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0	28.0	0.0	12.2	48.0	0.0	48.0	3.1	32.0	32.0
Prop In Lane	0.08		0.38	1.00		0.16	0.06		0.94	1.00		0.03
Lane Grp Cap(c), veh/h	331	0	0	552	0	824	541	0	587	119	825	863
V/C Ratio(X)	1.06	0.00	0.00	1.29	0.00	0.35	1.42	0.00	1.25	0.66	0.71	0.71
Avail Cap(c_a), veh/h	331	0	0	552	0	824	541	0	587	119	825	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	0.0	30.3	0.0	21.5	38.1	0.0	36.0	29.4	25.6	25.6
Incr Delay (d2), s/veh	65.7	0.0	0.0	145.7	0.0	0.3	198.7	0.0	125.3	12.9	5.2	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	17.0	0.0	0.0	26.7	0.0	6.3	47.8	0.0	39.8	1.9	16.7	17.5
LnGrp Delay(d),s/veh	116.1	0.0	0.0	175.9	0.0	21.8	236.8	0.0	161.3	42.3	30.8	30.6
LnGrp LOS	F			F		C	F		F	D	C	C
Approach Vol, veh/h		350			1001			1500			1284	
Approach Delay, s/veh		116.1			131.9			199.9			31.4	
Approach LOS		F			F			F			C	

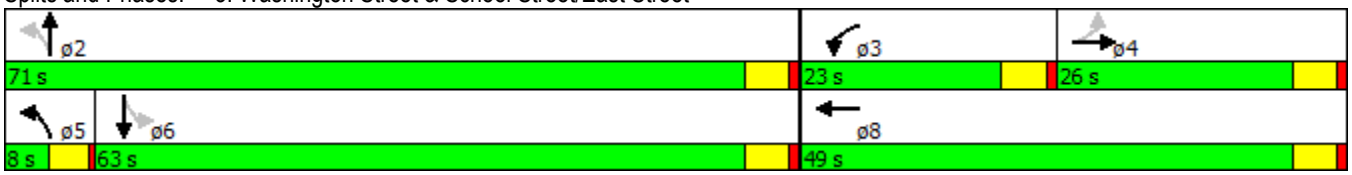
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	8.0	53.0	33.0	26.0		61.0		59.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	48.0	28.0	21.0		56.0		54.0
Max Q Clear Time (g_c+I1), s	5.1	50.0	30.0	23.0		34.0		14.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		18.9		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	124.0
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	22	157	672	225	41	662	73	1089
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	Perm	NA
Protected Phases		4	3	8	5	2		6
Permitted Phases	4				2		6	
Detector Phase	4	4	3	8	5	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)	21.0	21.0	9.0	21.0	8.0	21.0	21.0	21.0
Total Split (s)	26.0	26.0	23.0	49.0	8.0	71.0	63.0	63.0
Total Split (%)	21.7%	21.7%	19.2%	40.8%	6.7%	59.2%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	Max
Act Effct Green (s)		21.0	18.0	44.0		66.0		66.0
Actuated g/C Ratio		0.18	0.15	0.37		0.55		0.55
v/c Ratio		1.18	1.36	0.42		0.98		1.14
Control Delay		154.5	214.1	31.0		40.8		101.9
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		154.5	214.1	31.0		40.8		101.9
LOS		F	F	C		D		F
Approach Delay		154.5		161.7		40.8		101.9
Approach LOS		F		F		D		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 98.7	Intersection LOS: F
Intersection Capacity Utilization 123.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	157	111	672	225	44	41	662	602	73	1089	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1880	1900	1900	1884	1900	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	27	189	134	715	239	47	47	761	692	79	1184	21
Adj No. of Lanes	0	1	0	2	1	0	0	2	0	0	2	0
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	1	1	1	1	1	2	2	2
Cap, veh/h	47	169	114	527	561	110	32	385	708	39	1072	26
Arrive On Green	0.17	0.17	0.17	0.15	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	84	968	653	3510	1530	301	0	701	1288	8	1949	47
Grp Volume(v), veh/h	350	0	0	715	0	286	702	0	798	536	0	748
Grp Sat Flow(s),veh/h/ln	1705	0	0	1755	0	1831	503	0	1485	320	0	1685
Q Serve(g_s), s	13.6	0.0	0.0	18.0	0.0	14.1	48.7	0.0	62.7	3.3	0.0	43.1
Cycle Q Clear(g_c), s	21.0	0.0	0.0	18.0	0.0	14.1	48.7	0.0	62.7	66.0	0.0	43.1
Prop In Lane	0.08		0.38	1.00		0.16	0.07		0.87	0.15		0.03
Lane Grp Cap(c), veh/h	331	0	0	527	0	671	0	0	817	210	0	927
V/C Ratio(X)	1.06	0.00	0.00	1.36	0.00	0.43	0.00	0.00	0.98	2.55	0.00	0.81
Avail Cap(c_a), veh/h	331	0	0	527	0	671	0	0	817	210	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	0.0	51.0	0.0	28.5	0.0	0.0	26.3	36.4	0.0	21.9
Incr Delay (d2), s/veh	65.7	0.0	0.0	173.1	0.0	0.4	0.0	0.0	26.4	710.9	0.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	17.0	0.0	0.0	21.4	0.0	7.2	0.0	0.0	31.5	46.3	0.0	21.9
LnGrp Delay(d),s/veh	116.1	0.0	0.0	224.1	0.0	29.0	0.0	0.0	52.6	747.3	0.0	29.3
LnGrp LOS	F			F		C			D	F		C
Approach Vol, veh/h		350			1001			1500			1284	
Approach Delay, s/veh		116.1			168.3			28.0			328.9	
Approach LOS		F			F			C			F	

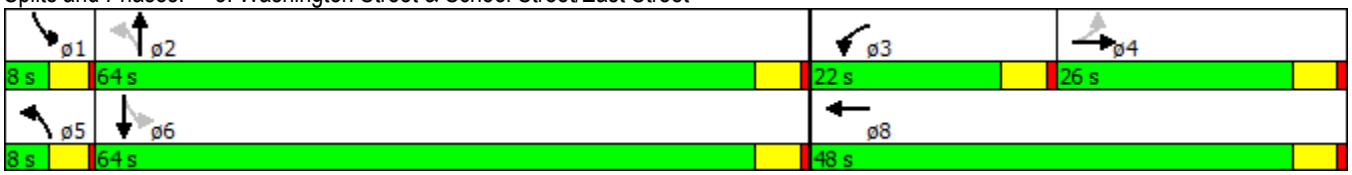
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		71.0	23.0	26.0		71.0		49.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		66.0	18.0	21.0		58.0		44.0
Max Q Clear Time (g_c+I1), s		64.7	20.0	23.0		68.0		16.1
Green Ext Time (p_c), s		1.3	0.0	0.0		0.0		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	162.9
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	22	157	672	225	41	662	73	1089
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4	3	8	5	2	1	6
Permitted Phases	4				2		6	
Detector Phase	4	4	3	8	5	2	1	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)	21.0	21.0	9.0	21.0	8.0	21.0	8.0	21.0
Total Split (s)	26.0	26.0	22.0	48.0	8.0	64.0	8.0	64.0
Total Split (%)	21.7%	21.7%	18.3%	40.0%	6.7%	53.3%	6.7%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)		21.0	17.0	43.0		59.0	66.4	65.4
Actuated g/C Ratio		0.18	0.14	0.36		0.50	0.56	0.55
v/c Ratio		1.17	1.42	0.43		1.41	0.65	1.18
Control Delay		148.2	238.6	31.3		212.3	39.1	116.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		148.2	238.6	31.3		212.3	39.1	116.6
LOS		F	F	C		F	D	F
Approach Delay		148.2		179.4		212.3		111.8
Approach LOS		F		F		F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 167.7	Intersection LOS: F
Intersection Capacity Utilization 117.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	157	111	672	225	44	41	662	602	73	1089	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1880	1900	1900	1884	1900	1900	1882	1900	1863	1861	1900
Adj Flow Rate, veh/h	27	189	134	715	239	47	47	761	692	79	1184	21
Adj No. of Lanes	0	1	0	2	1	0	0	2	0	1	1	0
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	1	1	1	1	1	2	2	2
Cap, veh/h	47	169	114	497	548	108	32	342	633	119	1018	18
Arrive On Green	0.17	0.17	0.17	0.14	0.36	0.36	0.49	0.49	0.49	0.03	0.56	0.56
Sat Flow, veh/h	84	968	653	3510	1530	301	0	695	1287	1774	1823	32
Grp Volume(v), veh/h	350	0	0	715	0	286	701	0	799	79	0	1205
Grp Sat Flow(s),veh/h/ln	1705	0	0	1755	0	1831	497	0	1486	1774	0	1855
Q Serve(g_s), s	13.6	0.0	0.0	17.0	0.0	14.3	120.0	0.0	59.0	2.7	0.0	67.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0	17.0	0.0	14.3	120.0	0.0	59.0	2.7	0.0	67.0
Prop In Lane	0.08		0.38	1.00		0.16	0.07		0.87	1.00		0.02
Lane Grp Cap(c), veh/h	331	0	0	497	0	656	0	0	730	119	0	1036
V/C Ratio(X)	1.06	0.00	0.00	1.44	0.00	0.44	0.00	0.00	1.09	0.66	0.00	1.16
Avail Cap(c_a), veh/h	331	0	0	497	0	656	0	0	730	119	0	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	0.0	51.5	0.0	29.3	0.0	0.0	30.5	28.7	0.0	26.5
Incr Delay (d2), s/veh	65.7	0.0	0.0	208.2	0.0	0.5	0.0	0.0	61.8	12.9	0.0	84.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	17.0	0.0	0.0	22.6	0.0	7.3	0.0	0.0	36.7	1.7	0.0	58.2
LnGrp Delay(d),s/veh	116.1	0.0	0.0	259.7	0.0	29.7	0.0	0.0	92.3	41.6	0.0	110.7
LnGrp LOS	F			F		C			F	D		F
Approach Vol, veh/h		350			1001			1500			1284	
Approach Delay, s/veh		116.1			194.0			49.1			106.5	
Approach LOS		F			F			D			F	

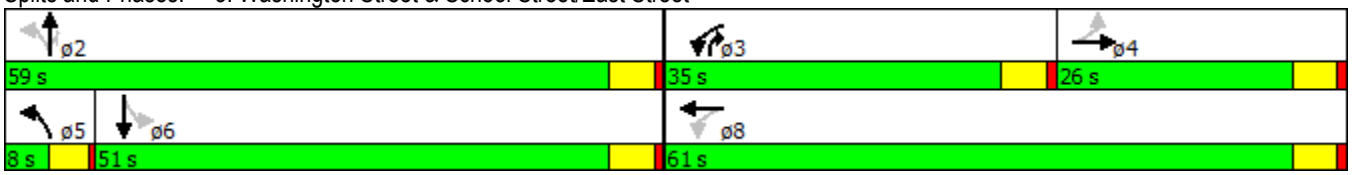
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	8.0	64.0	22.0	26.0		72.0		48.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	59.0	17.0	21.0		59.0		43.0
Max Q Clear Time (g_c+I1), s	4.7	122.0	19.0	23.0		69.0		16.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		0.0		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	107.7
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	22	157	672	225	41	662	602	73	1089
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases		4	3	8	5	2	3		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	3	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	8.0	21.0	9.0	21.0	21.0
Total Split (s)	26.0	26.0	35.0	61.0	8.0	59.0	35.0	51.0	51.0
Total Split (%)	21.7%	21.7%	29.2%	50.8%	6.7%	49.2%	29.2%	42.5%	42.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)		21.0	56.0	56.0		54.0	89.0		54.0
Actuated g/C Ratio		0.18	0.47	0.47		0.45	0.74		0.45
v/c Ratio		1.18	1.39	0.33		0.77	0.55		1.10
Control Delay		154.5	217.1	21.6		34.1	5.6		92.3
Queue Delay		0.0	0.0	0.0		0.0	0.3		0.0
Total Delay		154.5	217.1	21.6		34.1	5.9		92.3
LOS		F	F	C		C	A		F
Approach Delay		154.5		161.3		21.1			92.3
Approach LOS		F		F		C			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 88.4	Intersection LOS: F
Intersection Capacity Utilization 122.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	157	111	672	225	44	41	662	602	73	1089	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1880	1900	1900	1884	1900	1900	1882	1881	1900	1861	1900
Adj Flow Rate, veh/h	27	189	134	715	239	47	47	761	692	79	1184	21
Adj No. of Lanes	0	1	0	1	1	0	0	2	1	0	2	0
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	1	1	1	1	1	2	2	2
Cap, veh/h	47	169	114	582	714	140	61	732	1119	34	849	21
Arrive On Green	0.17	0.17	0.17	0.25	0.47	0.47	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	84	968	653	1810	1530	301	3	1628	1599	0	1888	47
Grp Volume(v), veh/h	350	0	0	715	0	286	47	761	692	533	0	751
Grp Sat Flow(s),veh/h/ln	1705	0	0	1810	0	1831	3	1628	1599	249	0	1685
Q Serve(g_s), s	13.6	0.0	0.0	30.0	0.0	11.8	27.0	54.0	27.5	0.0	0.0	53.1
Cycle Q Clear(g_c), s	21.0	0.0	0.0	30.0	0.0	11.8	27.0	54.0	27.5	54.0	0.0	53.1
Prop In Lane	0.08		0.38	1.00		0.16	1.00		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	331	0	0	582	0	855	0	732	1119	147	0	758
V/C Ratio(X)	1.06	0.00	0.00	1.23	0.00	0.33	0.00	1.04	0.62	3.63	0.00	0.99
Avail Cap(c_a), veh/h	331	0	0	582	0	855	0	732	1119	147	0	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	0.0	29.1	0.0	20.2	0.0	33.0	9.5	40.0	0.0	32.7
Incr Delay (d2), s/veh	65.7	0.0	0.0	117.0	0.0	0.2	0.0	43.8	2.6	1201.5	0.0	30.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	17.0	0.0	0.0	18.9	0.0	6.0	0.0	33.1	12.7	52.7	0.0	31.0
LnGrp Delay(d),s/veh	116.1	0.0	0.0	146.1	0.0	20.5	0.0	76.8	12.1	1241.5	0.0	63.2
LnGrp LOS	F			F		C		F	B	F		E
Approach Vol, veh/h		350			1001			1500			1284	
Approach Delay, s/veh		116.1			110.2			44.5			552.2	
Approach LOS		F			F			D			F	

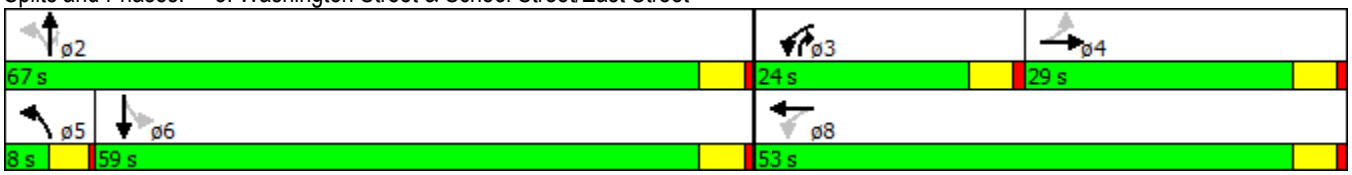
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		59.0	35.0	26.0		59.0		61.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		54.0	30.0	21.0		46.0		56.0
Max Q Clear Time (g_c+I1), s		56.0	32.0	23.0		56.0		13.8
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		4.7

Intersection Summary	
HCM 2010 Ctrl Delay	224.1
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	22	157	672	225	41	662	602	73	1089
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases		4	3	8	5	2	3		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	3	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	8.0	21.0	9.0	21.0	21.0
Total Split (s)	29.0	29.0	24.0	53.0	8.0	67.0	24.0	59.0	59.0
Total Split (%)	24.2%	24.2%	20.0%	44.2%	6.7%	55.8%	20.0%	49.2%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)		24.0	48.0	48.0		62.0	86.0		62.0
Actuated g/C Ratio		0.20	0.40	0.40		0.52	0.72		0.52
v/c Ratio		1.03	1.01	0.39		0.62	0.56		0.92
Control Delay		104.7	66.0	27.6		23.4	5.7		38.3
Queue Delay		0.0	0.0	0.0		0.0	0.3		0.0
Total Delay		104.7	66.0	27.6		23.4	6.0		38.3
LOS		F	E	C		C	A		D
Approach Delay		104.7		55.0		15.4			38.3
Approach LOS		F		E		B			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	157	111	672	225	44	41	662	602	73	1089	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1880	1900	1900	1884	1900	1900	1882	1881	1900	1861	1900
Adj Flow Rate, veh/h	27	189	134	715	239	47	47	761	692	79	1184	21
Adj No. of Lanes	0	1	0	2	1	0	0	2	1	0	2	0
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	1	1	1	1	1	2	2	2
Cap, veh/h	49	194	131	816	612	120	61	841	1079	50	1071	25
Arrive On Green	0.20	0.20	0.20	0.16	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	82	971	653	3510	1530	301	3	1627	1599	30	2073	48
Grp Volume(v), veh/h	350	0	0	715	0	286	47	761	692	540	0	744
Grp Sat Flow(s),veh/h/ln	1706	0	0	1755	0	1831	3	1627	1599	466	0	1685
Q Serve(g_s), s	15.3	0.0	0.0	19.0	0.0	13.3	23.7	50.9	29.8	11.1	0.0	45.8
Cycle Q Clear(g_c), s	24.0	0.0	0.0	19.0	0.0	13.3	23.7	50.9	29.8	62.0	0.0	45.8
Prop In Lane	0.08		0.38	1.00		0.16	1.00		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	374	0	0	816	0	732	0	841	1079	275	0	871
V/C Ratio(X)	0.94	0.00	0.00	0.88	0.00	0.39	0.00	0.91	0.64	1.96	0.00	0.85
Avail Cap(c_a), veh/h	374	0	0	816	0	732	0	841	1079	275	0	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	29.9	0.0	25.6	0.0	26.3	11.2	29.8	0.0	25.1
Incr Delay (d2), s/veh	30.9	0.0	0.0	10.6	0.0	0.3	0.0	15.1	2.9	447.0	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	14.8	0.0	0.0	10.3	0.0	6.8	0.0	26.4	13.8	43.2	0.0	23.8
LnGrp Delay(d),s/veh	79.1	0.0	0.0	40.5	0.0	25.9	0.0	41.4	14.1	476.9	0.0	35.5
LnGrp LOS	E			D		C		D	B	F		D
Approach Vol, veh/h		350			1001			1500			1284	
Approach Delay, s/veh		79.1			36.3			27.5			221.2	
Approach LOS		E			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		67.0	24.0	29.0		67.0		53.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		62.0	19.0	24.0		54.0		48.0
Max Q Clear Time (g_c+I1), s		52.9	21.0	26.0		64.0		15.3
Green Ext Time (p_c), s		8.3	0.0	0.0		0.0		4.5

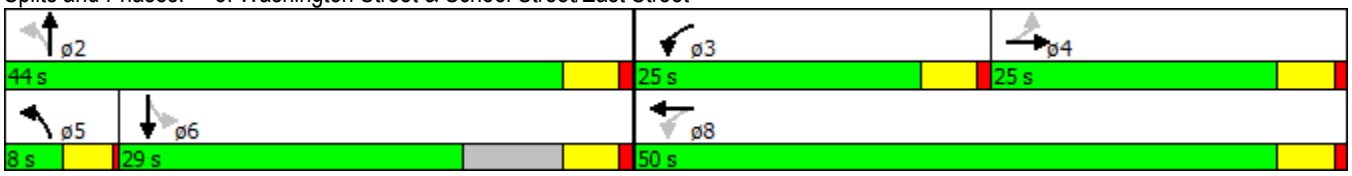
Intersection Summary	
HCM 2010 Ctrl Delay	94.2
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	28	127	476	91	52	681	72	559
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases		4	3	8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	5	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)	21.0	21.0	9.0	21.0	8.0	21.0	21.0	21.0
Total Split (s)	25.0	25.0	25.0	50.0	8.0	44.0	29.0	29.0
Total Split (%)	26.6%	26.6%	26.6%	53.2%	8.5%	46.8%	30.9%	30.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	Max
Act Effct Green (s)		18.2	43.2	43.2		39.0		39.0
Actuated g/C Ratio		0.20	0.47	0.47		0.42		0.42
v/c Ratio		0.83	1.11	0.22		1.02		0.98dl
Control Delay		57.6	94.5	15.3		52.2		40.6
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		57.6	94.5	15.3		52.2		40.6
LOS		E	F	B		D		D
Approach Delay		57.6		74.7		52.2		40.6
Approach LOS		E		E		D		D

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 92.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 55.4	Intersection LOS: E
Intersection Capacity Utilization 112.8%	ICU Level of Service H
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	127	93	476	91	67	52	681	545	72	559	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1876	1900	1810	1892	1900	1900	1882	1900	1900	1864	1900
Adj Flow Rate, veh/h	31	141	103	553	106	78	57	740	592	79	614	15
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	5	0	0	1	1	1	2	2	2
Cap, veh/h	66	178	120	580	469	345	43	306	546	51	794	25
Arrive On Green	0.19	0.19	0.19	0.22	0.46	0.46	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	120	942	636	1723	1014	746	0	716	1277	0	1858	58
Grp Volume(v), veh/h	275	0	0	553	0	184	699	0	690	269	0	439
Grp Sat Flow(s),veh/h/ln	1697	0	0	1723	0	1760	505	0	1488	230	0	1686
Q Serve(g_s), s	8.0	0.0	0.0	20.0	0.0	5.7	38.2	0.0	39.0	0.0	0.0	18.4
Cycle Q Clear(g_c), s	14.2	0.0	0.0	20.0	0.0	5.7	38.2	0.0	39.0	39.0	0.0	18.4
Prop In Lane	0.11		0.37	1.00		0.42	0.08		0.86	0.29		0.03
Lane Grp Cap(c), veh/h	364	0	0	580	0	815	0	0	636	149	0	721
V/C Ratio(X)	0.75	0.00	0.00	0.95	0.00	0.23	0.00	0.00	1.08	1.80	0.00	0.61
Avail Cap(c_a), veh/h	415	0	0	580	0	868	0	0	636	149	0	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	23.8	0.0	14.7	0.0	0.0	26.1	24.5	0.0	20.2
Incr Delay (d2), s/veh	6.7	0.0	0.0	26.2	0.0	0.1	0.0	0.0	60.7	386.7	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	7.4	0.0	0.0	15.0	0.0	2.8	0.0	0.0	26.6	16.0	0.0	9.3
LnGrp Delay(d),s/veh	42.4	0.0	0.0	50.0	0.0	14.8	0.0	0.0	86.8	411.3	0.0	24.0
LnGrp LOS	D			D		B			F	F		C
Approach Vol, veh/h		275			737			1389			708	
Approach Delay, s/veh		42.4			41.2			43.1			171.3	
Approach LOS		D			D			D			F	

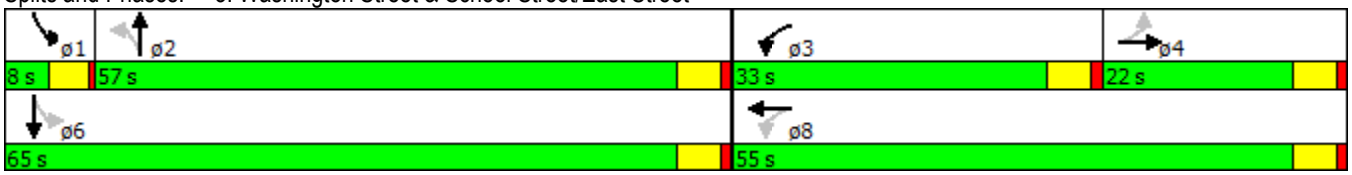
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		44.0	25.0	22.2		44.0		47.2
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0	20.0	20.0		24.0		45.0
Max Q Clear Time (g_c+I1), s		41.0	22.0	16.2		41.0		7.7
Green Ext Time (p_c), s		0.0	0.0	1.0		0.0		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	71.8
HCM 2010 LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	28	127	476	91	52	681	72	559
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4	3	8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	1	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)	21.0	21.0	9.0	21.0	21.0	21.0	8.0	21.0
Total Split (s)	22.0	22.0	33.0	55.0	57.0	57.0	8.0	65.0
Total Split (%)	18.3%	18.3%	27.5%	45.8%	47.5%	47.5%	6.7%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)		17.0	50.0	50.0		52.0	61.0	60.0
Actuated g/C Ratio		0.14	0.42	0.42		0.43	0.51	0.50
v/c Ratio		1.17	1.20	0.25		1.10	0.65	0.68
Control Delay		155.9	140.8	23.9		87.0	42.1	27.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		155.9	140.8	23.9		87.0	42.1	27.3
LOS		F	F	C		F	D	C
Approach Delay		155.9		111.6		87.0		29.0
Approach LOS		F		F		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 85.7	Intersection LOS: F
Intersection Capacity Utilization 125.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	127	93	476	91	67	52	681	545	72	559	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1876	1900	1810	1892	1900	1900	1882	1900	1863	1864	1900
Adj Flow Rate, veh/h	31	141	103	553	106	78	57	740	592	79	614	15
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	5	0	0	1	1	1	2	2	2
Cap, veh/h	52	131	90	531	423	311	65	615	578	119	906	22
Arrive On Green	0.14	0.14	0.14	0.23	0.42	0.42	0.43	0.43	0.43	0.03	0.50	0.50
Sat Flow, veh/h	132	926	633	1723	1014	746	74	1418	1335	1774	1812	44
Grp Volume(v), veh/h	275	0	0	553	0	184	734	0	655	79	0	629
Grp Sat Flow(s),veh/h/ln	1691	0	0	1723	0	1760	1351	0	1477	1774	0	1856
Q Serve(g_s), s	11.9	0.0	0.0	28.0	0.0	8.2	29.2	0.0	52.0	2.9	0.0	30.8
Cycle Q Clear(g_c), s	17.0	0.0	0.0	28.0	0.0	8.2	52.0	0.0	52.0	2.9	0.0	30.8
Prop In Lane	0.11		0.37	1.00		0.42	0.08		0.90	1.00		0.02
Lane Grp Cap(c), veh/h	273	0	0	531	0	733	618	0	640	119	0	928
V/C Ratio(X)	1.01	0.00	0.00	1.04	0.00	0.25	1.19	0.00	1.02	0.66	0.00	0.68
Avail Cap(c_a), veh/h	273	0	0	531	0	733	618	0	640	119	0	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.4	0.0	0.0	33.8	0.0	22.8	37.3	0.0	34.0	28.9	0.0	22.7
Incr Delay (d2), s/veh	56.4	0.0	0.0	50.2	0.0	0.2	100.3	0.0	41.6	12.9	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	13.3	0.0	0.0	26.5	0.0	4.0	37.6	0.0	28.6	1.8	0.0	16.7
LnGrp Delay(d),s/veh	108.9	0.0	0.0	84.0	0.0	23.0	137.6	0.0	75.6	41.8	0.0	26.7
LnGrp LOS	F			F		C	F		F	D		C
Approach Vol, veh/h		275			737			1389			708	
Approach Delay, s/veh		108.9			68.7			108.4			28.4	
Approach LOS		F			E			F			C	

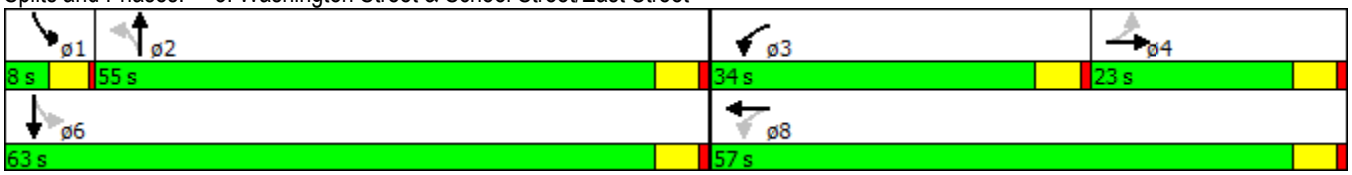
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	8.0	57.0	33.0	22.0		65.0		55.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	52.0	28.0	17.0		60.0		50.0
Max Q Clear Time (g_c+I1), s	4.9	54.0	30.0	19.0		32.8		10.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		18.0		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	80.8
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	28	127	476	91	52	681	72	559
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4	3	8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	1	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)	21.0	21.0	9.0	21.0	21.0	21.0	8.0	21.0
Total Split (s)	23.0	23.0	34.0	57.0	55.0	55.0	8.0	63.0
Total Split (%)	19.2%	19.2%	28.3%	47.5%	45.8%	45.8%	6.7%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)		18.0	52.0	52.0		50.0	59.0	58.0
Actuated g/C Ratio		0.15	0.43	0.43		0.42	0.49	0.48
v/c Ratio		1.10	1.16	0.24		1.03	0.65	0.37
Control Delay		133.6	126.9	22.6		63.6	42.5	20.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		133.6	126.9	22.6		63.6	42.5	20.3
LOS		F	F	C		E	D	C
Approach Delay		133.6		100.9		63.6		22.8
Approach LOS		F		F		E		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 69.3	Intersection LOS: E
Intersection Capacity Utilization 110.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	127	93	476	91	67	52	681	545	72	559	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1876	1900	1810	1892	1900	1900	1882	1900	1863	1864	1900
Adj Flow Rate, veh/h	31	141	103	553	106	78	57	740	592	79	614	15
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	5	0	0	1	1	1	2	2	2
Cap, veh/h	53	139	95	547	439	323	75	729	568	119	1707	42
Arrive On Green	0.15	0.15	0.15	0.24	0.43	0.43	0.42	0.42	0.42	0.03	0.48	0.48
Sat Flow, veh/h	130	928	634	1723	1014	746	103	1749	1363	1774	3533	86
Grp Volume(v), veh/h	275	0	0	553	0	184	750	0	639	79	308	321
Grp Sat Flow(s),veh/h/ln	1692	0	0	1723	0	1760	1743	0	1472	1774	1770	1848
Q Serve(g_s), s	12.5	0.0	0.0	29.0	0.0	7.9	39.6	0.0	50.0	3.0	13.0	13.1
Cycle Q Clear(g_c), s	18.0	0.0	0.0	29.0	0.0	7.9	50.0	0.0	50.0	3.0	13.0	13.1
Prop In Lane	0.11		0.37	1.00		0.42	0.08		0.93	1.00		0.05
Lane Grp Cap(c), veh/h	287	0	0	547	0	763	759	0	613	119	856	893
V/C Ratio(X)	0.96	0.00	0.00	1.01	0.00	0.24	0.99	0.00	1.04	0.66	0.36	0.36
Avail Cap(c_a), veh/h	287	0	0	547	0	763	759	0	613	119	856	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	0.0	0.0	32.4	0.0	21.5	35.4	0.0	35.0	29.1	19.4	19.4
Incr Delay (d2), s/veh	41.6	0.0	0.0	41.5	0.0	0.2	30.0	0.0	47.7	12.9	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	12.4	0.0	0.0	6.3	0.0	3.9	31.1	0.0	28.4	1.9	6.6	6.9
LnGrp Delay(d),s/veh	93.2	0.0	0.0	73.9	0.0	21.7	65.4	0.0	82.7	42.1	20.6	20.5
LnGrp LOS	F			F		C	E		F	D	C	C
Approach Vol, veh/h		275			737			1389			708	
Approach Delay, s/veh		93.2			60.9			73.4			22.9	
Approach LOS		F			E			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	8.0	55.0	34.0	23.0		63.0		57.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	50.0	29.0	18.0		58.0		52.0
Max Q Clear Time (g_c+I1), s	5.0	52.0	31.0	20.0		15.1		9.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		23.0		3.2

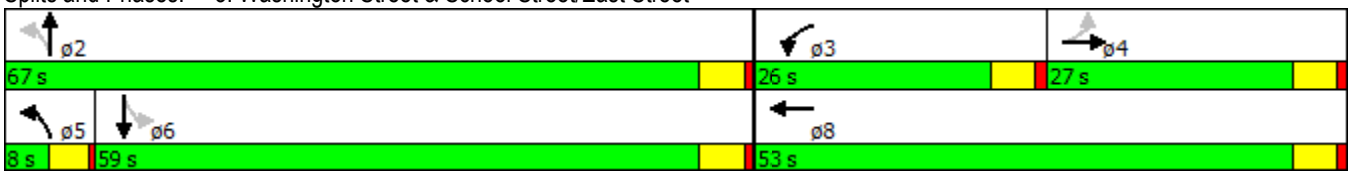
Intersection Summary	
HCM 2010 Ctrl Delay	60.7
HCM 2010 LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	28	127	476	91	52	681	72	559
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	Perm	NA
Protected Phases		4	3	8	5	2		6
Permitted Phases	4				2		6	
Detector Phase	4	4	3	8	5	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)	21.0	21.0	9.0	21.0	8.0	21.0	21.0	21.0
Total Split (s)	27.0	27.0	26.0	53.0	8.0	67.0	59.0	59.0
Total Split (%)	22.5%	22.5%	21.7%	44.2%	6.7%	55.8%	49.2%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	Max
Act Effct Green (s)		21.3	21.0	47.3		62.0		62.0
Actuated g/C Ratio		0.18	0.18	0.40		0.52		0.52
v/c Ratio		0.92	0.94	0.26		0.85		0.94dl
Control Delay		83.7	74.5	25.4		26.5		26.0
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		83.7	74.5	25.4		26.5		26.0
LOS		F	E	C		C		C
Approach Delay		83.7		62.2		26.5		26.0
Approach LOS		F		E		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 100.0%	ICU Level of Service F
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	127	93	476	91	67	52	681	545	72	559	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1876	1900	1810	1892	1900	1900	1882	1900	1900	1864	1900
Adj Flow Rate, veh/h	31	141	103	553	106	78	57	740	592	79	614	15
Adj No. of Lanes	0	1	0	2	1	0	0	2	0	0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	5	0	0	1	1	1	2	2	2
Cap, veh/h	56	166	113	589	402	296	33	329	658	66	979	29
Arrive On Green	0.18	0.18	0.18	0.18	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	127	932	634	3343	1014	746	0	633	1266	52	1884	56
Grp Volume(v), veh/h	275	0	0	553	0	184	693	0	696	259	0	449
Grp Sat Flow(s),veh/h/ln	1694	0	0	1672	0	1760	410	0	1489	306	0	1686
Q Serve(g_s), s	12.1	0.0	0.0	19.5	0.0	8.4	40.3	0.0	50.3	11.7	0.0	20.8
Cycle Q Clear(g_c), s	18.9	0.0	0.0	19.5	0.0	8.4	40.3	0.0	50.3	62.0	0.0	20.8
Prop In Lane	0.11		0.37	1.00		0.42	0.08		0.85	0.31		0.03
Lane Grp Cap(c), veh/h	336	0	0	589	0	698	0	0	774	198	0	876
V/C Ratio(X)	0.82	0.00	0.00	0.94	0.00	0.26	0.00	0.00	0.90	1.30	0.00	0.51
Avail Cap(c_a), veh/h	346	0	0	589	0	708	0	0	774	198	0	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.9	0.0	0.0	48.5	0.0	24.3	0.0	0.0	25.8	35.6	0.0	18.7
Incr Delay (d2), s/veh	14.1	0.0	0.0	23.2	0.0	0.2	0.0	0.0	15.5	168.1	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	10.2	0.0	0.0	10.9	0.0	4.1	0.0	0.0	23.8	15.8	0.0	10.1
LnGrp Delay(d),s/veh	62.0	0.0	0.0	71.7	0.0	24.5	0.0	0.0	41.3	203.8	0.0	20.9
LnGrp LOS	E			E		C			D	F		C
Approach Vol, veh/h		275			737			1389			708	
Approach Delay, s/veh		62.0			59.9			20.7			87.7	
Approach LOS		E			E			C			F	

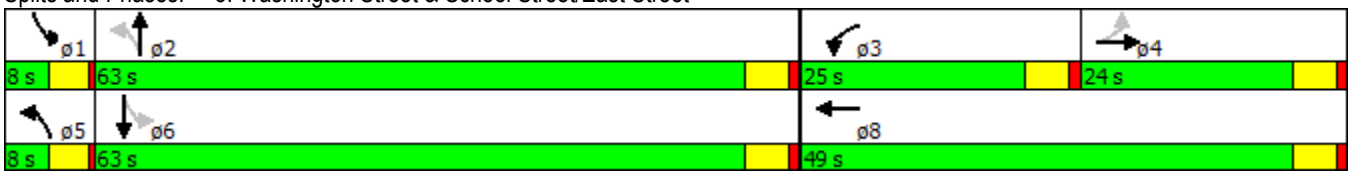
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		67.0	26.0	26.3		67.0		52.3
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		62.0	21.0	22.0		54.0		48.0
Max Q Clear Time (g_c+I1), s		52.3	21.5	20.9		64.0		10.4
Green Ext Time (p_c), s		8.2	0.0	0.3		0.0		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	48.9
HCM 2010 LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	28	127	476	91	52	681	72	559
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4	3	8	5	2	1	6
Permitted Phases	4				2		6	
Detector Phase	4	4	3	8	5	2	1	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)	21.0	21.0	9.0	21.0	8.0	21.0	8.0	21.0
Total Split (s)	24.0	24.0	25.0	49.0	8.0	63.0	8.0	63.0
Total Split (%)	20.0%	20.0%	20.8%	40.8%	6.7%	52.5%	6.7%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	4.0	5.0
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)		19.0	20.0	44.0		58.0	65.4	64.4
Actuated g/C Ratio		0.16	0.17	0.37		0.49	0.55	0.54
v/c Ratio		1.02	0.98	0.28		0.94	0.64	0.62
Control Delay		110.5	83.4	28.0		37.1	37.6	22.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		110.5	83.4	28.0		37.1	37.6	22.0
LOS		F	F	C		D	D	C
Approach Delay		110.5		69.5		37.1		23.7
Approach LOS		F		E		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.4	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 48.2	Intersection LOS: D
Intersection Capacity Utilization 112.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	127	93	476	91	67	52	681	545	72	559	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1876	1900	1810	1892	1900	1900	1882	1900	1863	1864	1900
Adj Flow Rate, veh/h	31	141	103	553	106	78	57	740	592	79	614	15
Adj No. of Lanes	0	1	0	2	1	0	0	2	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	5	0	0	1	1	1	2	2	2
Cap, veh/h	54	147	100	557	372	274	33	303	612	119	996	24
Arrive On Green	0.16	0.16	0.16	0.17	0.37	0.37	0.48	0.48	0.48	0.03	0.55	0.55
Sat Flow, veh/h	129	929	634	3343	1014	746	0	627	1266	1774	1812	44
Grp Volume(v), veh/h	275	0	0	553	0	184	692	0	697	79	0	629
Grp Sat Flow(s),veh/h/ln	1692	0	0	1672	0	1760	404	0	1489	1774	0	1856
Q Serve(g_s), s	13.1	0.0	0.0	19.8	0.0	8.9	43.1	0.0	54.5	2.7	0.0	27.7
Cycle Q Clear(g_c), s	19.0	0.0	0.0	19.8	0.0	8.9	43.1	0.0	54.5	2.7	0.0	27.7
Prop In Lane	0.11		0.37	1.00		0.42	0.08		0.85	1.00		0.02
Lane Grp Cap(c), veh/h	301	0	0	557	0	645	0	0	720	119	0	1021
V/C Ratio(X)	0.91	0.00	0.00	0.99	0.00	0.29	0.00	0.00	0.97	0.66	0.00	0.62
Avail Cap(c_a), veh/h	301	0	0	557	0	645	0	0	720	119	0	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.6	0.0	0.0	49.9	0.0	26.9	0.0	0.0	30.1	28.7	0.0	18.4
Incr Delay (d2), s/veh	30.4	0.0	0.0	36.1	0.0	0.2	0.0	0.0	26.5	12.9	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	11.6	0.0	0.0	11.9	0.0	4.3	0.0	0.0	27.5	1.7	0.0	14.9
LnGrp Delay(d),s/veh	81.0	0.0	0.0	86.0	0.0	27.1	0.0	0.0	56.6	41.6	0.0	21.2
LnGrp LOS	F			F		C			E	D		C
Approach Vol, veh/h		275			737			1389			708	
Approach Delay, s/veh		81.0			71.3			28.4			23.4	
Approach LOS		F			E			C			C	

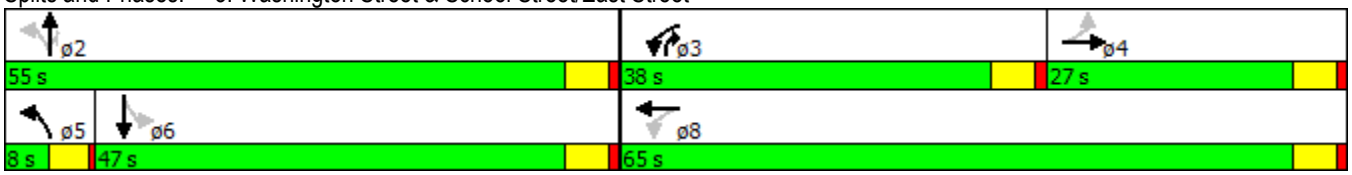
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	8.0	63.0	25.0	24.0		71.0		49.0
Change Period (Y+Rc), s	4.0	5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	58.0	20.0	19.0		58.0		44.0
Max Q Clear Time (g_c+I1), s	4.7	56.5	21.8	21.0		29.7		10.9
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0		18.5		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	28	127	476	91	52	681	545	72	559
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases		4	3	8	5	2	3		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	3	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	8.0	21.0	9.0	21.0	21.0
Total Split (s)	27.0	27.0	38.0	65.0	8.0	55.0	38.0	47.0	47.0
Total Split (%)	22.5%	22.5%	31.7%	54.2%	6.7%	45.8%	31.7%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)		21.3	59.2	59.2		50.0	87.9		50.0
Actuated g/C Ratio		0.18	0.50	0.50		0.42	0.74		0.42
v/c Ratio		0.92	0.98	0.21		0.67	0.46		0.71
Control Delay		83.4	61.0	17.6		31.6	2.9		33.8
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay		83.4	61.0	17.6		31.6	2.9		33.8
LOS		F	E	B		C	A		C
Approach Delay		83.4		50.2		19.4			33.8
Approach LOS		F		D		B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 35.6	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	127	93	476	91	67	52	681	545	72	559	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1876	1900	1810	1892	1900	1900	1883	1881	1900	1864	1900
Adj Flow Rate, veh/h	31	141	103	553	106	78	57	740	592	79	614	15
Adj No. of Lanes	0	1	0	1	1	0	0	2	1	0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	5	0	0	1	1	1	2	2	2
Cap, veh/h	57	167	113	622	499	367	62	689	1110	40	762	24
Arrive On Green	0.18	0.18	0.18	0.27	0.49	0.49	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	127	933	634	1723	1014	746	4	1628	1599	0	1801	57
Grp Volume(v), veh/h	275	0	0	553	0	184	57	740	592	261	0	447
Grp Sat Flow(s),veh/h/ln	1694	0	0	1723	0	1760	4	1628	1599	172	0	1686
Q Serve(g_s), s	11.9	0.0	0.0	29.8	0.0	7.0	23.6	50.0	21.2	0.0	0.0	24.6
Cycle Q Clear(g_c), s	18.8	0.0	0.0	29.8	0.0	7.0	23.6	50.0	21.2	50.0	0.0	24.6
Prop In Lane	0.11		0.37	1.00		0.42	1.00		1.00	0.30		0.03
Lane Grp Cap(c), veh/h	337	0	0	622	0	867	0	689	1110	112	0	713
V/C Ratio(X)	0.82	0.00	0.00	0.89	0.00	0.21	0.00	1.07	0.53	2.32	0.00	0.63
Avail Cap(c_a), veh/h	349	0	0	636	0	894	0	689	1110	112	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	0.0	0.0	25.3	0.0	17.0	0.0	34.1	8.8	31.9	0.0	26.8
Incr Delay (d2), s/veh	13.7	0.0	0.0	14.3	0.0	0.1	0.0	56.1	1.8	622.7	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	10.1	0.0	0.0	16.4	0.0	3.4	0.0	33.1	9.8	21.8	0.0	12.2
LnGrp Delay(d),s/veh	61.1	0.0	0.0	39.6	0.0	17.1	0.0	90.2	10.6	654.6	0.0	30.9
LnGrp LOS	E			D		B		F	B	F		C
Approach Vol, veh/h		275			737			1389			708	
Approach Delay, s/veh		61.1			34.0			52.6			260.9	
Approach LOS		E			C			D			F	

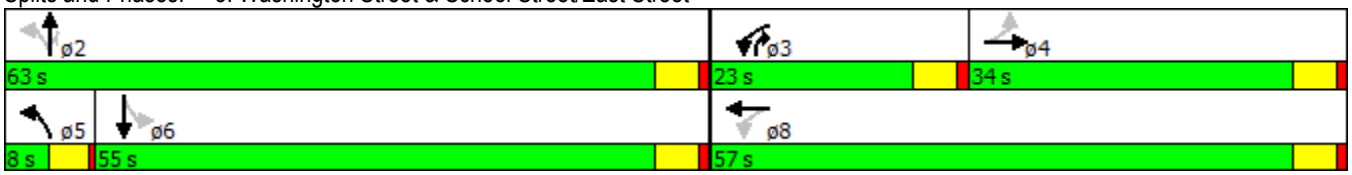
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		55.0	37.1	26.1		55.0		63.2
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0	33.0	22.0		42.0		60.0
Max Q Clear Time (g_c+I1), s		52.0	31.8	20.8		52.0		9.0
Green Ext Time (p_c), s		0.0	0.3	0.4		0.0		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	96.4
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	28	127	476	91	52	681	545	72	559
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases		4	3	8	5	2	3		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	3	8	5	2	3	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	8.0	21.0	9.0	21.0	21.0
Total Split (s)	34.0	34.0	23.0	57.0	8.0	63.0	23.0	55.0	55.0
Total Split (%)	28.3%	28.3%	19.2%	47.5%	6.7%	52.5%	19.2%	45.8%	45.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0		5.0
Lead/Lag	Lag	Lag	Lead		Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)		22.8	45.3	45.3		58.2	80.6		58.2
Actuated g/C Ratio		0.20	0.40	0.40		0.51	0.71		0.51
v/c Ratio		0.81	0.74	0.26		0.52	0.46		0.54
Control Delay		62.5	30.7	23.6		20.7	2.4		21.6
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay		62.5	30.7	23.6		20.7	2.4		21.6
LOS		E	C	C		C	A		C
Approach Delay		62.5		28.9		12.9			21.6
Approach LOS		E		C		B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Washington Street & School Street/East Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	127	93	476	91	67	52	681	545	72	559	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1876	1900	1810	1892	1900	1900	1883	1881	1900	1864	1900
Adj Flow Rate, veh/h	31	141	103	553	106	78	57	740	592	79	614	15
Adj No. of Lanes	0	1	0	2	1	0	0	2	1	0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	5	0	0	1	1	1	2	2	2
Cap, veh/h	60	180	122	852	392	288	67	852	1076	77	1010	30
Arrive On Green	0.19	0.19	0.19	0.15	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	124	937	635	3343	1014	746	3	1628	1599	66	1929	57
Grp Volume(v), veh/h	275	0	0	553	0	184	57	740	592	261	0	447
Grp Sat Flow(s),veh/h/ln	1695	0	0	1672	0	1760	3	1628	1599	365	0	1686
Q Serve(g_s), s	10.0	0.0	0.0	14.1	0.0	7.9	20.9	44.0	21.3	14.0	0.0	19.0
Cycle Q Clear(g_c), s	17.2	0.0	0.0	14.1	0.0	7.9	20.9	44.0	21.3	58.0	0.0	19.0
Prop In Lane	0.11		0.37	1.00		0.42	1.00		1.00	0.30		0.03
Lane Grp Cap(c), veh/h	361	0	0	852	0	680	0	852	1076	233	0	883
V/C Ratio(X)	0.76	0.00	0.00	0.65	0.00	0.27	0.00	0.87	0.55	1.12	0.00	0.51
Avail Cap(c_a), veh/h	478	0	0	896	0	826	0	852	1076	233	0	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	0.0	27.3	0.0	23.3	0.0	23.1	9.4	33.5	0.0	17.1
Incr Delay (d2), s/veh	5.1	0.0	0.0	1.6	0.0	0.2	0.0	11.6	2.0	94.5	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	8.6	0.0	0.0	6.6	0.0	3.9	0.0	22.3	9.9	13.2	0.0	9.3
LnGrp Delay(d),s/veh	48.1	0.0	0.0	28.8	0.0	23.5	0.0	34.7	11.4	128.0	0.0	19.2
LnGrp LOS	D			C		C		C	B	F		B
Approach Vol, veh/h		275			737			1389			708	
Approach Delay, s/veh		48.1			27.5			23.4			59.3	
Approach LOS		D			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		63.0	21.5	26.2		63.0		47.8
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		58.0	18.0	29.0		50.0		52.0
Max Q Clear Time (g_c+I1), s		46.0	16.1	19.2		60.0		9.9
Green Ext Time (p_c), s		9.2	0.5	2.0		0.0		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C