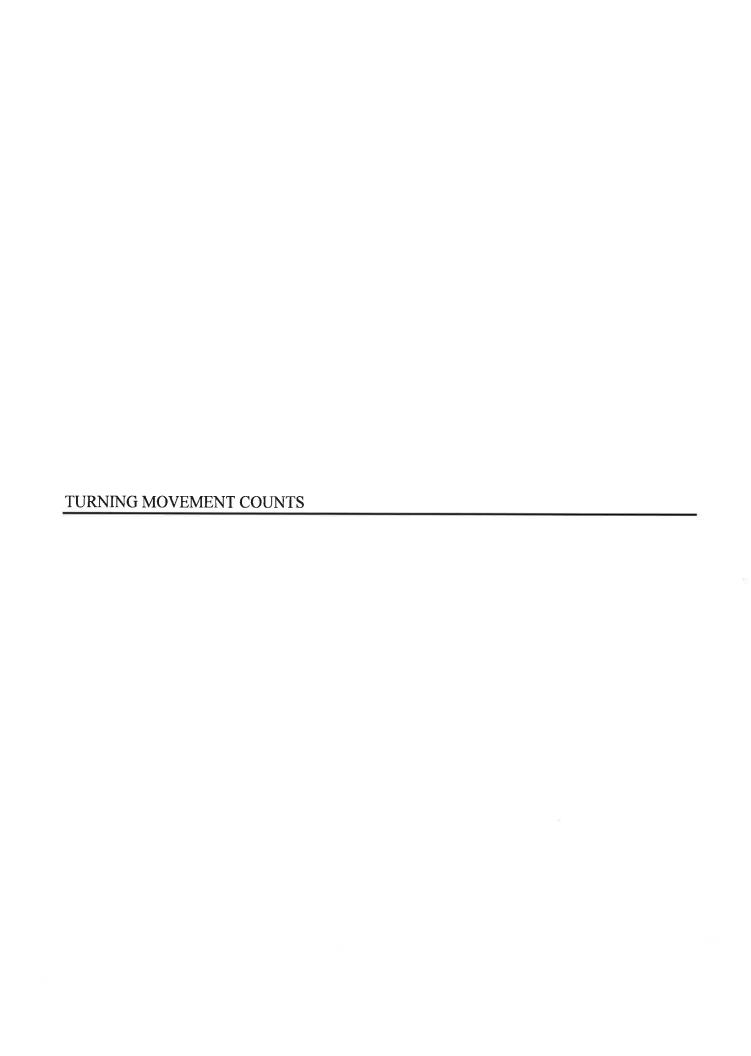
APPENDIX

TURNING MOVEMENT COUNTS
AUTOMATIC TRAFFIC RECORDER COUNTS
SEASONAL ADJUSTMENTS
SPEEDS
TRANSIT INFORMATION
CRASH DATA
BACKGROUND DEVELOPMENT
VEHICLE OCCUPANY RATIO
TRIP GENERATION
CAPACITY ANALYSIS



N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

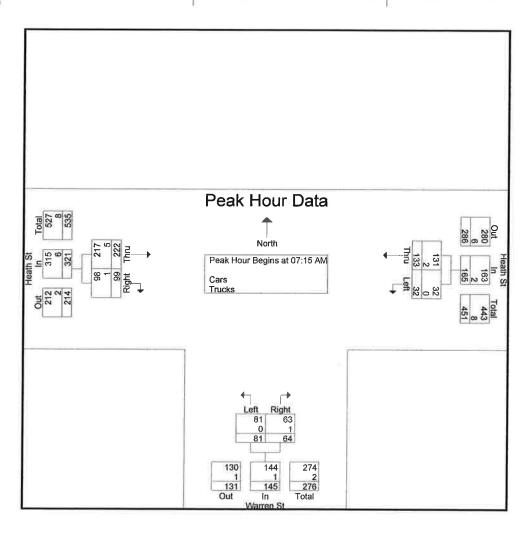
File Name 7382N010 Site Code : 73820010 Start Date : 11/17/2016 Page No : 1

Groups Printed- Cars - Trucks

		Heath St From West		Warren St From South		Heath St From East	
Int. Tota	Right	Thru	Right	Left	Thru	Left	Start Time
76	16	30	4	11	15	0	07:00 AM
143	27	50	8	16	36	6	07:15 AM
144	16	57	21	19	26	5	07:30 AM
186	33	62	24	26	29	12	07:45 AM
549	92	199	57	72	106	23	Total
158	23	53	11	20	42	9	08:00 AM
138	18	42	16	18	39	5	08:15 AM
119	20	47	10	20	19	3	08:30 AM
107	16	36	6	15	30	4	08:45 AM
522	77	178	43	73	130	21	Total
80	16	28	5	10	18	3	09:00 AM
55	10	16	3	5	17	4	09:15 AM
1206	195	421	108	160	271	51	Grand Total
	31.7	68.3	40.3	59.7	84.2	15.8	Apprch %
	16.2	34.9	9	13.3	22.5	4.2	Total %
1190	194	414	106	159	266	51	Cars
98.7	99.5	98.3	98.1	99.4	98.2	100	% Cars
16	1	7	2	1	5	0	Trucks
1.3	0.5	1.7	1.9	0.6	1.8	0	% Trucks

N/S Street : Warren Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

		Heath St			Warren St			Heath St		
		From East			From South		From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From	07:00 AM to 0	9:15 AM - I	Peak 1 of 1							
Peak Hour for Entire Inter	rsection Begins	at 07:15 A	M							
07:15 AM	6	36	42	16	8	24	50	27	77	143
07:30 AM	5	26	31	19	21	40	57	16	73	144
07:45 AM	12	29	41	26	24	50	62	33	95	186
08:00 AM	9	42	51	20	11	31	53	23	76	158
Total Volume	32	133	165	81	64	145	222	99	321	631
% App. Total	19.4	80.6		55.9	44.1		69.2	30.8	1	
PHF	.667	.792	.809	.779	.667	.725	.895	.750	.845	.848
Cars	32	131	163	81	63	144	217	98	315	622
% Cars	100	98.5	98.8	100	98.4	99.3	97.7	99.0	98.1	98.6
Trucks	0	2	2	0	1	1	5	1	6	9
% Trucks	0	1.5	1.2	0	1.6	0.7	2.3	1.0	1.9	1.4



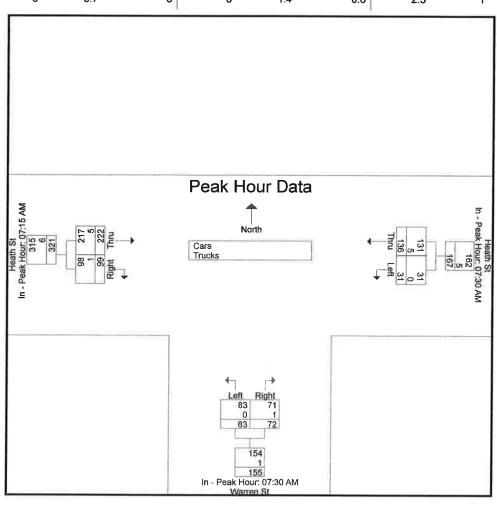
N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N010 Site Code: 73820010 Start Date: 11/17/2016 Page No : 3

	Heath St				Warren St					
		From East			From Sout	h	From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:30 AM			07:30 AM			07:15 AM		
+0 mins.	5	26	31	19	21	40	50	27	77
+15 mins.	12	29	41	26	24	50	57	16	73
+30 mins.	9	42	51	20	11	31	62	33	95
+45 mins.	5	39	44	18	16	34	53	23	76
Total Volume	31	136	167	83	72	155	222	99	321
% App. Total	18.6	81.4		53.5	46.5		69.2	30.8	
PHF	.646	.810	.819	.798	.750	.775	.895	.750	.845
Cars	31	131	162	83	71	154	217	98	315
% Cars	100	96.3	97	100	98.6	99.4	97.7	99	98.1
Trucks	0	5	5	0	1	1	5	1	6
% Trucks	0	3.7	3	0	1.4	0.6	2.3	1	1.9



N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

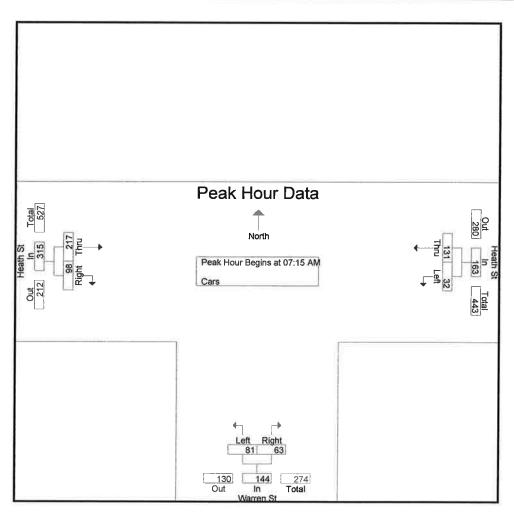
	Groups Printed- Cars
Heath St	Warren St

		Heath St From West		Warren St From South		Heath St From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
76	16	30	4	11	15	0	07:00 AM
139	27	46	8	16	36	6	07:15 AM
143	16	57	21	19	25	5	07:30 AM
184	32	62	23	26	29	12	07:45 AM
542	91	195	56	72	105	23	Total
156	23	52	11	20	41	9	08:00 AM
135	18	42	16	18	36	5	08:15 AM
117	20	45	10	20	19	3	08:30 AM
106	16	36	6	14	30	4	08:45 AM
514	77	175	43	72	126	21	Total
80	16	28	5	10	18	3	09:00 AM
			Į.				
54	10	16	2	5	17	4	09:15 AM
1190	194	414	106	159	266	51	Grand Total
	31.9	68.1	40	60	83.9	16.1	Apprch %
	16.3	34.8	8.9	13.4	22.4	4.3	Total %

N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

age	No.	5	

		Heath St From East			Warren St From South			Heath St From West		
Start Time	Start Time Left Thru App. Total		App. Total	Left	Right	App. Total	Thru	Right	App. Total	int. Tota
eak Hour Analysis From 07	7:00 AM to 0	9:15 AM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 07:15 Al	M							
07:15 AM	6	36	42	16	8	24	46	27	73	139
07:30 AM	5	25	30	19	21	40	57	16	73	143
07:45 AM	12	29	41	26	23	49	62	32	94	184
08:00 AM	9	41	50	20	11	31	52	23	75	156
Total Volume	32	131	163	81	63	144	217	98	315	622
% App. Total	19.6	80.4		56.2	43.8		68.9	31.1		
PHF	.667	.799	.815	.779	.685	.735	.875	.766	.838	.845



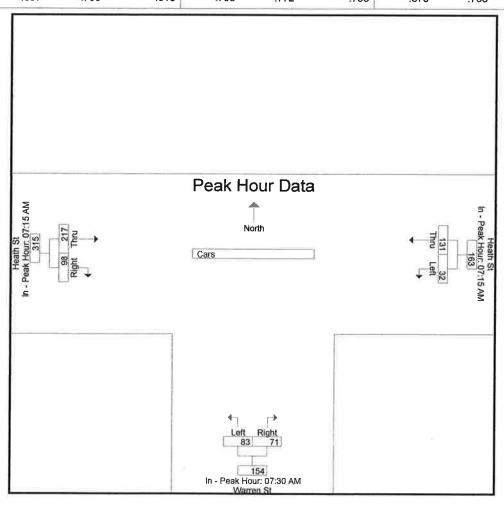
N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N010 Site Code : 73820010 Start Date : 11/17/2016 Page No : 6

		Heath St			Warren St			Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM			07:30 AM			07:15 AM		
+0 mins.	6	36	42	19	21	40	46	27	73
+15 mins.	5	25	30	26	23	49	57	16	73
+30 mins.	12	29	41	20	11	31	62	32	94
+45 mins.	9	41	50	18	16	34	52	23	75
Total Volume	32	131	163	83	71	154	217	98	315
% App. Total	19.6	80.4		53.9	46.1		68.9	31.1	
PHF	.667	.799	.815	.798	.772	.786	.875	.766	.838



Groups Printed- Trucks

N/S Street : Warren Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

Grand Total

Apprch %

Total %

0

0

0

5

100

31.2

File Name : 7382N010 Site Code : 73820010 Start Date : 11/17/2016 Page No : 7

	Heath St From East		Warren St From South		Heath St From Wes		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	О	4	О	4
07:30 AM	0	1	0	0	0	0	1
07:45 AM	0	0	0	1	0	1	2
Total	0	1	0	1	4	1	7
00.00 444				- 1		-1	
08:00 AM	0	1	0	0	1	0	2
08:15 AM	0	3	0	0	0	0	3
08:30 AM	0	0	0	0	2	0	2
08:45 AM	0	0	1	0	0	o	1
Total	0	4	1	0	3	0	8
00.00.444		_11	_	-1		- 6	
09:00 AM	0	0	0	0	0	0	0
09:15 AM	0	0	0	1	0	О	1

1

33.3

6.2

2

66.7

12.5

7

87.5

43.8

1

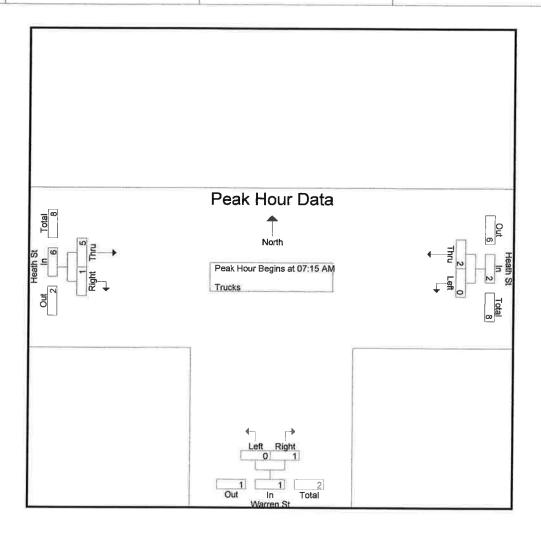
12.5

6.2

16

N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

		Heath St From East		Warren St From South			Heath St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 0	7:00 AM to 0	9:15 AM - F	Peak 1 of 1							
Peak Hour for Entire Interse	ection Begins	at 07:15 A	M							
07:15 AM	0	0	0	0	0	0	4	0	. 1	
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	Ö	0	1	1	0	4	1	2
08:00 AM	0	1	1	0	Ö	Ö	1	Ö	1	2
Total Volume	0	2	2	0	1	1	5	1	6	9
% App. Total	0	100		0	100		83.3	16.7		
PHF	.000	.500	.500	.000	.250	.250	.313	.250	.375	.563



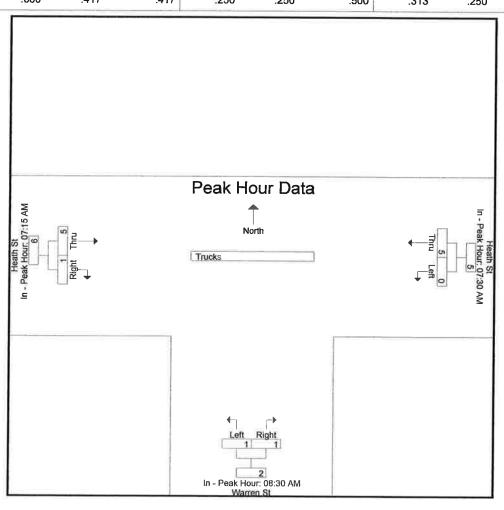
N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N010 Site Code: 73820010 Start Date: 11/17/2016 Page No: 9

		Heath St			Warren St					
		From East		F	From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:30 AM			08:30 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	0	0	0	1	0	1	Ō	0	o
+30 mins.	0	1	1	0	0	Ö	o	1	1
+45 mins.	0	3	3	0	1	1	1	Ö	1
Total Volume	0	5	5	1	1	2	5	1	6
% App. Total	0	100		50	50		83.3	16.7	
PHF	.000	.417	.417	.250	.250	.500	.313	.250	.375



N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

Total %

0

33.3

File Name : 7382N010 Site Code : 73820010 Start Date : 11/17/2016 Page No : 10

		14b O4			Groups Prin	ted- Bike		01		r.		
		Heath St rom East			Warren St rom South			leath St				
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	o	0	0	1	0	0	0	1	0	1
Total	0	1	0	0	0	1	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	О	0	0	О	0	0	0
08:30 AM	0	0	О	0	0	О	0	0	1	1	0	1
08:45 AM	0	0	0	1	0	0	1	0	О	0	2	2
Total	0	0	0	1	0	1	1	0	1	2	2	4
09:00 AM	0	0	0	0	0	0	0	0	o	0	0	0
	·	Ū		J	J	۰	U	Ü	Ĭ	U	U	U
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	2	1	0	1	3	3	6
Apprch %	0	100		100	0		100	0	1			

0

33.3

0

50

50

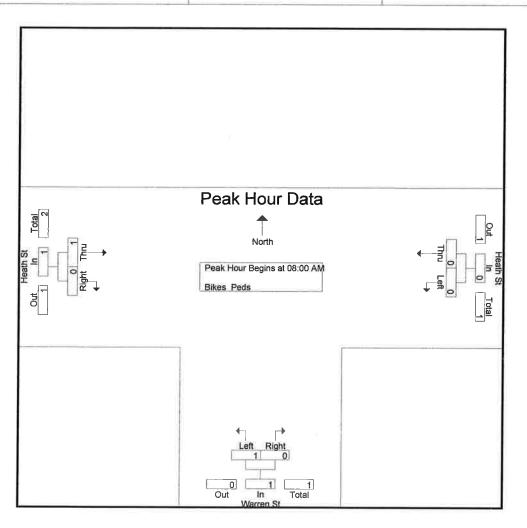
33.3

Accurate Counts

978-664-2565

N/S Street : Warren Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

		Heath St From East			Warren St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 0	7:00 AM to 0	9:15 AM - P	eak 1 of 1							
Peak Hour for Entire Interse	ection Begins	at 08:00 AM	1							
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	o	0
08:30 AM	0	0	0	0	0	0	0	0	o	0
08:45 AM	0	0	0	1	0	1	1	0	1	2
Total Volume	0	0	0	1	0	1	1	0	1	2
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.250	.000	.250	.250	.000	.250	.250



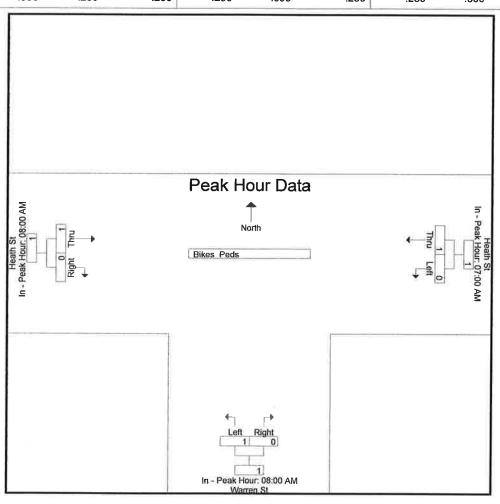
N/S Street : Warren Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N010 Site Code: 73820010 Start Date: 11/17/2016 Page No: 12

		Heath St			Warren St			Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM		(MA 00:80			MA 00:80		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	1	0	1
Total Volume	0	1	1	1	0	1	1	0	1
% App. Total	0	100		100	0		100	0	
PHF	.000	.250	.250	.250	.000	.250	.250	.000	.250



N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

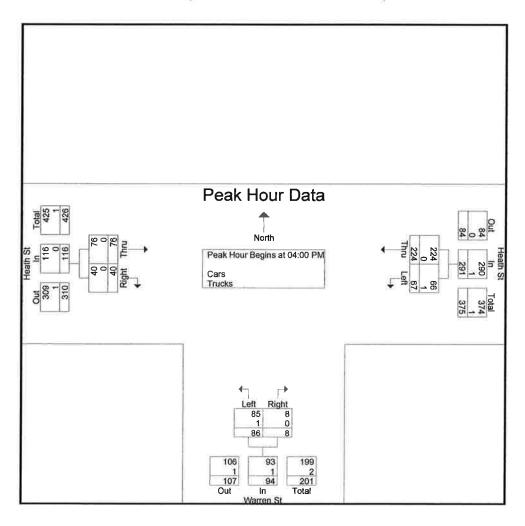
File Name: 7382N010 Site Code: 73820010 Start Date: 11/17/2016 Page No: 1

Groups Printed- Cars - Trucks

	Heath St From East		Warren St From South		Heath St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
02:00 PM	4	35	4	1	12	6	62
02:15 PM	3	25	5	4	15	12	64
02:30 PM	7	36	6	2	13	11	75
02:45 PM	7	37	7	2	17	12	82
Total	21	133	22	9	57	41	283
03:00 PM	8	37	10	4	13	13	85
03:15 PM	6	55	14	4	25	23	127
03:30 PM	3	45	18	4	18	11	99
03:45 PM	9	37	25	3	18	13	105
Total	26	174	67	15	74	60	416
04:00 PM	12	59	16	2	18	14	121
04:15 PM	20	56	22	2	17	11	128
04:30 PM	16	48	23	3	16	8	114
04:45 PM	19	61	25	1	25	7	138
Total	67	224	86	8	76	40	501
Grand Total	114	531	175	32	207	141	1200
Apprch %	17.7	82.3	84.5	15.5	59.5	40.5	
Total %	9.5	44.2	14.6	2.7	17.2	11.8	
Cars	110	529	172	30	205	141	1187
% Cars	96.5	99.6	98.3	93.8	99	100	98.9
Trucks	4	2	3	2	2	0	13
% Trucks	3.5	0.4	1.7	6.2	1	0	1.1

N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

		Heath St			Warren St			Heath St		
		From East		1	rom South		1	From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From	02:00 PM to 0	4:45 PM - F	Peak 1 of 1							
Peak Hour for Entire Inters	section Begins	at 04:00 Pl	М							
04:00 PM	12	59	71	16	2	18	18	14	32	121
04:15 PM	20	56	76	22	2	24	17	11	28	128
04:30 PM	16	48	64	23	3	26	16	8	24	114
04:45 PM	19	61	80	25	1	26	25	7	32	138
Total Volume	67	224	291	86	8	94	76	40	116	501
% App. Total	23	77	1	91.5	8,5	Ų.	65.5	34.5		
PHF	.838	.918	.909	.860	.667	.904	.760	.714	.906	.908
Cars	66	224	290	85	8	93	76	40	116	499
% Cars	98.5	100	99.7	98.8	100	98.9	100	100	100	99.6
Trucks	1	0	1	1	0	1	0	0	0	2
% Trucks	1.5	0	0.3	1.2	0	1.1	0	0	0	0.4



N/S Street: Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

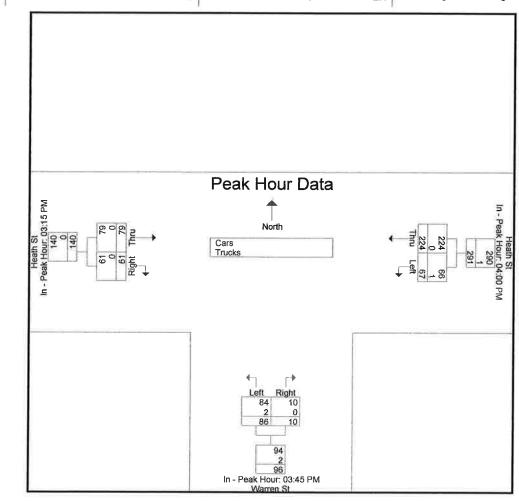
File Name : 7382N010 Site Code : 73820010

Start Date : 11/17/2016 Page No : 3

		Heath St			Warren St					
		From East			From South			From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			03:45 PM			03:15 PM		
+0 mins.	12	59	71	25	3	28	25	23	48
+15 mins.	20	56	76	16	2	18	18	11	29
+30 mins.	16	48	64	22	2	24	18	13	31
+45 mins.	19	61	80	23	3	26	18	14	32
Total Volume	67	224	291	86	10	96	79	61	140
% App. Total	23	77		89.6	10.4		56.4	43.6	
PHF	.838	.918	.909	.860	.833	.857	.790	.663	.729
Cars	66	224	290	84	10	94	79	61	140
% Cars	98.5	100	99.7	97.7	100	97.9	100	100	100
Trucks	1	0	1	2	0	2	0	0	0
% Trucks	1.5	0	0.3	2.3	0	2.1	0	0	0



N/S Street: Warren Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

Total %

9.3

44.6

File Name: 7382N010 Site Code: 73820010 Start Date: 11/17/2016 Page No: 4

			Groups Printed-	Cars			-
	Heati From		Warı	en St South	Hea	ith St West	
Start Time	Left	Thru	Left	Right	Thru		Int. Total
02:00 PM	3	35	4	0	11	6	59
02:15 PM	2	25	4	- 3	15	12	61
02:30 PM	7	36	6	2	13	11	75
02:45 PM	6	37	7	2	17	12	81
Total	18	133	21	7	56	41	276
03:00 PM	8	37	10	4	12	13	84
03:15 PM	6	55	14	4	25	23	127
03:30 PM	3	44	18	4	18	11	98
03:45 PM	9	36	24	3	18	13	103
Total	26	172	66	15	73	60	412
04:00 PM	12	59	15	2	18	14	120
04:15 PM	19	56	22	2	17	11	127
04:30 PM	16	48	23	3	16	8	114
04:45 PM	19	61	25	1	25	7	138
Total	66	224	85	8	76	40	499
Grand Total	110	529	172	30	205	141	1187
Apprch %	17.2	82.8	85.1	14.9	59.2	40.8	

14.5

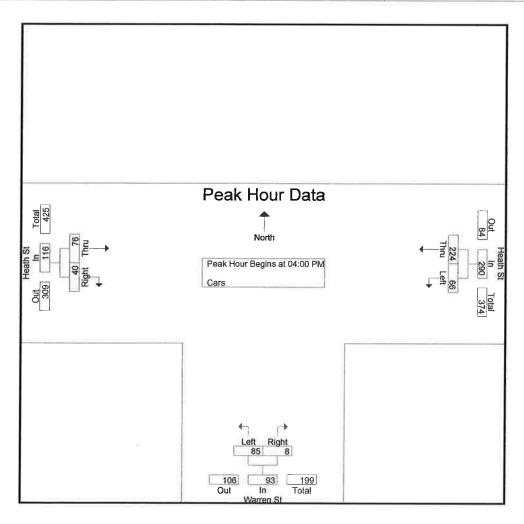
2.5

17.3

11.9

N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

	Heath St From East				Warren St From South		13			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1						- I	
eak Hour for Entire Interse	ction Begins	at 04:00 P	М							
04:00 PM	12	59	71	15	2	17	18	14	32	120
04:15 PM	19	56	75	22	2	24	17	11	28	127
04:30 PM	16	48	64	23	3	26	16	8	24	114
04:45 PM	19	61	80	25	1	26	25	7	32	138
Total Volume	66	224	290	85	8	93	76	40	116	499
% App. Total	22.8	77.2		91.4	8.6		65.5	34.5		
PHF	.868	.918	.906	.850	.667	.894	.760	.714	.906	.904



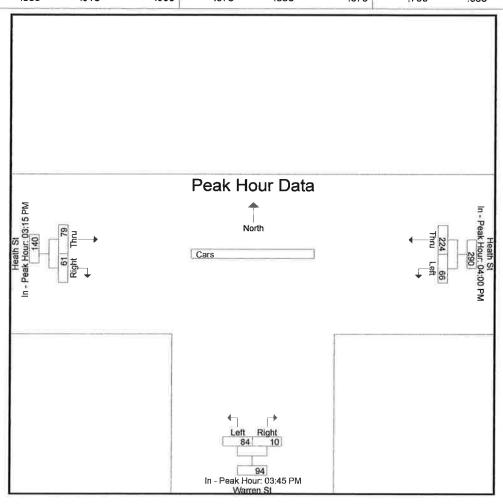
N/S Street: Warren Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N010 Site Code : 73820010 Start Date : 11/17/2016 Page No : 6

		Heath St			Warren St			Heath St			
		From East			From South			From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			03:45 PM			03:15 PM		
+0 mins.	12	59	71	24	3	27	25	23	48
+15 mins.	19	56	75	15	2	17	18	11	29
+30 mins.	16	48	64	22	2	24	18	13	31
+45 mins.	19	61	80	23	3	26	18	14	32
Total Volume	66	224	290	84	10	94	79	61	140
% App. Total	22.8	77.2		89.4	10.6		56.4	43.6	
PHF	.868	.918	.906	.875	.833	.870	.790	.663	.729

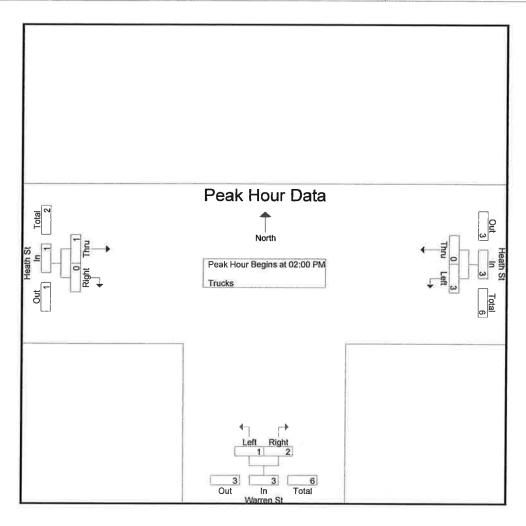


N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

		Heath St		Warren St		Heath St From East	ļ.
Int. Tot	Right	From West Thru	Right	From South Left	Thru	Left	Start Time
III. TO	0	1	1	0	0	1	02:00 PM
	О	0	1	1	0	1	02:15 PM
	О	0	0	0	0	0	02:30 PM
	0	0	О	0	0	1	02:45 PM
	0	1	2	1	0	3	Total
	0	1	О	0	0	0	03:00 PM
	0	0	0	0	o	0	03:15 PM
	o	0	o	0	1	0	03:30 PM
	0	0	O	1	1	0 -	03:45 PM
	0	1	0	1	2	0	Total
	o	0	0	1	o	0	04:00 PM
	0	0	0	0	0	1	04:15 PM
	o	0	o	0	0	0	04:30 PM
	o	0	0	0	o	0	04:45 PM
	0	0	0	1	0	1	Total
1:	0	2	2	3	2	4	Grand Total
·	0	100	40	60	33.3	66.7	Apprch %
	О	15.4	15.4	23.1	15.4	30.8	Total %

N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

	Heath St From East				Warren St From South			Int. Total		
Start Time	Left	Thru	App. Total	Left	Left Right App. Total Thru Right App. Total					
Peak Hour Analysis From 02	2:00 PM to 04	4:45 PM - F	Peak 1 of 1						7]	
eak Hour for Entire Interse	ction Begins	at 02:00 Pl	м							
02:00 PM	1	0	1	0	1	1	1	0	4	7
02:15 PM	1	0	1	1	1	2	0	0	Ö	3
02:30 PM	0	0	0	0	0	ō	0	0	0	C
02:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	0	3	1	2	3	1	0	1	7
% App. Total	100	0		33.3	66.7	1	100	0		
PHF	.750	.000	.750	.250	.500	.375	.250	.000	.250	.583



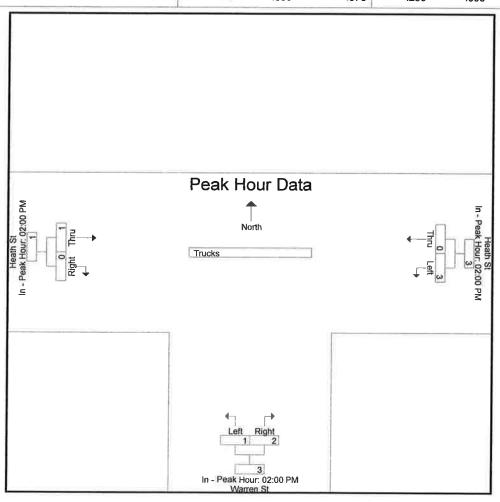
N/S Street : Warren Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N010 Site Code : 73820010 Start Date : 11/17/2016 Page No : 9

	Heath St				Warren St			Heath St			
	From East			From South			1				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM		0	2:00 PM			02:00 PM		
+0 mins.	1	0	1	0	1	1	1	0	1
+15 mins.	1	0	1	1	1	2	Ö	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	3	0	3	1	2	3	1	0	1
% App. Total	100	0		33.3	66.7		100	0	
PHF	.750	.000	.750	.250	.500	.375	.250	.000	.250



N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

Apprch %

Total %

0

0

0

0

50

20

50

20

0

0

100

60

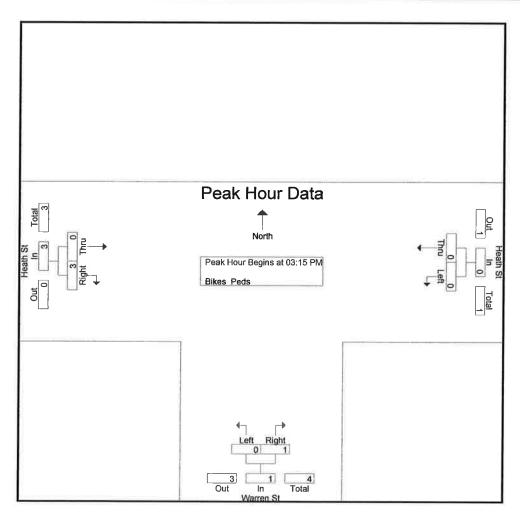
58.3

41.7

					Groups Pri	inted- Bike	es Peds					
		Heath St From East		\	Varren St rom South			Heath St From West				
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	1	0	0	0	1	0	1
02:15 PM	0	0	0	0	0	0	0	0	1	1	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	o	0	0
02:45 PM	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	1	0	1	0	0	1	2	1	3
03:00 PM	0	0	0	0	0	0	o	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	1	0	0	1	0	О	2	2
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	0	0	1	1	0	1	0	1	2	3
04:00 PM	0	0	0	0	0	1	0	2	0	1	2	3
04:15 PM	0	0	2	0	0	1	0	0	0	3	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	2	0	2	0	4	2	6
Grand Total	0	0	2	1	1	4	0	3	1	7	5	12

N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

		Heath St From East			Warren St From South					
Start Time	Left	Thru	App. Total	Left Right App. Total Thru Right App. Total		Int. Total				
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 03:15 PI	M							
03:15 PM	0	0	0	0	0	0	0	0	0	C
03:30 PM	0	0	0	0	1	4	0	1	1	9
03:45 PM	0	0	0	0	Ö	ö	0	0	0	Ć
04:00 PM	0	0	0	0	0	o	0	2	2	2
Total Volume	0	0	0	0	1	1	0	3	3	4
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.375	.375	.500



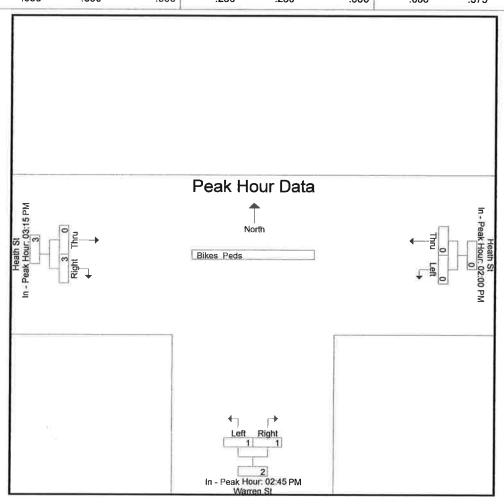
N/S Street : Warren Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N010 Site Code: 73820010 Start Date: 11/17/2016 Page No: 12

		Heath St			Warren St			Heath St			
		From East		- 1	From South			From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:45 PM			03:15 PM		
+0 mins.	0	0	0	1	0	1	0	0	O
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	2	2
Total Volume	0	0	0	1	1	2	0	3	3
% App. Total	0	0		50	50		0	100	
PHF	.000	.000	.000	.250	.250	.500	.000	.375	.375



N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

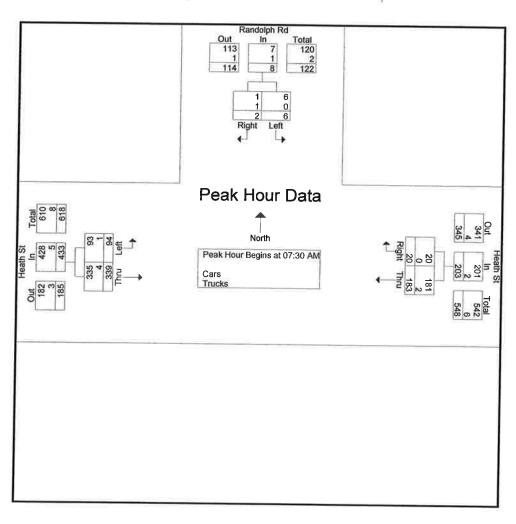
File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 1

Groups Printed- Cars - Trucks

		Heath St From West		Heath St From East	d	Randolph R From North	
Int. Total	Thru	Left	Right	Thru	Right	Left	Start Time
97	54	22	1	18	0	2	07:00 AM
143	79	22	3	37	o	2	07:15 AM
145	79	22	4	40	0	0	07:30 AM
189	106	35	2	43	0	3	07:45 AM
574	318	101	10	138	0	7	Total
160	86	22	4	44	2	2	08:00 AM
150	68	15	10	56	0	1	08:15 AM
139	74	15	6	43	1	0	08:30 AM
124	61	18	3	38	2	2	08:45 AM
573	289	70	23	181	5	5	Total
130	64	21	7	37	0	1	09:00 AM
85	32	19	6	27	1	0	09:15 AM
1362	703	211	46	383	6	13	Grand Total
1002	76.9	23.1	10.7	89.3	31.6	68.4	Apprch %
	51.6	15.5	3.4	28.1	0.4	1	Total %
1340	691	209	46	376	5	13	Cars
98.4	98.3	99.1	100	98.2	83.3	100	% Cars
22	12	2	0	7	1	0	Trucks
1.6	1.7	0.9	0	1.8	16.7	0	% Trucks

N/S Street : Randolph Road E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

		Randolph Ro From North			Heath St From East			Heath St From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From (07:00 AM to 0	9:15 AM - F	Peak 1 of 1							
Peak Hour for Entire Inters	ection Begins	at 07:30 A	М		*					
07:30 AM	0	0	0	40	4	44	22	79	101	145
07:45 AM	3	0	3	43	2	45	35	106	141	189
08:00 AM	2	2	4	44	4	48	22	86	108	169
08:15 AM	1	0	1	56	10	66	15	68	83	150
Total Volume	6	2	8	183	20	203	94	339	433	644
% App. Total	75	25		90.1	9.9		21.7	78.3		
PHF	.500	.250	.500	.817	.500	.769	.671	.800	.768	.852
Cars	6	1	7	181	20	201	93	335	428	636
% Cars	100	50.0	87.5	98.9	100	99.0	98.9	98.8	98.8	98.8
Trucks	0	1	1	2	0	2	1	4	5	8
% Trucks	0	50.0	12.5	1.1	0	1.0	1.1	1.2	1.2	1.2



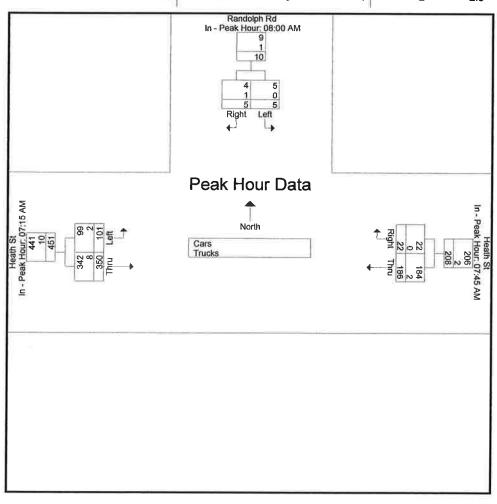
N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 3

	Randolph Rd				Heath St					
	From North		From East			i				
Start Time	Left	Right	App. Total	Thru	Rìght	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:00 AM			07:45 AM			07:15 AM		
+0 mins.	2	2	4	43	2	45	22	79	101
+15 mins.	1	0	1	44	4	48	22	79	101
+30 mins.	0	1	1	56	10	66	35	106	141
+45 mins.	2	2	4	43	6	49	22	86	108
Total Volume	5	5	10	186	22	208	101	350	451
% App. Total	50	50		89.4	10.6		22.4	77.6	
PHF	.625	.625	.625	.830	.550	.788	.721	.825	.800
Cars	5	4	9	184	22	206	99	342	441
% Cars	100	80	90	98.9	100	99	98	97.7	97.8
Trucks	0	1	1	2	0	2	2	8	10
% Trucks	0	20	10	1.1	0	1	2	2.3	2.2



N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

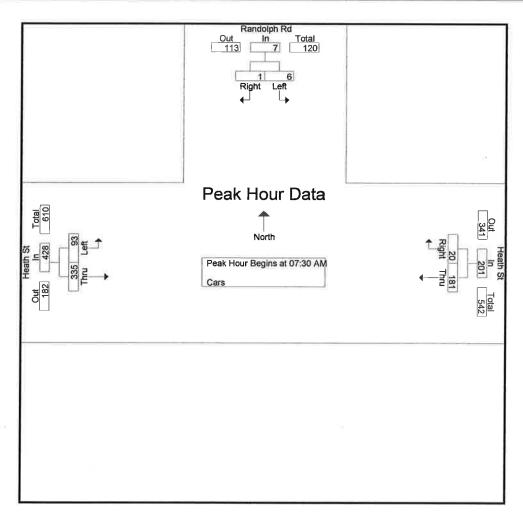
File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 4

Groups Printed- Cars

	Randolph F From Norti	Rd n	Heath St From East		Heath St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	2	0	18	1	22	54	97
07:15 AM	2	0	37	3	21	74	137
07:30 AM	0	О	40	4	21	79	144
07:45 AM	3	0	43	2	35	104	187
Total	7	0	138	10	99	311	565
		ï		ī		Ÿ	
08:00 AM	2	1	44	4	22	85	158
08:15 AM	1	0	54	10	15	67	147
08:30 AM	0	1	43	6	15	73	138
08:45 AM	2	2	35	3	18	61	121
Total	5	4	176	23	70	286	564
		- 10 - 4					
09:00 AM	1	0	36	7	21	62	127
09:15 AM	0	1	26	6	19	32	84
Grand Total	13	5	376	46	209	691	1340
Apprch %	72.2	27.8	89.1	10.9	23.2	76.8	
Total %	1	0.4	28.1	3.4	15.6	51.6	

N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

		Randolph Rd From North			Heath St From East					
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From 0	7:00 AM to 09:15 AM - Peak 1 of 1									
Peak Hour for Entire Interse	ction Begins	at 07:30 Al	М							
07:30 AM	0	0	0	40	4	44	21	79	100	144
07:45 AM	3	0	3	43	2	45	35	104	139	18'
08:00 AM	2	1	3	44	4	48	22	85	107	15
08:15 AM	1	0	1	54	10	64	15	67	82	14
Total Volume	6	1	7	181	20	201	93	335	428	630
% App. Total	85.7	14.3		90	10		21.7	78.3		
PHF	.500	.250	.583	.838	.500	.785	.664	.805	.770	.85



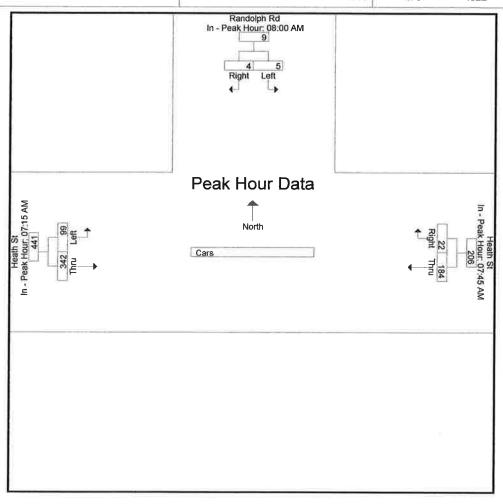
N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 6

	Randolph Rd				Heath St					
	From North		From East							
Start Time	Left	Left Right App. Total		Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:00 AM			07:45 AM			07:15 AM			
+0 mins.	2	1	3	43	2	45	21	74	95	
+15 mins.	1	0	1	44	4	48	21	79	100	
+30 mins.	0	1	1	54	10	64	35	104	139	
+45 mins.	2	2	4	43	6	49	22	85	107	
Total Volume	5	4	9	184	22	206	99	342	441	
% App. Total	55.6	44.4		89.3	10.7		22.4	77.6		
PHF	.625	.500	.563	.852	.550	.805	.707	.822	.793	



N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

Total %

0

File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 7

	Randolph F	5d	ps Printed- Trucks Heath St		Heath St		
	From Norti	h	From East		From Wes		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	О	0	0	1	5	6
07:30 AM	0	0	0	o	1	0	1
07:45 AM	0	О	0	0	0	2	2
Total	0	0	0	0	2	7	9
08:00 AM	0	1	0	o	0	1	2
08:15 AM	0	О	2	o	0	1	3
08:30 AM	0	o	0	o	0	1	1
08:45 AM	0	0	3	0	0	0	3
Total	0	1	5	0	0	3	9
- Y				1		7	
09:00 AM	0	0	1	0	0	2	3
09:15 AM	0	0	1	0	0	0	1
Grand Total	0	1	7	0	2	12	22
Apprch %	0	100	100	0	14.3	85.7	

4.5 31.8

0

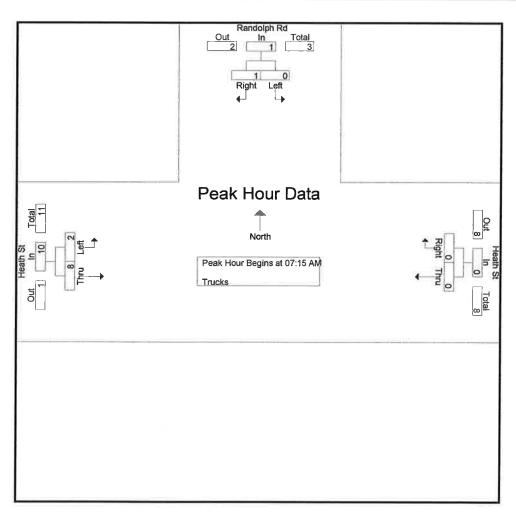
9.1

54.5

N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

age No	: 8	
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	Randolph Rd From North				Heath St From East					
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From 0	7:00 AM to 0	9:15 AM - F	eak 1 of 1						1	
Peak Hour for Entire Interse	ction Begins	at 07:15 Al	M							
07:15 AM	0	0	0	0	0	0	1	5	6	
07:30 AM	0	0	0	0	0	О	1	Ö	1	
07:45 AM	0	0	0	0	0	0	0	2	2	2
08:00 AM	0	1	1	0	0	0	0	1	1	2
Total Volume	0	1	1	0	0	0	2	8	10	11
% App. Total	0	100	1	0	0		20	80		
PHF	.000	.250	.250	.000	.000	.000	.500	.400	.417	.458



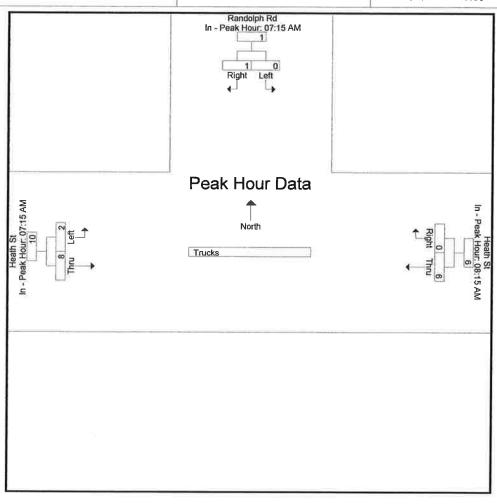
N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 9

	F	Randolph Rd	1		Heath St			Heath St			
From	From North			From East			From West	1			
Start Time	e Left Right App. Total		Thru	Thru Right App. Total			Left Thru		Int. To		

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM			08:15 AM			07:15 AM		
+0 mins.	0	0	0	2	0	2	1	5	6
+15 mins.	0	0	0	0	0	0	1	o	1
+30 mins.	0	0	0	3	0	3	0	2	2
+45 mins.	0	1	1	1	0	1	0	1	1
Total Volume	0	1	1	6	0	6	2	8	10
% App. Total	0	100		100	0		20	80	
PHF	.000	.250	.250	.500	.000	.500	.500	.400	.417



N/S Street: Randolph Road E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 10

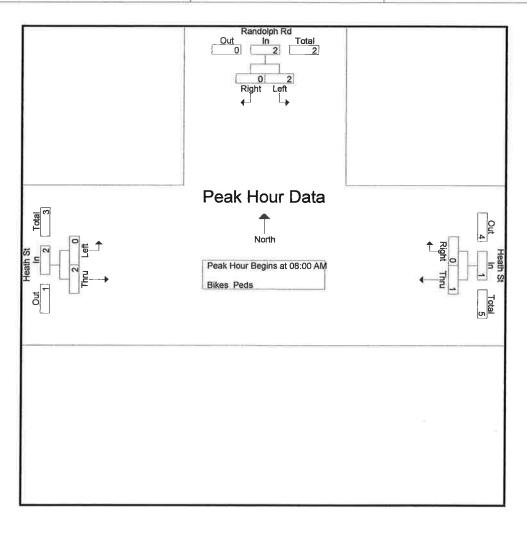
Groups Printed- Bikes Peds

	Ra	andolph Rd rom North		1	Heath St rom East	ileu- bike:		Heath St rom West				
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	0	0	1	2	1	3
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	О	0	0
Total	0	0	1	1	0	2	0	0	1	4	1	5
08:00 AM	0	0	2	0	0	o	0	0	0	2	0	2
08:15 AM	2	0	0	0	0	1	0	1	0	1	3	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	0	1	0	1	1	2	2	4
Total	2	0	2	1	0	2	0	2	1	5	5	10
	Ĭ.	_	.1			Ĭ			î			
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	3	2	0	4	0	2	2	9	6	15
Apprch %	100	0		100	0		0	100				
Total %	33.3	0		33.3	0		0	33.3		60	40	

N/S Street: Randolph Road E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 11

		Randolph Rd From North			Heath St From East			Heath St From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
Peak Hour Analysis From	07:00 AM to 0	9:15 AM - F	Peak 1 of 1			V= 1				
Peak Hour for Entire Inters	section Begins	at 08:00 Al	M							
08:00 AM	0	0	0	0	0	0	0	0	0	C
08:15 AM	2	0	2	0	0	0	0	1	1	3
08:30 AM	0	0	ō	0	0	0	0	0	o	Č
08:45 AM	0	0	0	1	0	1	0	1	1	2
Total Volume	2	0	2	1	0	1	0	2	2	5
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.250	.000	.250	.000	.500	.500	.417



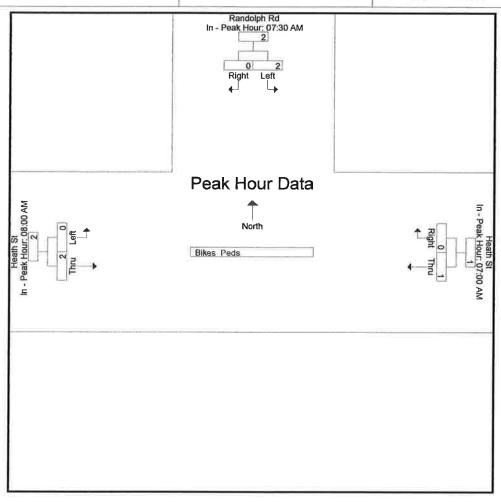
N/S Street : Randolph Road E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 12

	Randolph Rd Heath St				Heath St			Heath St From West		
	i	From North		From East	From West					
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:30 AM		0	7:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	(
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	0	0	0	0	0	Ö	0	Ö	Ö
+45 mins.	2	0	2	0	0	0	0	1	1
Total Volume	2	0	2	1	0	1	0	2	2
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.250	.000	.250	.000	.500	.500



N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 1

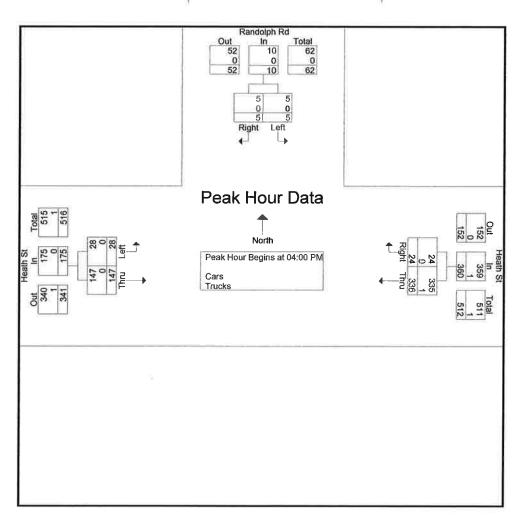
Groups Printed- Cars - Trucks

			ks	rinted- Cars - Truc	Groups P		
		Heath St	- 1	Heath St From East	a	Randolph R From North	
Int. Total	Thru	From West Left	Right	Thru	Right	Left	Start Time
							02:00 PM
94	23	8	5	55	0	3	02.00 PW
82	30	10	5	35	1	1	02:15 PM
73	26	5	2	39	0	1	02:30 PM
101	38	8	1	51	0	3	02:45 PM
350	117	31	13	180	1	8	Total
98	28	3	4	61	o	2	03:00 PM
131	44	5	6	71	0	5	03:15 PM
112	34	6	6	63	1	2	03:30 PM
108	27	7	2	66	3	3	03:45 PM
449	133	21	18	261	4	12	Total
134	39	9	9	74	2	1	04:00 PM
126	32	6	4	80	3	1	04:15 PM
132	36	6	5	84	0	1	04:30 PM
153	40	7	6	98	0	2	04:45 PM
545	147	28	24	336	5	5	Total
1344	397	80	55	777	10	25	Grand Total
	83.2	16.8	6.6	93.4	28.6	71.4	Apprch %
	29.5	6	4.1	57.8	0.7	1.9	Total %
1330	393	78	55	769	10	25	Cars
99	99	97.5	100	99	100	100	% Cars
14	4	2	0	8	0	0	Trucks
					0	0	% Trucks
1	1	2.5	0	1	U	U	70 TTUCKS

N/S Street : Randolph Road E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 2

	F	Randolph Rd			Heath St			Heath St		
	1	From North			From East			From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From	02:00 PM to 0	4:45 PM - F	eak 1 of 1							
eak Hour for Entire Inters	section Begins	at 04:00 PI	М							
04:00 PM	1	2	3	74	9	83	9	39	48	134
04:15 PM	1	3	4	80	4	84	6	32	38	126
04:30 PM	1	0	1	84	5	89	6	36	42	132
04:45 PM	2	0	2	98	6	104	7	40	47	153
Total Volume	5	5	10	336	24	360	28	147	175	545
% App. Total	50	50		93.3	6.7		16	84		
PHF	.625	.417	.625	.857	.667	.865	.778	.919	.911	.891
Cars	5	5	10	335	24	359	28	147	175	544
% Cars	100	100	100	99.7	100	99.7	100	100	100	99.8
Trucks	0	0	0	1	0	1	0	0	0	
% Trucks	0	0	0	0.3	0	0.3	0	0	o	0.2



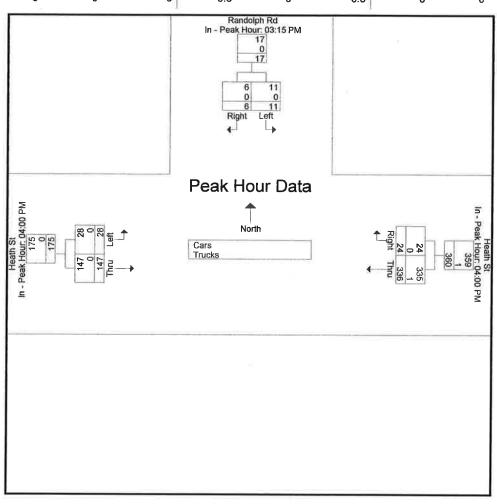
N/S Street : Randolph Road E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 3

	R	andolph Ro			Heath St		Heath St From West			
	F	From North		From East From West						
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:15 PM			04:00 PM			04:00 PM		
+0 mins.	5	0	5	74	9	83	- 9	39	48
+15 mins.	2	1	3	80	4	84	6	32	38
+30 mins.	3	3	6	84	5	89	6	36	42
+45 mins.	1	2	3	98	6	104	7	40	47
Total Volume	11	6	17	336	24	360	28	147	175
% App. Total	64.7	35.3		93.3	6.7		16	84	
PHF	.550	.500	.708	.857	.667	.865	.778	.919	.911
Cars	11	6	17	335	24	359	28	147	175
% Cars	100	100	100	99.7	100	99.7	100	100	100
Trucks	0	0	0	1	0	1	0	0	0
% Trucks	0	0	0	0.3	0	0.3	o	0	0



N/S Street: Randolph Road E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 4

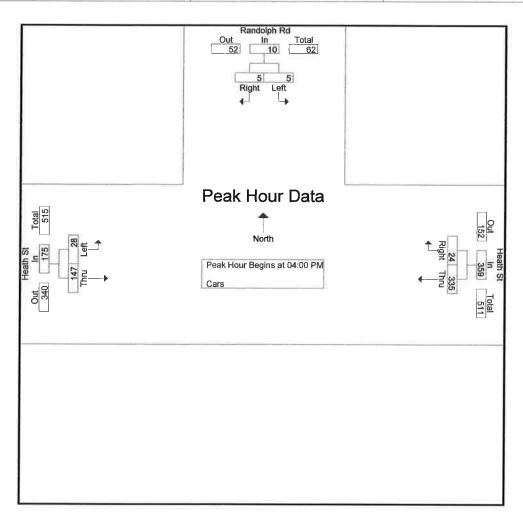
Groups Printed- Cars

		Heath St From West		Heath St From East		Randolph Rd From North	
Int. Total	Thru	Left	Right	Thru	Right	Left	Start Time
92	22	8	5	54	0	3	02:00 PM
81	30	9	5	35	1	1	02:15 PM
71	26	5	2	37	O	1	02:30 PM
100	38	7	1	51	0	3	02:45 PM
344	116	29	13	177	1	8	Total
96	26	3	4	61	0	2	03:00 PM
130	44	5	6	70	o	5	03:15 PM
110	33	6	6	62	1	2	03:30 PM
106	27	7	2	64	3	3	03:45 PM
442	130	21	18	257	4	12	Total
133	39	9	9	73	2	1	04:00 PM
126	32	6	4	80	3	1	04:15 PM
132	36	6	5	84	0	1	04:30 PM
153	40	7	6	98	o	2	04:45 PM
544	147	28	24	335	5	5	Total
1330	393	78	55	769	10	25	Grand Total
	83.4	16.6	6.7	93.3	28.6	71.4	Apprch %
	29.5	5.9	4.1	57.8	8.0	1.9	Total %

N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 5

		andolph Ro From North		Heath St From East				Heath St rom West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From	02:00 PM to 0	4:45 PM - F	Peak 1 of 1		-					
eak Hour for Entire Inters	section Begins	at 04:00 PI	М							
04:00 PM	1	2	3	73	9	82	9	39	48	133
04:15 PM	1	3	4	80	4	84	6	32	38	126
04:30 PM	1	Ō	1	84	5	89	6	36	42	132
04:45 PM	2	0	2	98	6	104	7	40	47	153
Total Volume	5	5	10	335	24	359	28	147	175	544
% App. Total	50	50		93.3	6.7		16	84		
PHF	.625	.417	.625	.855	.667	.863	.778	.919	.911	.889



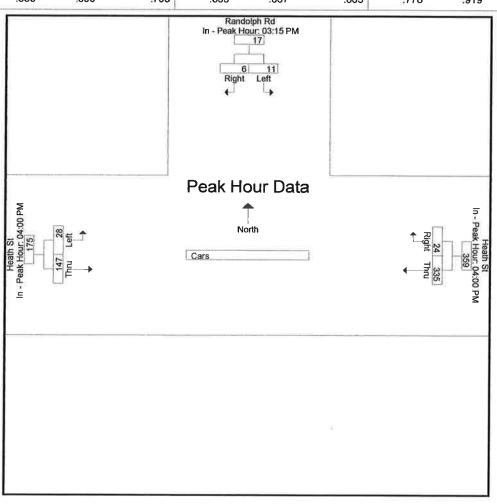
N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 6

	R	Randolph Ro			Heath St Heath St From East From West					
	1	From North		From East From West				1		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:15 PM			04:00 PM			04:00 PM		
+0 mins.	5	0	5	73	9	82	9	39	48
+15 mins.	2	1	3	80	4	84	6	32	38
+30 mins.	3	3	6	84	5	89	6	36	42
+45 mins.	1	2	3	98	6	104	7	40	47
Total Volume	11	6	17	335	24	359	28	147	175
% App. Total	64.7	35.3		93.3	6.7		16	84	
PHF	.550	.500	.708	.855	.667	.863	.778	.919	.911



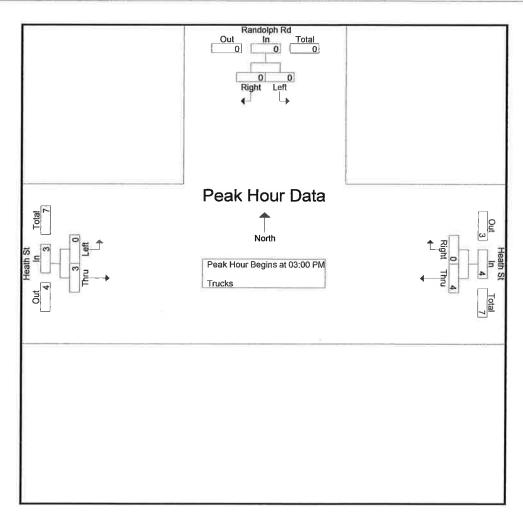
N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 7

Groups Printed- Trucks

		Heath St		Heath St From East	Gioup	Randolph Rd From North	
Int. Total	Thru	From West Left	Right	Thru	Right	Left	Start Time
2	1	0	0	1	0	0	02:00 PM
1	o	1	0	0	0	0	02:15 PM
2	o	0	0	2	0	0	02:30 PM
1	o	1	0	0	0	0	02:45 PM
6	1	2	0	3	0	0	Total
2	2	0	О	0	О	0	03:00 PM
1	o	0	0	1	О	0	03:15 PM
2	1	0	o	1	o	0	03:30 PM
2	О	0	0	2	o	0	03:45 PM
7	3	0	0	4	0	0	Total
1	0	0	О	1	0	0	04:00 PM
0	o	0	o	0	0	0	04:15 PM
0	0	0	О	0	o	0	04:30 PM
0	o	0	0	0	0	0	04:45 PM
1	0	0	0	1	0	0	Total
14	4	2	0	8	0	0	Grand Total
	66.7	33.3	0	100	0	0	Apprch %
	28.6	14.3	0	57.1	0	0	Total %

N/S Street: Randolph Road E/W Street: Heath Street City/State: Brookline, MA Weather: Clear File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 8

	R	andolph Ro	i		Heath St			Heath St		
	F	rom North			From East			From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1		L					
Peak Hour for Entire Interse	ction Begins	at 03:00 P	M							
03:00 PM	0	0	0	0	0	0	0	2	2	2
03:15 PM	0	0	0	1	0	1	0	0	ō	1
03:30 PM	0	0	0	1	0	1	0	1	1	2
03:45 PM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	4	0	4	0	3	3	7
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375	.875



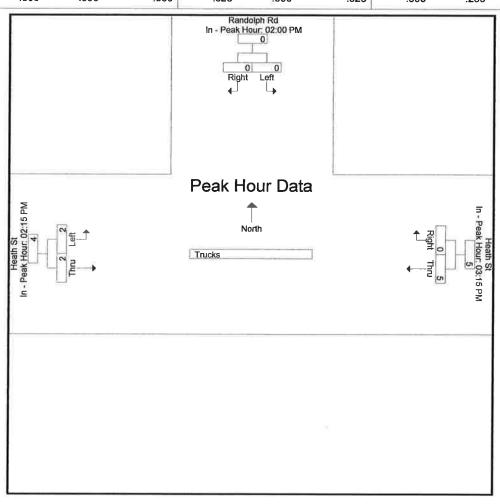
N/S Street : Randolph Road E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 9

	F	Randolph Ro			Heath St			Heath St		
		From North			From East		i	From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM		0	3:15 PM			02:15 PM		
+0 mins.	0	0	0	1	0	1	1	0	1
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	2	0	2	1	0	1
+45 mins.	0	0	0	1	0	1	0	2	2
Total Volume	0	0	0	5	0	5	2	2	4
% App. Total	0	0		100	0		50	50	
PHF	.000	.000	.000	.625	.000	.625	.500	.250	.500



N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

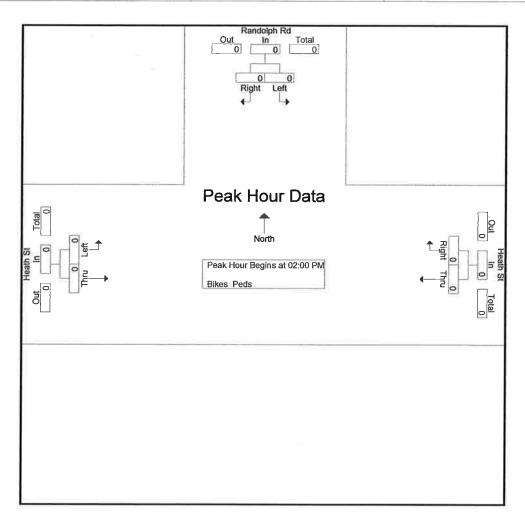
File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 10

					Groups Prir	nted- Bike	s Peds					
		ndolph Rd om North			leath St rom East			Heath St rom West				
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	1	0	0	0	1	0	1
02:30 PM	0	0	0	0	0	1	0	0	1	2	0	2
02:45 PM	0	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	0	0	2	0	0	2	4	0	4
03:00 PM	0	0	0	0	0	1	0	0	1	2	0	2
03:15 PM	o	0	0	0	0	0	0	0	1	1	0	1
03:30 PM	О	0	0	0	0	0	0	0	1	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	3	4	0	4
04:00 PM	0	0	o	0	0	0	0	0	1	1	0	1
												,
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	2
Grand Total	0	0	0	0	0	3	0	0	7	10	0	10
Apprch %	0	0		0	0		0	0				
Total %										100	0	

N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N011 Site Code: 73820011 Start Date: 11/17/2016 Page No: 11

		andolph Ro From North			Heath St From East			Heath St From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 02:00 Pf	M							
02:00 PM	0	0	0	0	0	0	0	0	0	(
02:15 PM	0	0	0	0	0	0	0	0	0	(
02:30 PM	0	0	0	0	0	0	0	0	0	(
02:45 PM	0	0	0	0	0	0	0	0	0	(
Total Volume	0	0	0	0	0	0	0	0	0	(
% App. Total	0	0	1	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



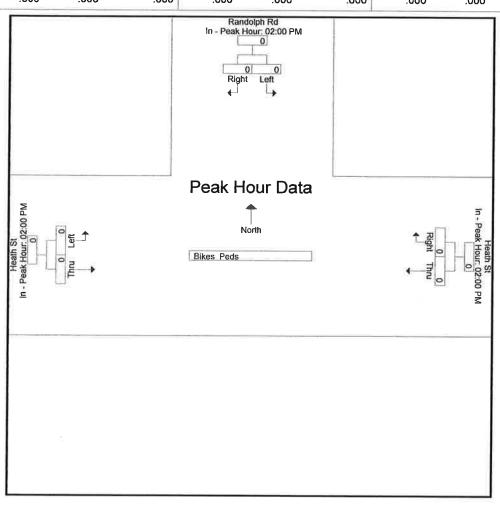
N/S Street : Randolph Road E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N011 Site Code : 73820011 Start Date : 11/17/2016 Page No : 12

	R	andolph Ro			Heath St			Heath St		
		From North			From East			From West	t	
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM		0	2:00 PM	-		02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	o	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000



N/S Street: Hammond Street E/W Street: Route 9 City/State: Brookline, MA Weather: Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016 Page No: 1

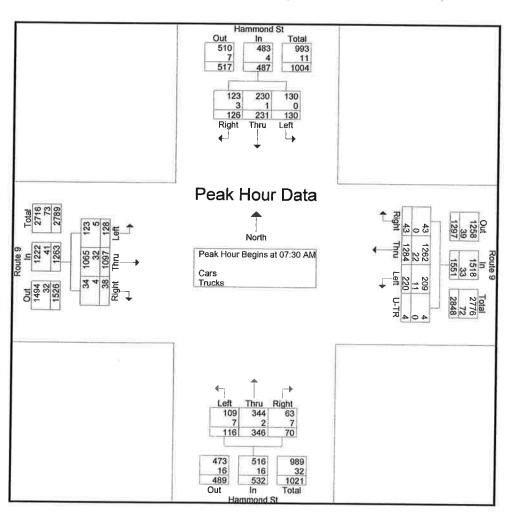
Groups Printed- Cars - Trucks

		ammond St rom North			Rout From		- Odio	Ha	ammond S			Route 9		
Start Time	Left	Thru	Right	Left	Thru	Right	U-TR	Left	rom South Thru	Right	Left	rom West Thru	Right	Int. Total
07:00 AM	11	36	16	36	342	11	0	24	68	17	38	304	Right 7	910
07:15 AM	20	51	30	48	311	11	2	21	87	23	30	275	10	919
07:30 AM	32	55	30	51	345	10	2	26	91	23	40	299	5	1009
07:45 AM	38	68	30	60	314	14	1	31	89	9	24	259	6	943
Total	101	210	106	195	1312	46	5	102	335	72	132	1137	28	3781
08:00 AM	34	64	34	56	321	8	0	35	88	18	28	254	13	953
08:15 AM	26	44	32	53	304	11	1	24	78	20	36	285	14	928
08:30 AM	28	53	25	66	297	6	1	33	61	26	32	269	8	905
08:45 AM	33	39	24	51	249	9	0	34	84	26	36	279	7	871
Total	121	200	115	226	1171	34	2	126	311	90	132	1087	42	3657
09:00 AM	25	39	19	37	279	9	0	32	68	28	34	282	17	869
09:15 AM	30	25	23	55	272	8	1	38	67	29	40	276	10	874
Grand Total	277	474	263	513	3034	97	8	298	781	219	338	2782	97	9181
Apprch %	27.3	46.7	25.9	14	83.1	2.7	0.2	23	60.2	16.9	10.5	86.5	3	3101
Total %	3	5.2	2.9	5.6	33	1.1	0.1	3.2	8.5	2.4	3.7	30.3	1.1	
Cars	276	467	257	489	2979	97	8	283	776	194	327	2705	85	8943
% Cars	99.6	98.5	97.7	95.3	98.2	100	100	95	99.4	88.6	96.7	97.2	87.6	97.4
Trucks	1	7	6	24	55	0	0	15	5	25	11	77	12	238
% Trucks	0.4	1.5	2.3	4.7	1.8	0	o	5	0.6	11.4	3.3	2.8	12.4	2.6

N/S Street: Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 2

			mond St			F	Route 9					nond St				ute 9 ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Tetal	Left	Thru	Right		
Peak Hour Anal	ysis Fro	m 07:00	AM to		- Peak	of 1			App. Total				App. Total				App Total	Int. Total
Peak Hour for E																		
07:30 AM	32	55	30	117	51	345	10	2	408	26	91	23	140	40	299	5	344	1009
07:45 AM	38	68	30	136	60	314	14	1	389	31	89	9	129	24	259	6	289	943
MA 00:80	34	64	34	132	56	321	8	0	385	35	88	18	141	28	254	13	295	953
08:15 AM	26	44	32	102	53	304	11	1	369	24	78	20	122	36	285	14	335	928
Total Volume	130	231	126	487	220	1284	43	4	1551	116	346	70	532	128	1097	38	1263	3833
% App. Total	26.7	47.4	25.9		14.2	82.8	2.8	0.3		21.8	65	13.2		10.1	86.9	3		
PHF	.855	.849	.926	.895	.917	.930	.768	.500	.950	.829	.951	.761	.943	.800	.917	.679	.918	.950
Cars	130	230	123	483	209	1262	43	4	1518	109	344	63	516	123	1065	34	1222	3739
% Cars	100	99.6	97.6	99.2	95.0	98.3	100	100	97.9	94.0	99.4	90.0	97.0	96.1	97.1	89.5	96.8	97.5
Trucks	0	1	3	4	11	22	0	0	33	7	2	7	16	5	32	4	41	94
% Trucks	0	0.4	2.4	0.8	5.0	1.7	0	0	2.1	6.0	0.6	10.0	3.0	3.9	2.9	10.5	3.2	2.5

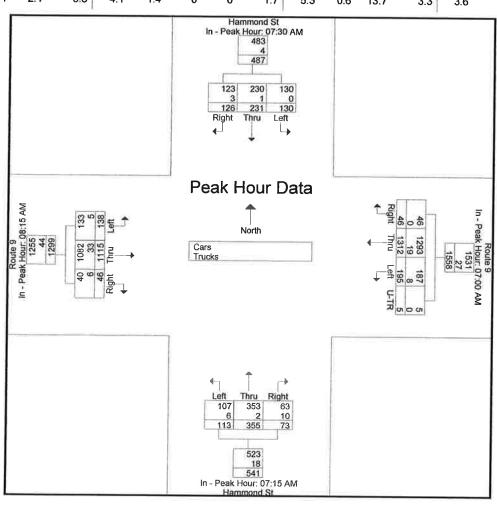


N/S Street: Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 3

		Hamr	mond St				Route 9	9			Hamn	nond St			Rou	ite 9		1
		Fron	n North		From East						From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

	07:30 AM				07:00 AM					07:15 AM				08:15 AM			
+0 mins.	32	55	30	117	36	342	11	0	389	21	87	23	131	36	285	14	335
+15 mins.	38	68	30	136	48	311	11	2	372	26	91	23	140	32	269	8	309
+30 mins.	34	64	34	132	51	345	10	2	408	31	89	9	129	36	279	7	322
+45 mins.	26	44	32	102	60	314	14	1	389	35	88	18	141	34	282	17	333
otal Volume	130	231	126	487	195	1312	46	5	1558	113	355	73	541	138	1115	46	1299
6 App. Total	26.7	47.4	25.9		12.5	84.2	3	0.3		20.9	65.6	13.5		10.6	85.8	3.5	
PHF	.855	.849	.926	.895	.813	.951	.821	.625	.955	.807	.975	.793	.959	.958	.978	.676	.969
Cars	130	230	123	483	187	1293	46	5	1531	107	353	63	523	133	1082	40	1255
% Cars	100	99.6	97.6	99.2	95.9	98.6	100	100	98.3	94.7	99.4	86.3	96.7	96.4	97	87	96.6
Trucks	0	1	3	4	8	19	0	0	27	6	2	10	18	5	33	6	44
% Trucks	0	0.4	2.4	0.8	4.1	1.4	0	0	1.7	5.3	0.6	13.7	3.3	3.6	3	13	3.4



N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016

Page No :1

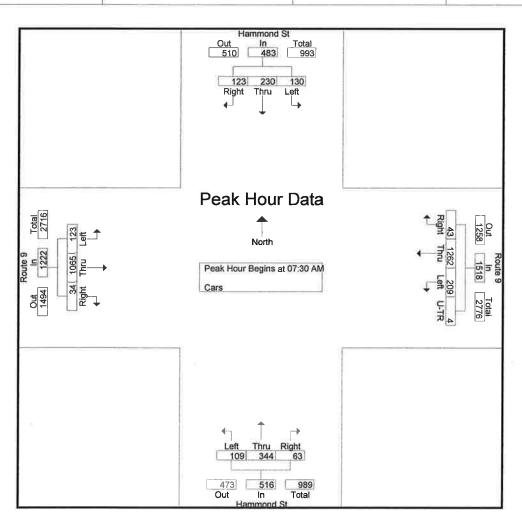
Groups Printed- Cars

			4	1		Groups Pr	inted- Ca							
		ammond S rom North			Route From I				mmond St			Route 9 rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	11	36	15	35	340	11	0	24	68	17	36	298	5	896
07:15 AM	20	48	28	47	306	11	2	21	86	19	29	270	9	896
07:30 AM	32	55	30	47	339	10	2	25	90	19	39	289	5	982
07:45 AM	38	67	28	58	308	14	1	28	89	9	23	250	5	918
Total	101	206	101	187	1293	46	5	98	333	64	127	1107	24	3692
08:00 AM	34	64	33	55	317	8	0	33	88	16	27	249	11	935
08:15 AM	26	44	32	49	298	11	1	23	77	19	34	277	13	904
08:30 AM	27	51	25	64	291	6	1	33	61	25	31	254	6	875
08:45 AM	33	39	24	48	241	9	0	32	83	24	35	274	5	847
Total	120	198	114	216	1147	34	2	121	309	84	127	1054	35	3561
			Ī				1			1				
09:00 AM	25	38	19	34	274	9	0	29	67	23	33	277	16	844
09:15 AM	30	25	23	52	265	8	1	35	67	23	40	267	10	846
Grand Total	276	467	257	489	2979	97	8	283	776	194	327	2705	85	8943
Apprch %	27.6	46.7	25.7	13.7	83.4	2.7	0.2	22.6	61.9	15.5	10.5	86.8	2.7	
Total %	3.1	5.2	2.9	5.5	33.3	1.1	0.1	3.2	8.7	2.2	3.7	30.2	1	

N/S Street: Hammond Street E/W Street: Route 9
City/State: Brookline, MA
Weather: Cloudy

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 2

		Hamn	nond St				Route 9	9			Hamn	nond St			Rou	ıte 9		
		From	North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
eak Hour Anal	ysis Fro	m 07:00	AM to	09:15 AM	- Peak 1	of 1			**						-			
eak Hour for E	ntire Inte	ersectio	n Begin	s at 07:30	AM													
07:30 AM	32	55	30	117	47	339	10	2	398	25	90	19	134	39	289	5	333	982
07:45 AM	38	67	28	133	58	308	14	1	381	28	89	9	126	23	250	5	278	918
08:00 AM	34	64	33	131	55	317	8	0	380	33	88	16	137	27	249	11	287	935
08:15 AM	26	44	32	102	49	298	11	_1	359	23	77	19	119	34	277	13	324	904
Total Volume	130	230	123	483	209	1262	43	4	1518	109	344	63	516	123	1065	34	1222	3739
% App. Total	26.9	47.6	25.5		13.8	83.1	2.8	0.3		21.1	66.7	12.2		10.1	87.2	2.8		
PHF	.855	.858	.932	.908	.901	.931	.768	.500	.954	.826	.956	.829	.942	.788	.921	.654	.917	.952



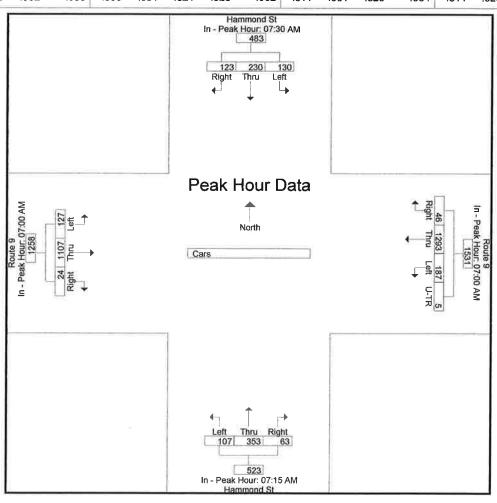
N/S Street: Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 3

		Hamr	nond S	t			Route 9)			Hamn	nond S	t		Ro	ıte 9		
		From	n North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:30 AM				07:00 AM					07:15 AM				07:00 AM			
+0 mins.	32	55	30	117	35	340	11	0	386	21	86	19	126	36	298	5	339
+15 mins.	38	67	28	133	47	306	11	2	366	25	90	19	134	29	270	9	308
+30 mins.	34	64	33	131	47	339	10	2	398	28	89	9	126	39	289	5	333
+45 mins.	26	44	32	102	58	308	14	1	381	33	88	16	137	23	250	5	278
Total Volume	130	230	123	483	187	1293	46	5	1531	107	353	63	523	127	1107	24	1258
% App. Total	26.9	47.6	25.5		12.2	84.5	3	0.3		20.5	67.5	12		10.1	88	1.9	
PHF	.855	.858	.932	.908	.806	.951	.821	.625	.962	.811	.981	.829	.954	.814	.929	.667	.928



978-664-2565

N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016

Page No : 1

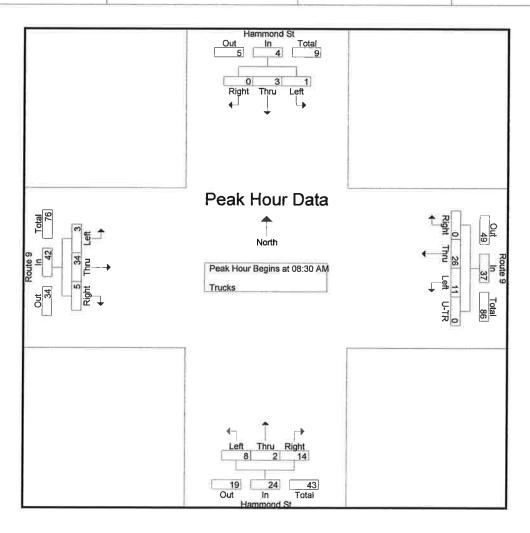
Groups Printed-Trucks

		mmond Som North	t		Route From E				mmond St om South			Route 9 om West		
Start Time	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	2	0	0	0	0	0	2	6	2	14
07:15 AM	0	3	2	1	5	0	0	0	1	4	.1	5	1	23
07:30 AM	0	0	0	4	6	0	0	1	1	4	1	10	0	27
07:45 AM	0	1	2	2	6	0	0	3	0	0	1	9	1	25
Total	0	4	5	8	19	0	0	4	2	8	5	30	4	89
08:00 AM	0	0	1	1	4	0	0	2	0	2	1	5	2	18
08:15 AM	0	0	0	4	6	0	О	1	1	1	2	8	1	24
08:30 AM	1	2	o	2	6	0	0	0	0	1	1	15	2	30
08:45 AM	0	0	0	3	8	0	О	2	1	2	1	5	2	24
Total	1	2	1	10	24	0	0	5	2	6	5	33	7	96
09:00 AM	0	1	0	3	5	0	0	3	1	5	1	5	1	25
09:15 AM	0	0	o	3	7	0	0	3	0	6	0	9	0	28
Grand Total	1	7	6	24	55	0	0	15	5	25	11	77	12	238
Apprch %	7.1	50	42.9	30.4	69.6	0	0	33.3	11.1	55.6	11	77	12	
Total %	0.4	2.9	2.5	10.1	23.1	0	0	6.3	2.1	10.5	4.6	32.4	5	

N/S Street: Hammond Street E/W Street: Route 9
City/State: Brookline, MA
Weather: Cloudy

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 2

		Hamn	nond St				Route 9	9			Hamn	nond St			Roi	ute 9		
		From	n North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Anal	ysis Fro	m 07:00	AM to	09:15 AM	- Peak 1	of 1												
Peak Hour for E	ntire Inte	ersectio	n Begin	s at 08:30	AM													
08:30 AM	1	2	0	3	2	6	0	0	8	0	0	1	1	1	15	2	18	30
08:45 AM	0	0	0	0	3	8	0	0	11	2	1	2	5	1	5	2	8	24
09:00 AM	0	1	0	1	3	5	0	0	8	3	1	5	9	1	5	1	7	25
09:15 AM	0	0	0	0	3	7	0	0	10	3	0	6	9	0	9	0	9	28
Total Volume	1	3	0	4	11	26	0	0	37	8	2	14	24	3	34	5	42	107
% App. Total	25	75	0		29.7	70.3	0	0		33.3	8.3	58.3		7.1	81	11.9		
PHF	.250	.375	.000	.333	.917	.813	.000	.000	.841	.667	.500	.583	.667	.750	.567	.625	.583	.892



978-664-2565

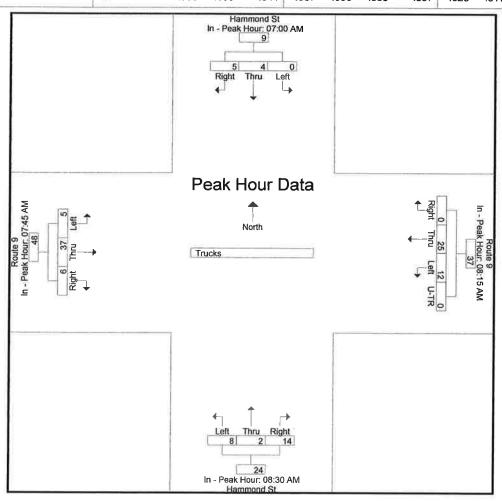
N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016

Page No : 3

		Hamr	mond S	t			Route 9)			Hamn	nond S	t		Roi	ite 9		
		From	n North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				08:15 AM					08:30 AM				07:45 AM			
+0 mins.	0	0	1	1	4	6	0	0	10	0	0	1	1	1	9	1	11
+15 mins.	0	3	2	5	2	6	0	0	8	2	1	2	5	1	5	2	8
+30 mins.	0	0	0	0	3	8	0	0	11	3	1	5	9	2	8	1	11
+45 mins.	0	1	2	3	3	5	0	0	8	3	0	6	9	1	15	2	18
otal Volume	0	4	5	9	12	25	0	0	37	8	2	14	24	5	37	6	48
% App. Total	0	44.4	55.6		32.4	67.6	0	0		33.3	8.3	58.3		10.4	77.1	12.5	
PHF	.000	.333	.625	.450	.750	.781	.000	.000	.841	.667	.500	.583	.667	.625	.617	.750	.66



N/S Street: Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

Apprch %

Total %

66.7

13.3

33.3

6.7

0

0 100

6.7

0

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 1

9.9

90.1

	,				,			Group	s Printed	d- Bikes	Peds								
			ond St				ite 9				ond St				ıte 9				
Chart Time	1 - 6		North	ъ			East				South				West				
Start Time		Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7	0	7
07:15 AM	1	0	0	1	0	0	0	1	0	0	1	3	0	1	0	6	11	3	14
07:30 AM	0	0	0	1	0	0	0	2	0	0	0	2	2	2	0	4	9	4	13
07:45 AM	0	0	0	0	0	0	0	9	0	0	0	5	0	0	0	4	18	0	18
Total	1	0	0	2	0	0	0	12	0	0	1	13	2	3	0	18	45	7	52
08:00 AM		n					_		_	_			E .				1		
WA 00:00	0	U	0	1	0	0	0	8	0	0	0	3	0	1	0	5	17	1	18
08:15 AM	0	0	0	1	0	0	0	10	2	1	0	7	0	0	0	9	27	3	30
08:30 AM	0	0	0	0	0	0	0	7	0	1	0	1	0	0	0	9	17	1	18
08:45 AM	1	1	0	2	0	1	0	4	0	0	0	0	0	0	0	7	13	3	16
Total	1	1	0	4	0	1	0	29	2	2	0	11	0	1	0	30	74	8	82
				1				1				n				,	r v		
09:00 AM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	7	11	0	11
09:15 AM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	2	7	0	7
Grand Total	2	1	0	7	0	1	0	45	2	2	1	28	2	4	0	57	137	15	152

40

13.3

40

13.3

20

6.7

33,3 66,7

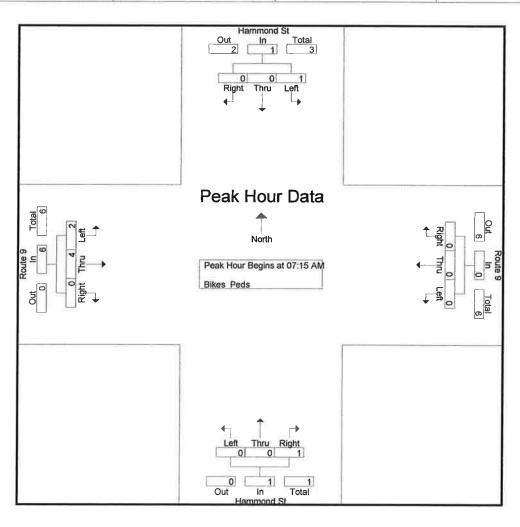
13.3 26.7

0

N/S Street: Hammond Street E/W Street : Route 9
City/State : Brookline, MA
Weather : Cloudy

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 2

		Hamn	nond St			Ro	ute 9			Hamn	nond St			Ro	ute 9		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	07:00 A	AM to 09	:15 AM - F	eak 1 of	1						1				7 496- 1910-	
Peak Hour for En	tire Inter	section	Begins a	at 07:15 Al	VI												
07:15 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ō	0	0	d
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	0	1	1	2	4	0	6	8
% App. Total	100	0	0		0	0	0		0	0	100		33.3	66.7	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.250	.500	.000	.375	.500



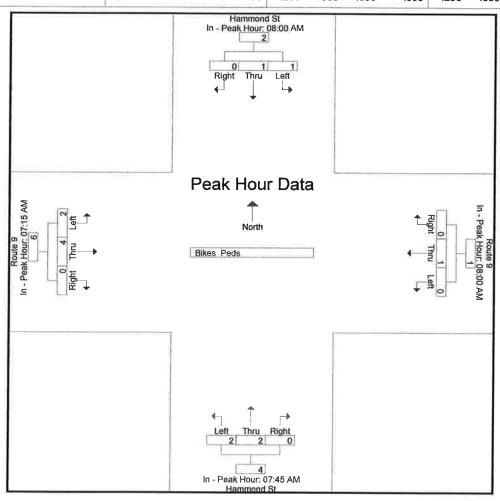
N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016

Page No : 3

		Hamn	nond St			Ro	ute 9			Hamn	nond St			Ro	ute 9		
		From	North			From	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	Aop Total	Int. To

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:00 AM				08:00 AM				07:45 AM	I			07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	
+30 mins.	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	
+45 mins.	1	1	0	2	0	1	0	1	0	1	0	1	0	1	0	
Total Volume	1	1	0	2	0	1	0	1	2	2	0	4	2	4	0	
% App. Total	50	50	0		0	100	0		50	50	0		33.3	66.7	0	
PHF	.250	.250	.000	.250	.000	.250	.000	.250	.250	.500	.000	.333	.250	.500	.000	.37



N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016 Page No: 1

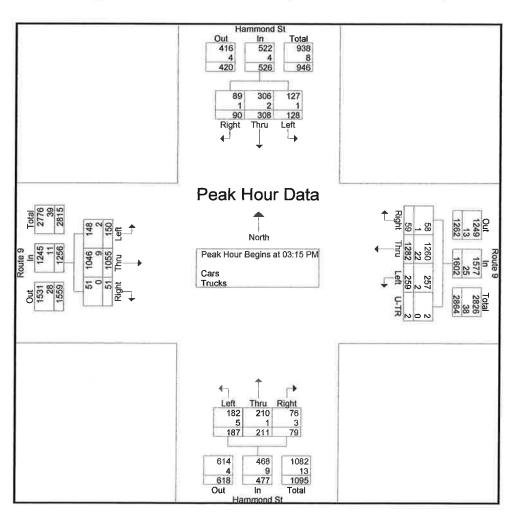
Grouns	Printer	- Care	- Trucks

		mmond St			Rout From			Ha Fr	mmond St om South			Route 9 rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	44	64	23	48	288	17	0	51	36	18	37	234	22	882
02:15 PM	31	50	23	57	347	14	0	43	50	21	19	312	10	977
02:30 PM	29	68	18	60	284	15	1	30	38	22	32	259	22	878
02:45 PM	28	68	31	58	309	10	0	40	55	28	34	239	19	919
Total	132	250	95	223	1228	56	1	164	179	89	122	1044	73	3656
03:00 PM	34	74	28	58	286	20	0	47	56	19	33	260	18	933
03:15 PM	34	74	21	72	316	11	0	44	51	21	33	250	13	940
03:30 PM	43	96	28	76	320	19	1	51	55	18	35	249	5	996
03:45 PM	25	67	25	60	279	18	1	44	46	22	52	288	17	944
Total	136	311	102	266	1201	68	2	186	208	80	153	1047	53	3813
04:00 PM	26	71	16	51	367	11	0	48	59	18	30	268	16	981
04:15 PM	28	90	19	54	316	16	1	50	52	15	40	236	13	930
04:30 PM	26	81	19	62	291	14	1	42	60	21	37	264	14	932
04:45 PM	38	108	18	61	291	6	0	44	59	15	39	262	12	953
Total	118	350	72	228	1265	47	2	184	230	69	146	1030	55	3796
Grand Total	386	911	269	717	3694	171	5	534	617	238	421	3121	181	11265
Apprch %	24.6	58.2	17.2	15.6	80.5	3.7	0.1	38.4	44.4	17.1	11.3	83.8	4.9	
Total %	3.4	8.1	2.4	6.4	32.8	1.5	0	4.7	5.5	2.1	3.7	27.7	1.6	
Cars	382	904	266	707	3636	169	5	523	613	228	418	3083	177	11111
% Cars	99	99.2	98.9	98.6	98.4	98.8	100	97.9	99.4	95.8	99.3	98.8	97.8	98.6
Trucks	4	7	3	10	58	2	0	11	4	10	3	38	4	154
% Trucks	1	0.8	1.1	1.4	1.6	1.2	0	2.1	0.6	4.2	0.7	1.2	2.2	1.4

N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016

Page No : 2

		Hamn	nond St				Route 9	9			Hamn	nond St			Roi	ute 9		
		From	North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Anai	ysis Fro	m 02:00	PM to	04:45 PM	- Peak 1	of 1							L.E.					
Peak Hour for E	Intire Inte	ersectio	n Begin	s at 03:15	PM													
03:15 PM	34	74	21	129	72	316	11	0	399	44	51	21	116	33	250	13	296	940
03:30 PM	43	96	28	167	76	320	19	1	416	51	55	18	124	35	249	5	289	996
03:45 PM	25	67	25	117	60	279	18	1	358	44	46	22	112	52	288	17	357	944
04:00 PM	26	71	16	113	51	367	11	0	429	48	59	18	125	30	268	16	314	981
Total Volume	128	308	90	526	259	1282	59	2	1602	187	211	79	477	150	1055	51	1256	3861
% App. Total	24.3	58.6	17.1		16.2	80	3.7	0.1		39.2	44.2	16.6		11.9	84	4.1		
PHF	.744	.802	.804	.787	.852	.873	.776	.500	.934	.917	.894	.898	.954	.721	.916	.750	.880	.969
Cars	127	306	89	522	257	1260	58	2	1577	182	210	76	468	148	1046	51	1245	3812
% Cars	99.2	99.4	98.9	99.2	99.2	98.3	98.3	100	98.4	97.3	99.5	96.2	98.1	98.7	99.1	100	99.1	98.7
Trucks	1	2	1	4	2	22	1	0	25	5	1	3	9	2	9	0	11	49
% Trucks	8.0	0.6	1.1	8.0	8.0	1.7	1.7	0	1.6	2.7	0.5	3.8	1.9	1.3	0.9	0	0.9	1.3



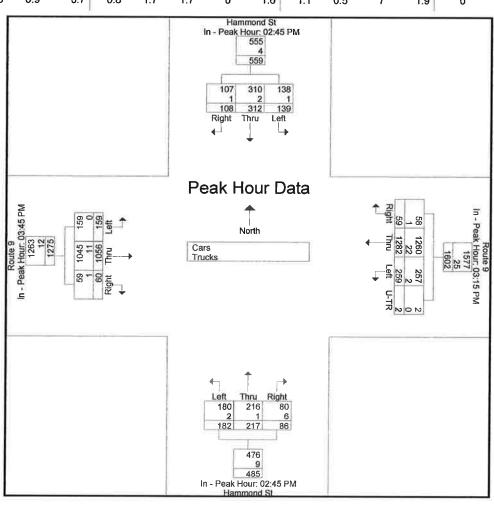
N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016

Page No :3

		Hamn	mond St	t l			Route 9	9			Hamn	nond St			Ro	ıte 9		
		From	n North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:45 PM				03:15 PM					02:45 PM				03:45 PM			
+0 mins.	28	68	31	127	72	316	11	0	399	40	55	28	123	52	288	17	357
+15 mins.	34	74	28	136	76	320	19	1	416	47	56	19	122	30	268	16	314
+30 mins.	34	74	21	129	60	279	18	1	358	44	51	21	116	40	236	13	289
+45 mins.	43	96	28	167	51	367	11	0	429	51	55	18	124	37	264	14	315
Total Volume	139	312	108	559	259	1282	59	2	1602	182	217	86	485	159	1056	60	1275
% App. Total	24.9	55.8	19.3		16.2	80	3.7	0.1		37.5	44.7	17.7	į	12.5	82.8	4.7	
PHF	.808	.813	.871	.837	.852	.873	.776	.500	.934	.892	.969	.768	.978	.764	.917	.882	.893
Cars	138	310	107	555	257	1260	58	2	1577	180	216	80	476	159	1045	59	1263
% Cars	99.3	99.4	99.1	99.3	99.2	98.3	98.3	100	98.4	98.9	99.5	93	98.1	100	99	98.3	99.1
Trucks	1	2	1	4	2	22	1	0	25	2	1	6	9	0	11	1	12
% Trucks	0.7	0.6	0.9	0.7	0.8	1.7	1.7	0	1.6	1.1	0.5	7	1.9	0	1	1.7	0.9



N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

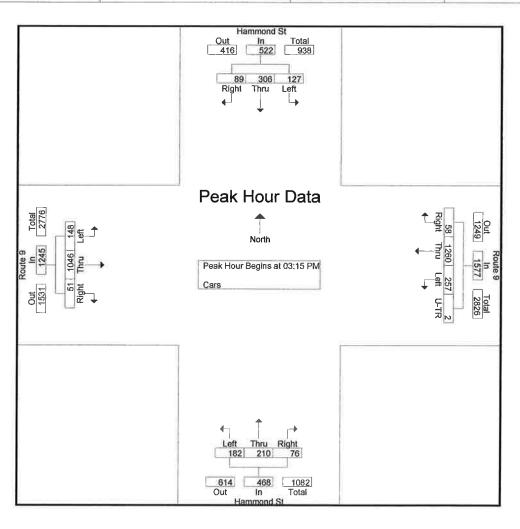
File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 1

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						Groups Pri	inted- Ca	rs						
		mmond S rom North			Route From I				mmond St			Route 9 rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	44	63	21	47	282	16	0	51	36	18	36	232	20	866
02:15 PM	30	49	23	55	341	14	0	40	49	18	19	306	10	954
02:30 PM	29	67	18	58	275	15	1	30	38	21	32	255	22	861
02:45 PM	27	67	31	57	303	10	0	40	54	26	34	233	18	900
Total	130	246	93	217	1201	55	1	161	177	83	121	1026	70	3581
03:00 PM	34	74	28	56	282	20	О	46	56	18	33	258	18	923
03:15 PM	34	74	20	72	309	11	0	43	51	20	32	248	13	927
03:30 PM	43	95	28	74	313	19	1	51	55	16	34	247	5	981
03:45 PM	25	67	25	60	275	17	1	41	45	22	52	286	17	933
Total	136	310	101	2 62	1179	67	2	181	207	76	151	1039	53	3764
04:00 PM	25	70	16	51	363	11	0	47	59	18	30	265	16	971
04:15 PM	27	90	19	54	314	16	1	49	51	15	40	231	13	920
04:30 PM	26	80	19	62	289	14	1	42	60	21	37	263	13	927
04:45 PM	38	108	18	61	290	6	o	43	59	15	39	259	12	948
Total	116	348	72	228	1256	47	2	181	229	69	146	1018	54	3766
Grand Total	382	904	266	707	3636	169	5	523	613	228	418	3083	177	11111
Apprch %	24.6	58.2	17.1	15.7	80.5	3.7	0.1	38.3	44.9	16.7	11.4	83.8	4.8	
Total %	3.4	8.1	2.4	6.4	32.7	1.5	0	4.7	5.5	2.1	3.8	27.7	1.6	

N/S Street: Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name : 7382N001 Site Code : 73820001 Start Date : 11/16/2016 Page No : 2

		Hamr	nond St				Route 9	9			Hamn	nond St			Ro	ute 9		
		From	n North			F	rom Ea	st			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Anal	ysis Fro	m 02:00	PM to	04:45 PM	- Peak 1	of 1												
Peak Hour for E	ntire Inte	ersectio	n Begin	s at 03:15	РМ													
03:15 PM	34	74	20	128	72	309	11	0	392	43	51	20	114	32	248	13	293	927
03:30 PM	43	95	28	166	74	313	19	1	407	51	55	16	122	34	247	5	286	981
03:45 PM	25	67	25	117	60	275	17	1	353	41	45	22	108	52	286	17	355	933
04:00 PM	25	70	16	111	51	363	11	0	425	47	59	18	124	30	265	16	311	971
Total Volume	127	306	89	522	257	1260	58	2	1577	182	210	76	468	148	1046	51	1245	3812
% App. Total	24.3	58.6	17		16.3	79.9	3.7	0.1		38.9	44.9	16.2		11.9	84	4.1		
PHF	.738	.805	.795	.786	.868	.868	.763	.500	.928	.892	.890	.864	.944	.712	.914	.750	.877	.971



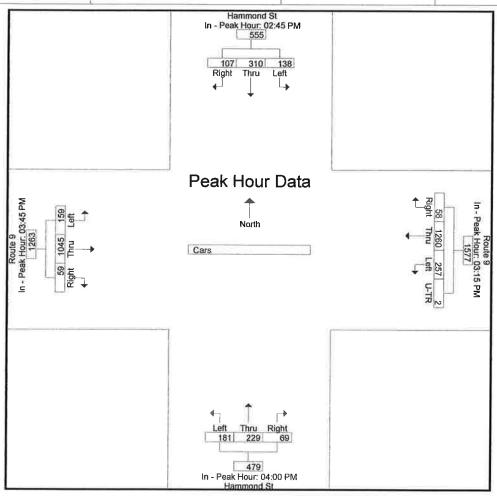
N/S Street: Hammond Street E/W Street: Route 9 City/State: Brookline, MA Weather: Cloudy File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016

Page No : 3

		Hamr	nond S	t			Route 9	7			Hamm	nond Si			Ro	ute 9		
		From	n North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:45 PM				03:15 PM					04:00 PM				03:45 PM			
+0 mins.	27	67	31	125	72	309	11	0	392	47	59	18	124	52	286	17	35
+15 mins.	34	74	28	136	74	313	19	1	407	49	51	15	115	30	265	16	31
+30 mins.	34	74	20	128	60	275	17	1	353	42	60	21	123	40	231	13	284
+45 mins.	43	95	28	166	51	363	11	0	425	43	59	15	117	37	263	13	313
Total Volume	138	310	107	555	257	1260	58	2	1577	181	229	69	479	159	1045	59	1263
% App. Total	24.9	55.9	19.3		16.3	79.9	3.7	0.1		37.8	47.8	14.4		12.6	82.7	4.7	
PHF	.802	.816	.863	.836	.868	.868	.763	.500	.928	.923	.954	.821	.966	.764	.913	.868	.889



N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016 Page No: 1

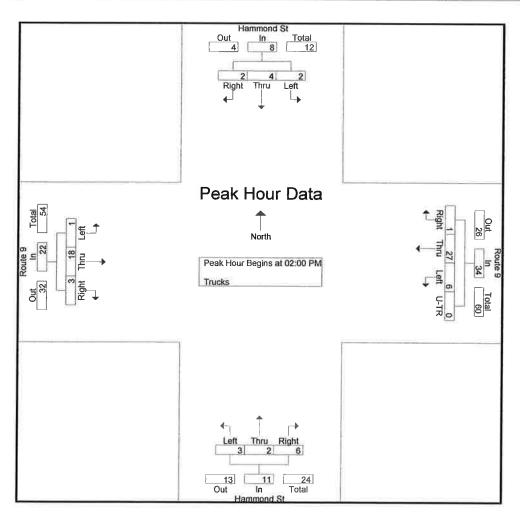
^	-		40.000000000000000000000000000000000000
Groups	Print	ed-	rucke

	Fr	mmond St om North			Rout From	East		На	mmond St om South		Fi	Route 9 om West		
Start Time	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	int. Total
02:00 PM	0	1	2	1	6	1	0	0	0	0	1	2	2	16
02:15 PM	1	1	0	2	6	0	0	3	1	3	0	6	0	23
02:30 PM	0	1	0	2	9	0	0	0	0	1	0	4	0	17
02:45 PM	1	1	0	1	6	0	0	0	1	2	0	6	1	19
Total	2	4	2	6	27	1	0	3	2	6	1	18	3	75
03:00 PM	0	0	0	2	4	0	0	1	0	1	0	2	0	10
03:15 PM	0	0	1	0	7	0	0	1	0	1	1	2	0	13
03:30 PM	0	1	0	2	7	0	0	0	0	2	1	2	0	15
03:45 PM	0	0	О	0	4	1	0	3	1	o	0	2	0	11
Total	0	1	1	4	22	1	0	5	1	4	2	8	0	49
04:00 PM	1	1	0	0	4	0	o	1	0	О	0	3	0	10
04:15 PM	1	0	0	0	2	0	o	1	1	О	0	5	o	10
04:30 PM	0	1	0	0	2	0	0	0	0	О	0	1	1	5
04:45 PM	0	0	0	0	1	0	o	1	0	О	0	3	0	5
Total	2	2	0	0	9	0	0	3	1	0	0	12	1	30
Grand Total	4	7	3	10	58	2	0	11	4	10	3	38	4	154
Apprch %	28.6	50	21.4	14.3	82.9	2.9	0	44	16	40	6.7	84.4	8.9	
Total %	2.6	4.5	1.9	6.5	37.7	1.3	0	7.1	2.6	6.5	1.9	24.7	2.6	

N/S Street: Hammond Street E/W Street : Route 9
City/State : Brookline, MA
Weather : Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016 Page No: 2

		Hamn	nond St				Route 9	9			Hamn	ond St			Ro	ıte 9		1
		From	North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
Peak Hour Anal	ysis Fro	m 02:00	PM to	04:45 PM	- Peak 1	of 1							1. ()				1 / 66: 10:0	11111 1 444
eak Hour for E	intire Inte	ersection	n Begin:	s at 02:00	PM													
02:00 PM	0	1	2	3	1	6	1	0	8	0	0	0	0	1	2	2	5	16
02:15 PM	1	1	0	2	2	6	0	0	8	3	1	3	7	0	6	0	6	23
02:30 PM	0	1	0	1	2	9	0	0	11	0	0	1	1	0	4	0	4	1
02:45 PM	1	1	0	2	1	6	0	0	7	0	1	2	3	0	6	1	7	19
Total Volume	2	4	2	8	6	27	1	0	34	3	2	6	11	1	18	3	22	75
% App. Total	25	50	25		17.6	79.4	2.9	0		27.3	18.2	54.5		4.5	81.8	13.6		
PHF	.500	1.00	.250	.667	.750	.750	.250	.000	.773	.250	.500	.500	.393	.250	.750	.375	.786	.815

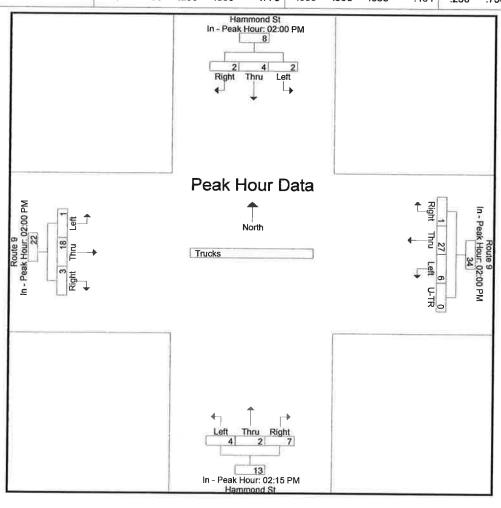


N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016 Page No: 3

		Hamn	nond St				Route 9	9			Hamm	nond St			Rou	ite 9		
		From	North			F	rom Ea	st			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

	02:00 PN	1			02:00 PM					02:15 PM				02:00 PM			
+0 mins.	0	1	2	3	1	6	1	0	8	3	1	3	7	1	2	2	
+15 mins.	1	1	0	2	2	6	0	0	8	0	0	1	1	0	6	ō	6
+30 mins.	0	1	0	1	2	9	0	0	11	0	1	2	3	0	4	0	
+45 mins.	1	1	0	2	1	6	0	0	7	1	0	1	2	0	6	1	-
otal Volume	2	4	2	8	6	27	1	0	34	4	2	7	13	1	18	3	2
% App. Total	25	50	25		17.6	79.4	2.9	0		30.8	15.4	53.8		4.5	81.8	13.6	
PHF	.500	1.000	.250	.667	.750	.750	.250	.000	.773	.333	.500	.583	.464	.250	.750	.375	.786



N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016 Page No: 1

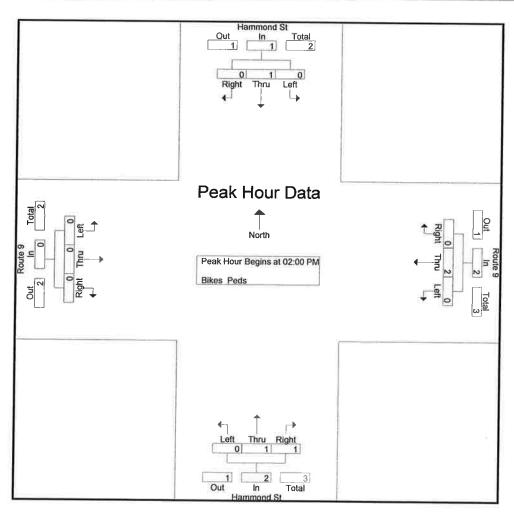
Groups Printed-Bikes Peds

			ond St				ıte 9			Hammond St					ite 9				
Start Time	Left	Thru	North Right	Peds	Left	From Thru	East	Peds	Left		South	D. 4.	1 -0		West				· · · · · · · · · · · · · · · · · · ·
02:00 PM	Leit 0	0			-					Thru	-		Left	Thru		Peds		Inclu. Total	
02.00 PW		U	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2
02:15 PM	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	3	10	1	11
02:30 PM	0	0	0	5	0	1	0	6	0	0	1	1	0	0	0	4	16	2	18
02:45 PM	0	1	0	1	0	1	0	3	0	0	0	4	0	0	0	9	17	2	19
Total	0	1	0	6	0	2	0	12	0	1	1	9	0	0	0	18	45	5	50
03:00 PM	0	0	0	1	0	0	0	7	0	0	0	2	o	0	0	5	15	0	15
03:15 PM	0	0	0	6	0	0	0	9	0	0	0	5	0	0	0	4	24	0	24
03:30 PM	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	7	14	1	15
03:45 PM	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	3	11	0	11
Total	0	0	0	9	0	0	0	24	0	1	0	12	0	0	0	19	64	Ĭ	65
04:00 PM	0	1	0	1	0	0	0	9	0	0	1	3	0	1	0	3	16	3	19
04:15 PM	0	0	0	1	0	0	0	13	0	0	0	7	0	0	0	0	21	0	21
04:30 PM	٥	1	0	2	0	1	0	7	0	O	0	5	0	0	0	4	18	2	20
04:45 PM	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	5	13	0	13
Total	0	2	0	6	0	1	0	32	0	0	1	18	0	1	0	12	68	5	73
Grand Total	0	3	0	21	0	3	0	68	0	2	2	39	0	1	0	49	177	11	188
Apprch %	0	100	0		0	100	0	-	0	50	50		0	100	0			•	.30
Total %	0	27.3	0	1	0	27.3	0		0	18.2	18.2		0	9.1	0		94.1	5.9	

N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016 Page No: 2

			nond St			Ro	ute 9			Hamn	nond St			Ro	ute 9		ĺ
		From	North			Fron	n East			From	South			Fron	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right		
Peak Hour Analy	sis From	02:00 F	M to 04		eak 1 of	1		App. Total				App. Total				App Total	Int. Total
Peak Hour for En	tire Inter	section	Begins a	at 02:00 PM	Л												
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	1
02:30 PM	0	0	0	0	0	1	0	1	0	Ö	4	1	0	0	0	0	
02:45 PM	0	1	0	1	0	1	0	1	0	0	Ö	0	0	0	0	0	2
Total Volume	0	1	0	1	0	2	0	2	0	1	1	2	0	0	0	0	5
% App. Total	0	100	0		0	100	0	1	0	50	50		0	0	0		Ü
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.250	.500	.000	.000	.000	.000	.625



N/S Street : Hammond Street E/W Street : Route 9 City/State : Brookline, MA Weather : Cloudy

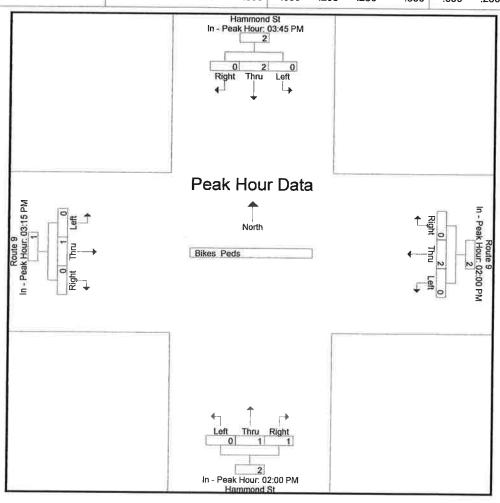
File Name: 7382N001 Site Code: 73820001 Start Date: 11/16/2016

Page No : 3

		Hamn	nond St		Ro	ute 9			Hamn	nond St			Ro	ute 9	 ľ
		From	North		From East				From	South			From) West	
Start Time	Left	Thru	Right App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	 Int. Tot

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

+0 mins. +15 mins.	0		0	U	0	0	0	0	0	0	0	0	0	0	0	C
		1	_	1		U	0	0	0	1	U	1	0	0	0	C
+30 mins.	0	Ü	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	2	0	2	0	2	0	2	0	1	1	2	0	1	0	1
% App. Total	0	100	0		0	100	0		0	50	50		0	100	0	
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.250	.500	.000	.250	.000	.250



N/S Street: Dunster Road / Driveway E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 1

Groups Printed- Cars - Trucks

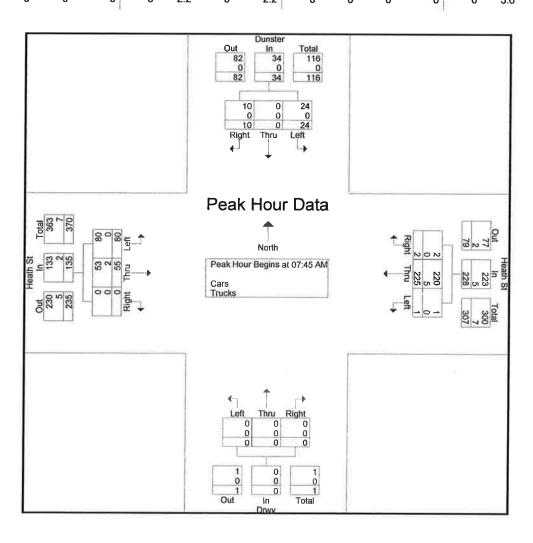
		leath St om West			Drwy m South	Fro		Heath St rom East	F		unster m North	Fro	
Int. To	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time
	0	8	30	0	0	0	1	27	0	1	0	3	07:00 AM
	0	8	29	0	0	0	1	43	0	0	0	1	07:15 AM
1	О	12	21	0	0	0	6	55	0	3	0	3	07:30 AM
10	o	11	29	0	0	0	0	60	0	1	0	5	07:45 AM
3	0	39	109	0	0	0	8	185	0	5	0	12	Total
ŧ	0	14	11	0	0	0	0	52	0	3	0	6	08:00 AM
9	o	8	19	0	0	0	1	63	1	2	0	5	08:15 AM
10	0	22	21	0	0	0	1	50	0	4	0	8	08:30 AM
9	О	11	19	0	0	0	4	51	0	1	0	6	08:45 AM
38	0	55	70	0	0	0	6	216	1	10	0	25	Total
8	О	10	27	0	0	0	1	41	0	0	0	7	09:00 AM
7	О	2	32	0	0	0	0	31	0	4	0	6	09:15 AM
90	0	106	238	0	0	0	15	473	1	19	0	50	Grand Total
	0	30.8	69.2	0	0	0	3.1	96.7	0.2	27.5	0	72.5	Apprch %
	0	11.8	26.4	0	0	0	1.7	52.4	0.1	2.1	0	5.5	Total %
88	0	103	237	0	0	0	15	463	1	19	0	50	Cars
98.	О	97.2	99.6	0	0	0	100	97.9	100	100	0	100	% Cars
1	0	3	1	0	0	0	0	10	0	0	0	0	Trucks
1.	0	2.8	0.4	0	0	0	0	2.1	0	0	0	0	% Trucks

N/S Street: Dunster Road / Driveway

E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 2

		Dur	nster			Hea	ath St			D	rwy			Hea	ath St		1
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int, Tota
Peak Hour Analys	sis From	07:00 A	M to 09	15 AM - P	eak 1 of	1		300								ripp. rotal	IIII TOLO
Peak Hour for En	itire Inter	section	Begins a	nt 07:45 AN	Л												
07:45 AM	5	0	1	6	0	60	0	60	0	0	0	0	29	11	0	40	106
08:00 AM	6	0	3	9	0	52	0	52	0	0	0	0	11	14	0	25	86
08:15 AM	5	0	2	7	1	63	1	65	0	0	0	0	19	8	0	27	99
08:30 AM	8	0	4	12	0	50	1	51	0	0	0	0	21	22	0	43	106
Total Volume	24	0	10	34	1	225	2	228	0	0	0	0	80	55	0	135	397
% App. Total	70.6	0	29.4		0.4	98.7	0.9		0	0	0		59.3	40.7	0		
PHF	.750	.000	.625	.708	.250	.893	.500	.877	.000	.000	.000	.000	.690	.625	.000	.785	.936
Cars	24	0	10	34	1	220	2	223	0	0	0	0	80	53	0	133	390
% Cars	100	0	100	100	100	97.8	100	97.8	0	0	0	0	100	96.4	0	98.5	98.2
Trucks	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
% Trucks	0	0	0	0	0	2.2	0	2.2	0	0	0	0	0	3.6	0	1.5	1.8



978-664-2565

N/S Street : Dunster Road / Driveway

E/W Street: Heath Street City/State: Brookline, MA

Weather : Clear

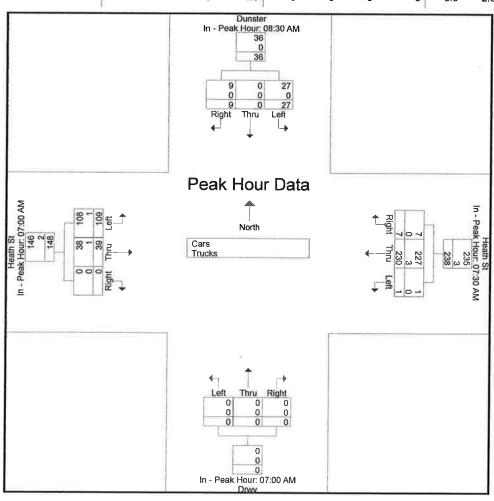
File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016

Page No 3

		Du	nster			Hea	ath St			D	rwy			Hea	th St		
		From	North			From East				From	South			From	West		
Start Time	Left	Thru	Right	App Total	Left Thru Right App Total L				Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:30 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	8	0	4	12	0	55	6	61	0	0	0	0	30	8	0	38
+15 mins.	6	0	1	7	0	60	0	60	0	0	0	0	29	8	0	37
+30 mins.	7	0	0	7	0	52	0	52	0	0	0	0	21	12	0	33
+45 mins.	6	0	4	10	1	63	1	65	0	0	0	0	29	11	0	40
Total Volume	27	0	9	36	1	230	7	238	0	0	0	0	109	39	0	148
% App. Total	75	0	25		0.4	96.6	2.9		0	0	0		73.6	26.4	0	
PHF	.844	.000	.563	.750	.250	.913	.292	.915	.000	.000	.000	.000	.908	.813	.000	.925
Cars	27	0	9	36	1	227	7	235	0	0	0	0	108	38	0	146
% Cars	100	0	100	100	100	98.7	100	98.7	0	0	0	0	99.1	97.4	0	98.6
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2
% Trucks	0	0	0	0	0	1.3	0	1.3	0	0	0	0	0.9	2.6	0	1.4



N/S Street: Dunster Road / Driveway

E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 4

Groups Printed- Cars

		Heath St om West			Drwy m South		os i inited	leath St om East			Ounster om North		
nt Int. To	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time
	0	8	29	0	0	0	1	27	0	1	0	3	07:00 AM
0	0	7	29	0	0	0	1	42	0	0	0	1	07:15 AM
0 10	0	12	21	0	0	0	6	55	0	3	0	3	07:30 AM
0 10	0	11	29	0	0	0	0	60	0	1	0	5	07:45 AM
3	0	38	108	0	0	0	8	184	0	5	0	12	Total
0 8	0	13	11	0	0	0	0	51	0	3	0	6	08:00 AM
2 9	0	8	19	0	0	0	1	61	1	2	0	5	08:15 AM
) 10	О	21	21	0	0	0	1	48	0	4	0	8	08:30 AM
9	o	11	19	0	0	0	4	49	0	1	0	6	08:45 AM
37	0	53	70	0	0	0	6	209	1	10	0	25	Total
o 8	0	10	27	О	0	0	1	40	0	0	0	7	09:00 AM
	0	2	32	0	0	0	0	30	0	4	0	6	09:15 AM
1	0	103	237	0	0	0	15	463	1	19	0	50	Grand Total
	0	30.3	69.7	o	0	0	3.1	96.7	0.2	27.5	0	72.5	Apprch %
	0	11.6	26.7	o	0	0	1.7	52.1	0.1	2.1	0	5.6	Total %

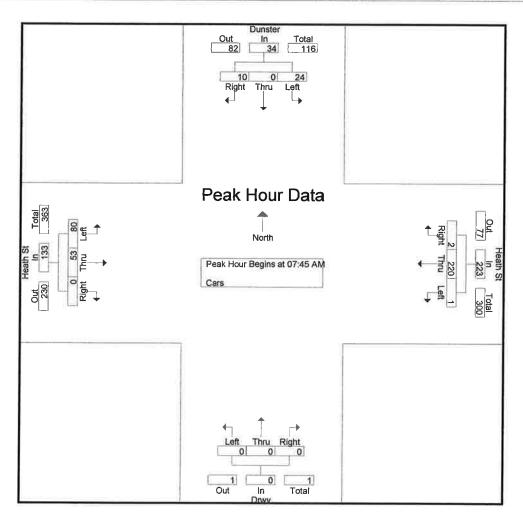
N/S Street : Dunster Road / Driveway E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016

Page No : 5

		Du	nster			Hea	th St			D	rwy			Hea	ath St		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analy	sis From	07:00	M to 09	:15 AM - P	eak 1 of	1						, pp o.a.			-	/ IDP TOTAL	Mil. Total
eak Hour for En	itire Inter	section	Begins a	at 07:45 AN	Л												
07:45 AM	5	0	1	6	0	60	0	60	0	0	0	0	29	11	0	40	106
08:00 AM	6	0	3	9	0	51	0	51	0	0	0	0	11	13	0	24	84
08:15 AM	5	0	2	7	1	61	1	63	0	0	0	0	19	8	0	27	97
08:30 AM	8	0	4	12	0	48	1	49	0	0	0	0	21	21	0	42	103
Total Volume	24	0	10	34	1	220	2	223	0	0	0	0	80	53	0	133	390
% App. Total	70.6	0	29.4	1	0.4	98.7	0.9		0	0	0		60.2	39.8	0		
PHF	.750	.000	.625	.708	.250	.902	.500	.885	.000	.000	.000	.000	.690	.631	.000	.792	.920



N/S Street : Dunster Road / Driveway

E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

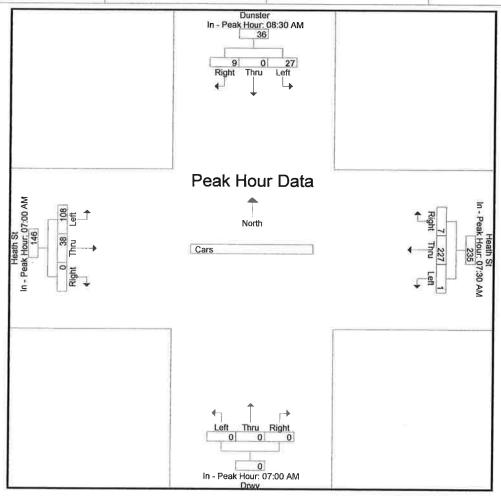
File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016

Page No : 6

		Dui	nster			Hea	ath St			D	rwy			Hea	th St		1
		From	North			From East				From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left Thru Right App. Total				Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:30 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	8	0	4	12	0	55	6	61	0	0	0	0	29	8	0	37
+15 mins.	6	0	1	7	0	60	0	60	0	0	0	0	29	7	0	36
+30 mins.	7	0	0	7	0	51	0	51	0	0	0	0	21	12	0	33
+45 mins.	6	0	4	10	1	61	1	63	0	0	0	0	29	11	0	40
Total Volume	27	0	9	36	1	227	7	235	0	0	0	0	108	38	0	146
% App. Total	75	0	25		0.4	96.6	3		0	0	0		74	26	0	
PHF	.844	.000	.563	.750	.250	.930	.292	.933	.000	.000	.000	.000	.931	.792	.000	.913



N/S Street : Dunster Road / Driveway E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 7

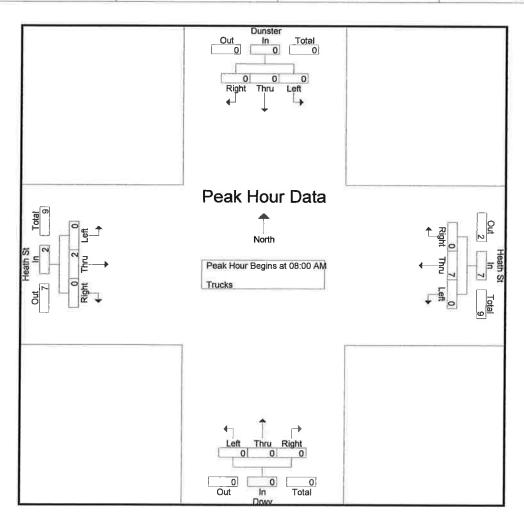
					Group	s Printed-	Trucks						
		Dunster om North			leath St rom East		Fn	Drwy om South			Heath St rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	o	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	1	1	0	3
08:00 AM	o	0	0	0	1	o	0	0	0	0	1	0	2
08:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	2	0	0	0	0	0	1	О	3
08:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	7	0	0	0	0	0	2	0	9
09:00 AM	0	0	o	0	1	ما	0	0	. 1	•		. 1	
05.00 AIVI	U	U	· ·	U	•	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	10	0	0	0	0	1	3	0	14
Apprch %	0	0	0	0	100	0	0	0	0	25	75	0	
Total %	0	0	0	0	71.4	0	0	0	0	7.1	21.4	0	

N/S Street : Dunster Road / Driveway

E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 8

		Du	nster			Hea	ath St			D	rwy			Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
eak Hour Analy	sis From	07:00	M to 09	:15 AM - F	eak 1 of	1						1,661,1500,1				7,00. 700	mit. Foto
eak Hour for En	tire Inter	section	Begins a	at 08:00 Al	VI												
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	Ö	0	O	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	ç
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.000	.500	.000	.500	.750



N/S Street : Dunster Road / Driveway

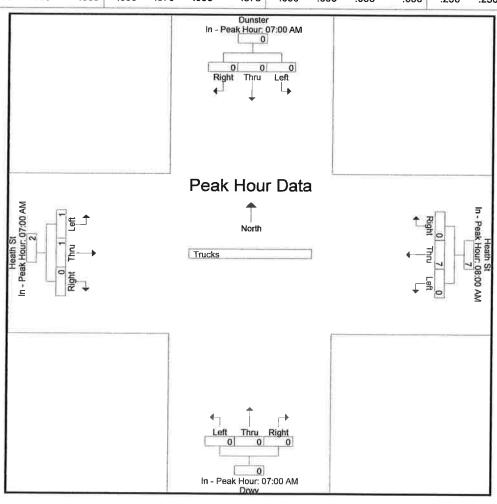
E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 9

		Dui	nster			Hea	th St			D	rwy			Hea	ath St		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tot

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	Ö	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	1	1	0	2
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.250	.250	.000	.500



N/S Street : Dunster Road / Driveway

E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 10

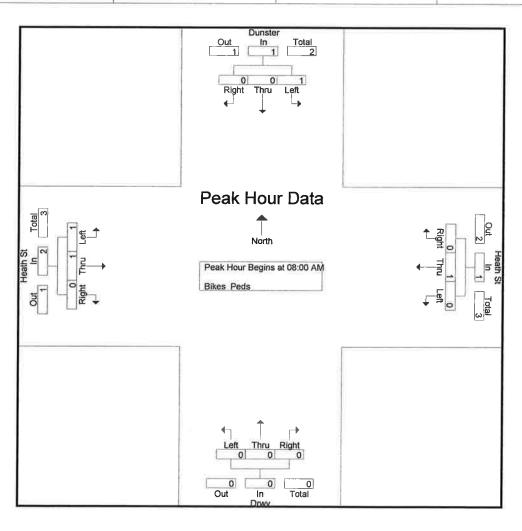
								Group	s Printed	d- Bikes	Peds								
			ster North				th St East				wy			Hea From	th St]		
Start Time	Left	Thru	Right	Peds	Left	Thru		Peds	Left	Thru		Peds	Left	Thru		Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	4	0	1	0	1	0	0	0	1	0	0	0	0	6	1	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0
07:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	9	0	ાં	0	1	0	0	0	1	0	0	0	0	11	1	12
08:00 AM	0	0	0	3	0	0	0	0	0	0	0	o	0	0	0	0	3	0	3
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
08:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
08:45 AM	0	0	0	3	0	1	0	0	0	0	0	0	1	0	0	0	3	2	5
Total	1	0	0	7	0	1	0	0	0	0	0	0	1	1	0	4	8	4	12
09:00 AM	0	0	0	2	0	0	0	0	0	0	0	О	0	0	0	о	2	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	О	0	0	0	o	0	0	0
Grand Total	1	0	0	18	0	2	0	1	0	0	0	1	1	1	0	1	21	5	26
Apprch %	100	0	0		0	100	0		0	0	0		50	50	0				
Total %	20	0	0		0	40	0		0	0	0	- 1	20	20	0		80.8	19.2	

N/S-Street: Dunster Road / Driveway

E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 11

		Dui	nster			Hea	th St			D	rwy			Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Left	Thru	Right	App, Total	Int. Total
Peak Hour Analys	sis From	07:00 A	M to 09	:15 AM - F	eak 1 of	1						1.99. 1.0.00.)				7 pp. Total	me. rota
Peak Hour for En	tire Inter	section	Begins a	at 08:00 A	vI												
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	_ 1	0	0	1	2
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2	4
% App. Total	100	0	0		0	100	0		0	0	0	1	50	50	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.500



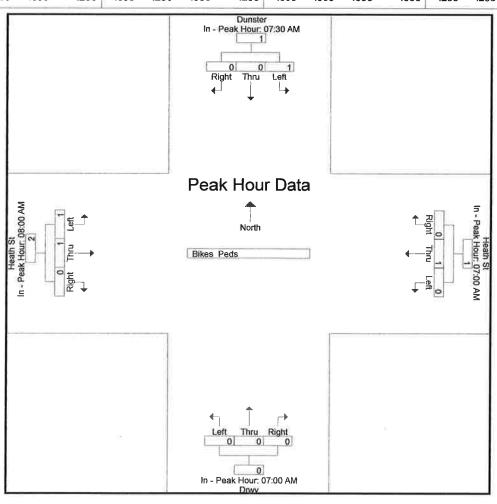
N/S Street: Dunster Road / Driveway E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name | 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 12

		Du	nster			Hea	th St			D	rwy			Hea	ath St		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:30 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	O
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2
% App. Total	100	0	0		0	100	0		0	0	0		50	50	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500



N/S Street: Dunster Road / Driveway E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 1

Groups P	rinted- Car	s - Trucks
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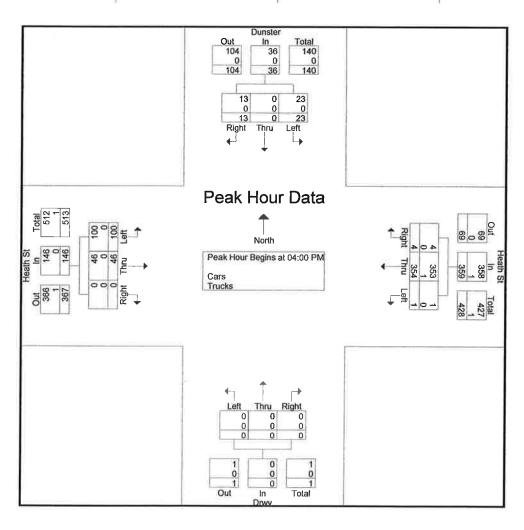
_	Er	Dunster rom North		l F	leath St rom East		Fr	Drwy om South		F	Heath St rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	3	0	1	0	58	3	0	0	0	22	7	0	94
02:15 PM	7	1	2	0	43	0	0	0	0	12	13	0	78
02:30 PM	4	0	8	1	49	1	0	0	0	19	11	0	93
02:45 PM	6	0	3	0	53	3	0	1	1	21	5	o	93
Total	20	1	14	1	203	7	0	1	1	74	36	0	358
03:00 PM	4	0	3	0	69	0	0	0	0	22	5	0	103
03:15 PM	10	0	2	0	78	o	0	0	0	29	15	0	134
03:30 PM	3	0	4	0	65	0	0	0	0	29	10	0	111
03:45 PM	5	0	2	0	65	5	0	0	0	18	12	0	107
Total	22	0	11	0	277	5	0	0	0	98	42	0	455
04:00 PM	4	0	2	0	79	О	0	0	0	27	14	0	126
04:15 PM	7	0	3	0	93	2	0	0	0	27	9	О	141
04:30 PM	6	0	3	1	84	1	0	0	0	21	12	О	128
04:45 PM	6	0	5	0	98	1	0	0	0	25	11	0	146
Total	23	0	13	1	354	4	0	0	0	100	46	0	541
Grand Total	65	1	38	2	834	16	0	1	1	272	124	0	1354
Apprch %	62.5	1	36.5	0.2	97.9	1.9	0	50	50	68.7	31.3	0	
Total %	4.8	0.1	2.8	0.1	61.6	1.2	0	0.1	0.1	20.1	9.2	0	
Cars	65	1	37	2	825	15	0	1	1	272	123	0	1342
% Cars	100	100	97.4	100	98.9	93.8	0	100	100	100	99.2	0	99.1
Trucks	0	0	1	0	9	1	0	0	0	0	1	0	12
% Trucks	0	0	2.6	0	1.1	6.2	0	0	0	0	0.8	0	0.9

N/S Street : Dunster Road / Driveway

E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 2

		Dur	ster			Hea	ath St			D	rwy			Hea	th St		I
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	02:00 F	M to 04	:45 PM - F	eak 1 of	1							-				
Peak Hour for En	tire Inter	section	Begins a	at 04:00 Pf	v1												
04:00 PM	4	0	2	6	0	79	0	79	0	0	0	0	27	14	0	41	126
04:15 PM	7	0	3	10	0	93	2	95	0	0	0	0	27	9	0	36	141
04:30 PM	6	0	3	9	1	84	1	86	0	0	0	0	21	12	0	33	128
04:45 PM	6	0	5	11	0	98	1	99	0	0	0	0	25	11	0	36	146
Total Volume	23	0	13	36	1	354	4	359	0	0	0	0	100	46	0	146	541
% App. Total	63.9	0	36.1		0.3	98.6	1.1		0	0	0		68.5	31.5	0		
PHF	.821	.000	.650	.818	.250	.903	.500	.907	.000	.000	.000	.000	.926	.821	.000	.890	.926
Cars	23	0	13	36	1	353	4	358	0	0	0	0	100	46	0	146	540
% Cars	100	0	100	100	100	99.7	100	99.7	0	0	0	0	100	100	0	100	99.8
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0.2



N/S Street: Dunster Road / Driveway

E/W Street: Heath Street City/State: Brookline, MA

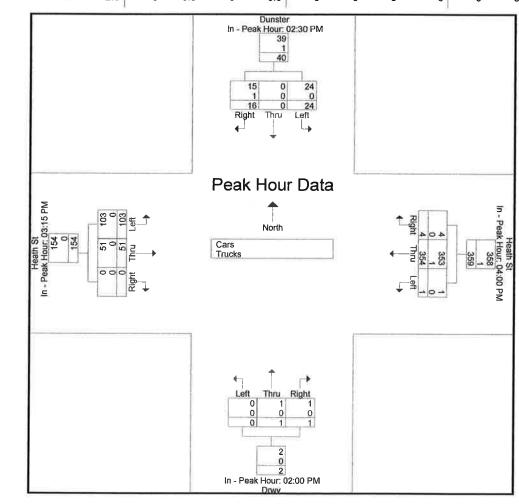
Weather :: Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 3

		Du	nster			Hea	th St			D	rwy		Hea	th St		
		From	North			From	n East			From	South		From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right App. Total	Left	Thru	Right	App Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:30 PM				04:00 PM				02:00 PM				03:15 PM			
+0 mins.	4	0	8	12	0	79	0	79	0	0	0	0	29	15	0	4
+15 mins.	6	0	3	9	0	93	2	95	0	0	0	0	29	10	0	3
+30 mins.	4	0	3	7	1	84	1	86	0	0	0	0	18	12	0	30
+45 mins.	10	0	2	12	0	98	1	99	0	1	1	2	27	14	0	4
otal Volume	24	0	16	40	1	354	4	359	0	1	1	2	103	51	0	15
6 App. Total	60	0	40		0.3	98.6	1.1		0	50	50		66.9	33.1	0	
PHF	.600	.000	.500	.833	.250	.903	.500	.907	.000	.250	.250	.250	.888	.850	.000	.87
Cars	24	0	15	39	1	353	4	358	0	1	1	2	103	51	0	15
% Cars	100	0	93.8	97.5	100	99.7	100	99.7	0	100	100	100.	100	100	0	10
Trucks	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	
% Trucks	0	0	6.2	2.5	0	0.3	0	0.3	0	0	0	0	0	0	0	



N/S Street : Dunster Road / Driveway E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 4

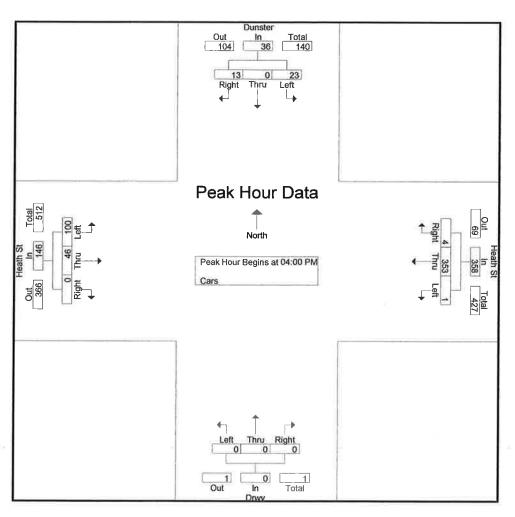
Groups Printed- Cars

		Heath St rom West	l Fi		Drwy om South		37 mileu-	leath St om East	h Fi		Ounster om North	Fre	
Int. Tota	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time
93	0	7	22	0	0	0	2	58	0	1	0	3	02:00 PM
76	o	12	12	0	0	0	0	42	0	2	1	7	02:15 PM
89	0	11	19	0	0	0	1	46	1	7	0	4	02:30 PM
93	0	5	21	1	1	0	3	53	0	3	0	6	02:45 PM
351	0	35	74	1	1	0	6	199	1	13	1	20	Total
103	0	5	22	0	0	0	О	69	0	3	0	4	03:00 PM
133	0	15	29	0	0	0	0	77	0	2	0	10	03:15 PM
110	0	10	29	0	0	0	0	64	0	4	0	3	03:30 PM
105	О	12	18	0	0	0	5	63	0	2	0	5	03:45 PM
451	0	42	98	0	0	0	5	273	0	11	0	22	Total
125	0	14	27	o	0	0	0	78	0	2	0	4	04:00 PM
141	0	9	27	0	0	0	2	93	0	3	0	7	04:15 PM
128	0	12	21	0	0	0	1	84	1	3	0	6	04:30 PM
146	o	11	25	0	0	0	1	98	0	5	0	6	04:45 PM
540	0	46	100	0	0	0	4	353	1	13	0	23	Total
1342	0	123	272	1	1	0	15	825	2	37	1	65	Grand Total
	0	31.1	68.9	50	50	0	1.8	98	0.2	35.9	1	63.1	Apprch %
	0	9.2	20.3	0.1	0.1	0	1.1	61.5	0.1	2.8	0.1	4.8	Total %

N/S Street : Dunster Road / Driveway E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 5

		Dui	nster			Hea	th St			D	rwy			Hea	th St		
		From	North		otal App. Total I - Peak 1 of 1					From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
eak Hour Analy	sis From	02:00 F	M to 04	:45 PM - P	eak 1 of	1	,									7 (8) 7 (8)	
eak Hour for Er	itire Inter	section	Begins a	at 04:00 PN	Л												
04:00 PM	4	0	2	6	0	78	0	78	0	0	0	0	27	14	0	41	125
04:15 PM	7	0	3	10	0	93	2	95	0	0	0	0	27	9	0	36	141
04:30 PM	6	0	3	9	1	84	1	86	0	0	0	0	21	12	0	33	128
04:45 PM	6	0	5	11	0	98	1	99	0	0	0	0	25	11	0	36	146
Total Volume	23	0	13	36	1	353	4	358	0	0	0	0	100	46	0	146	540
% App. Total	63.9	0	36.1		0.3	98.6	1.1		0	0	0		68.5	31.5	0		
PHF	.821	.000	.650	.818	.250	.901	.500	.904	.000	.000	.000	.000	.926	.821	.000	.890	.925



N/S Street : Dunster Road / Driveway E/W Street: Heath Street

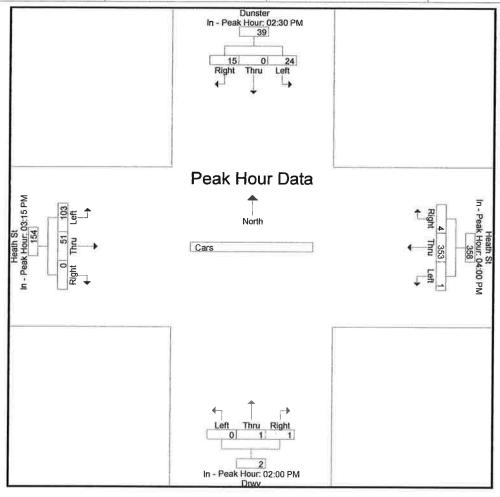
City/State : Brookline, MA Weather : Clear

File Name: 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 6

		Du	nster			Hea	th St			D	rwy			Hea	th St		
		From North From East								From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:30 PM				04:00 PM				02:00 PM				03:15 PM			
+0 mins.	4	0	7	11	0	78	0	78	0	0	0	0	29	15	0	44
+15 mins.	6	0	3	9	0	93	2	95	0	0	0	0	29	10	0	39
+30 mins.	4	0	3	7	1	84	1	86	0	0	0	0	18	12	0	30
+45 mins.	10	0	2	12	0	98	1	99	0	1	1	2	27	14	0	4
Total Volume	24	0	15	39	1	353	4	358	0	1	1	2	103	51	0	154
% App. Total	61.5	0	38.5		0.3	98.6	1.1		0	50	50		66.9	33.1	0	
PHF	.600	.000	.536	.813	.250	.901	.500	.904	.000	.250	.250	.250	.888	.850	.000	.87



N/S Street : Dunster Road / Driveway E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 7

Groups Printed-Trucks

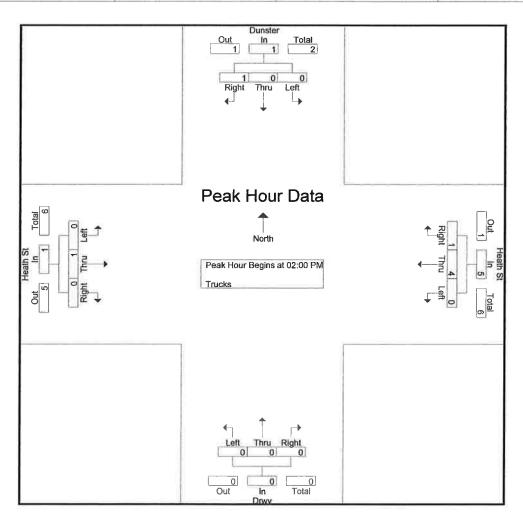
	l Fr	Dunster om North		ŀ	Heath St		Fi	Drwy rom South			Heath St rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
02:30 PM	0	0	1	0	3	0	0	0	0	0	0	0	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	4	1	0	0	0	0	3	0	7
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	1	o	0	0	0	0	0	О	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	4	0	0	0	0	0	0	0	4
1													
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	9	1	0	0	0	0	1	0	12
Apprch %	0	0	100	0	90	10	0	0	o	0	100	0	
Total %	0	0	8.3	0	75	8.3	0	0	0	0	8.3	0	

N/S Street : Dunster Road / Driveway

E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 8

		Dur	nster			Hea	th St			D	rwy			Hea	ath St		
		From	North		tal App. Total					From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App_Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analys	sis From	02:00 F	M to 04	The second second	eak 1 of	1						P				- FF	
eak Hour for En	tire Inter	section	Begins a	at 02:00 PM	νI												
02:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	o	0	1	Ó	1	0	0	0	0	0	1	0	1	2
02:30 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Total Volume	0	0	1	1	0	4	1	5	0	0	0	0	0	1	0	1	7
% App. Total	0	0	100		0	80	20		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.333	.250	.417	.000	.000	.000	.000	.000	.250	.000	.250	.438



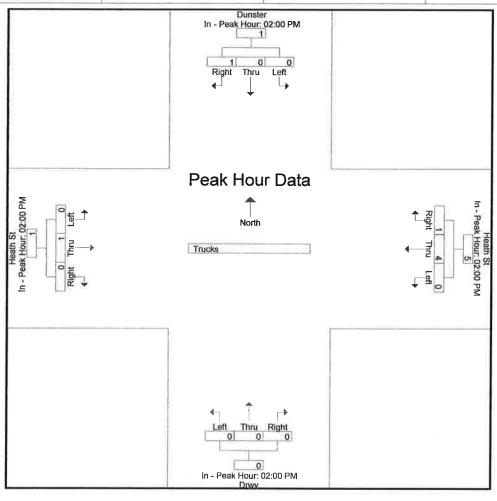
N/S Street : Dunster Road / Driveway E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 9

		Du	nster			Hea	ath St			Di	rwy			Hea	ath St		
	From North From East									From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	(
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	C
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
Total Volume	0	0	1	1	0	4	1	5	0	0	0	0	0	1	0	1
% App. Total	. 0	0	100		0	80	20		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.333	.250	.417	.000	.000	.000	.000	.000	.250	.000	.250



N/S Street : Dunster Road / Driveway E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N002 Site Code : 73820002 Start Date : 11/17/2016 Page No : 10

Groups Printed-Bikes Peds

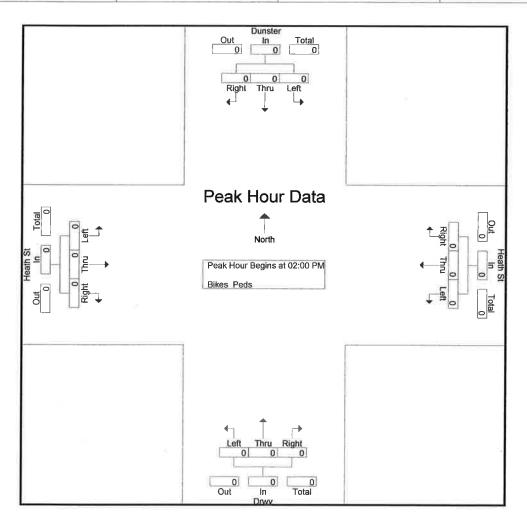
		From	ster North				th St East		, miles	Dr	wy South			From	th St West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu Total	int. Total
02:00 PM	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	5	0	5
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
Total	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	0	8	0	8
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	1	0	0	0	0	0	0	0	o	0	0	0	0	1	0	1
03:30 PM	0	0	0	3	0	0	0	o	0	0	О	o	o	0	0	0	3	0	3
03:45 PM	0	0	0	8	0	0	0	o	0	0	0	О	0	0	0	0	8	0	8
Total	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12
04:00 PM	0	0	0	5	0	0	0	0	0	0	0	О	0	0	0	1	6	0	6
04:15 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	1	16	0	16
Grand Total	0	0	0	31	0	0	0	2	0	0	0	2	0	0	0	1	36	0	36
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %				1				1				- 1					100	0	

N/S Street : Dunster Road / Driveway

E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016 Page No: 11

		Du	nster			Hea	th St			D	rwy			Hea	ath St		1
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	02:00 F	PM to 04		eak 1 of	1						THE THE P				14611010	
Peak Hour for En	tire Inter	section	Begins a	at 02:00 Pf	М												
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



N/S Street : Dunster Road / Driveway

E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

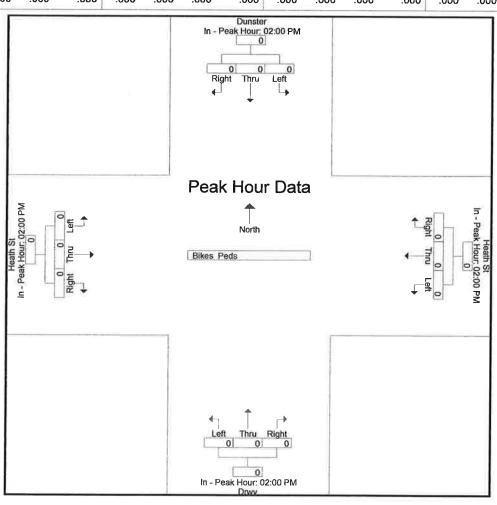
File Name: 7382N002 Site Code: 73820002 Start Date: 11/17/2016

Page No : 12

		Du	nster			Hea	th St			D	rwy			Hea	ath St		
	From North From East									From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.00



N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

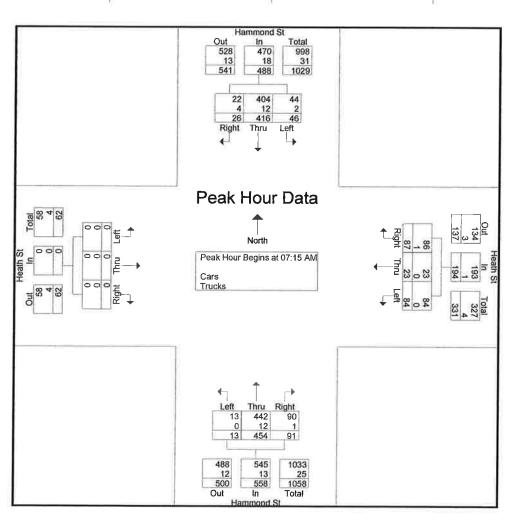
File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016 Page No: 1

Groups Printed- Cars - Trucks

		mmond St			Heath St			mmond St			leath St		
Start Time	Left	rom North Thru	Right	Left	rom East Thru	Right	Left	om South Thru	Right	Left	om West Thru	Right	Int. Total
07:00 AM	5	65	5	8	6	9	5	102	28	0	0	0	233
07:15 AM	11	92	7	16	7	14	4	125	30	0	0	0	306
07:30 AM	7	103	7	22	4	30	0	111	23	0	0	o	307
07:45 AM	17	122	4	23	7	27	5	101	15	0	0	0	321
Total	40	382	23	69	24	80	14	439	96	0	0	0	1167
08:00 AM	11	99	8	23	5	16	4	117	23	0	0	0	306
08:15 AM	8	84	10	23	17	30	2	109	18	0	0	0	301
08:30 AM	12	87	5	24	7	23	5	109	27	0	0	o	299
08:45 AM	11	101	8	22	7	29	9	112	26	0	0	0	325
Total	42	371	31	92	36	98	20	447	94	0	0	0	1231
09:00 AM	7	77	9	13	7	29	8	106	32	0	0	0	288
09:15 AM	4	72	9	13	9	16	6	118	31	0	0	o	278
Grand Total	93	902	72	187	76	223	48	1110	253	0	0	0	2964
Apprch %	8.7	84.5	6.7	38.5	15.6	45.9	3.4	78.7	17.9	0	0	0	
Total %	3.1	30.4	2.4	6.3	2.6	7.5	1.6	37.4	8.5	0	0	0	
Cars	91	860	67	183	76	216	48	1083	250	0	0	0	2874
% Cars	97.8	95.3	93.1	97.9	100	96.9	100	97.6	98.8	0	0	o	97
Trucks	2	42	5	4	0	7	0	27	3	0	0	0	90
% Trucks	2.2	4.7	6.9	2.1	0	3.1	0	2.4	1.2	0	0	0	3

File Name 3 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 2

		Hamn	nond St			Hea	ath St			Hamn	nond St			Hea	th St		1
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App_Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analy	sis From	07:00 A	M to 09	:15 AM - F	eak 1 of	1			-								
Peak Hour for En	itire Inter	section	Begins a	at 07:15 Al	٧Ĭ												
07:15 AM	11	92	7	110	16	7	14	37	4	125	30	159	0	0	0	0	306
07:30 AM	7	103	7	117	22	4	30	56	0	111	23	134	0	0	0	0	307
07:45 AM	17	122	4	143	23	7	27	57	5	101	15	121	0	0	0	0	321
08:00 AM	11	99	8	118	23	5	16	44	4	117	23	144	0	0	0	0	306
Total Volume	46	416	26	488	84	23	87	194	13	454	91	558	0	0	0	0	1240
% App. Total	9.4	85.2	5.3		43.3	11.9	44.8		2.3	81.4	16.3		0	0	0		
PHF	.676	.852	.813	.853	.913	.821	.725	.851	.650	.908	.758	.877	.000	.000	.000	.000	.966
Cars	44	404	22	470	84	23	86	193	13	442	90	545	0	0	0	0	1208
% Cars	95.7	97.1	84.6	96.3	100	100	98.9	99.5	100	97.4	98.9	97.7	0	0	0	0	97.4
Trucks	2	12	4	18	0	0	1	1	0	12	1	13	0	0	0	0	32
% Trucks	4.3	2.9	15.4	3.7	0	0	1.1	0.5	0	2.6	1.1	2.3	0	0	0	0	2.6

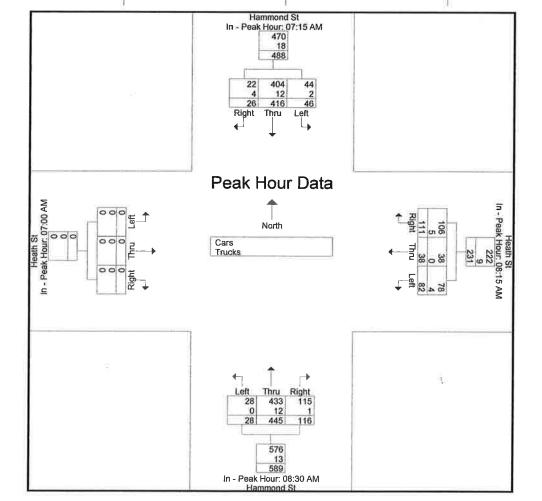


File Name: 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 3

		Hamn	nond St			Hea	ath St			Hamn	nond St			Hea	th St		
1		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM				08:15 AM				08:30 AM				07:00 AM			
+0 mins.	11	92	7	110	23	17	30	70	5	109	27	141	0	0	0	0
+15 mins.	7	103	7	117	24	7	23	54	9	112	26	147	0	0	0	0
+30 mins.	17	122	4	143	22	7	29	58	8	106	32	146	0	0	0	0
+45 mins.	11	99	8	118	13	7	29	49	6	118	31	155	0	0	0	0
Total Volume	46	416	26	488	82	38	111	231	28	445	116	589	0	0	0	0
% App. Total	9.4	85.2	5,3		35.5	16.5	48.1		4.8	75.6	19.7		0	0	0	
PHF	.676	.852	.813	.853	.854	.559	.925	.825	.778	.943	.906	.950	.000	.000	.000	.000
Cars	44	404	22	470	78	38	106	222	28	433	115	576	0	0	0	0
% Cars	95.7	97.1	84.6	96.3	95.1	100	95.5	96.1	100	97.3	99.1	97.8	0	0	0	0
Trucks	2	12	4	18	4	0	5	9	0	12	1	13	0	0	0	0
% Trucks	4.3	2.9	15.4	3.7	4.9	0	4.5	3.9	0	2.7	0.9	2.2	0	0	0	0



978-664-2565

N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

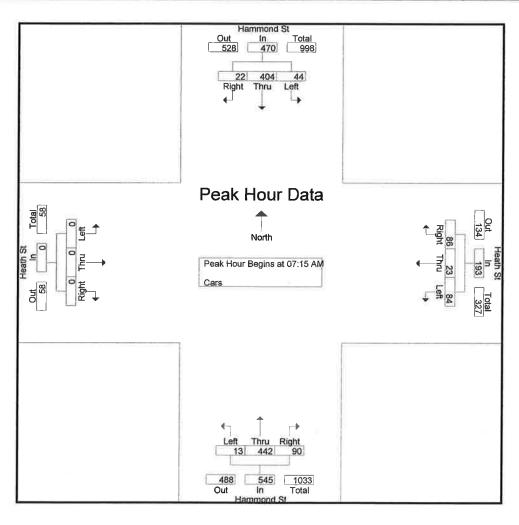
File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 4

Groups F	rinted	- Cars
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		mmond St			leath St rom East	ps r mitet	Ha	mmond St			leath St om West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	5	61	5	8	6	9	5	101	27	0	0	0	227
07:15 AM	10	89	4	16	7	13	4	125	30	0	0	0	298
07:30 AM	7	99	6	22	4	30	0	108	23	0	0	0	299
07:45 AM	17	120	4	23	7	27	5	98	15	0	0	0	316
Total	39	369	19	69	24	79	14	432	95	0	0	0	1140
08:00 AM	10	96	8	23	5	16	4	111	22	0	0	0	295
08:15 AM	8	81	10	22	17	29	2	107	18	0	0	0	294
08:30 AM	12	83	5	23	7	21	5	107	26	0	0	0	289
08:45 AM	11	93	8	20	7	28	9	110	26	0	0	0	312
Total	41	353	31	88	36	94	20	435	92	0	0	0	1190
09:00 AM	7	71	9	13	7	28	8	106	32	0	0	0	281
09:15 AM	4	67	8	13	9	15	6	110	31	0	0	o	263
Grand Total	91	860	67	183	76	216	48	1083	250	0	0	0	2874
Apprch %	8.9	84.5	6.6	38.5	16	45.5	3.5	78.4	18.1	0	0	o	
Total %	3.2	29.9	2.3	6.4	2.6	7.5	1.7	37.7	8.7	0	0	0	

File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 5

		Hamn	nond St			Hea	ath St			Hamn	nond St			Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Int. Total
Peak Hour Analy	sis From	07:00 A	M to 09	15 AM - P	eak 1 of	1											
Peak Hour for En	tire Inter	section	Begins a	nt 07:15 AN	Λ												
07:15 AM	10	89	4	103	16	7	13	36	4	125	30	159	0	0	0	0	298
07:30 AM	7	99	6	112	22	4	30	56	0	108	23	131	0	0	0	0	299
07:45 AM	17	120	4	141	23	7	27	57	5	98	15	118	0	0	0	0	316
MA 00:80	10	96	8	114	23	5	16	44	4	111	22	137	0	0	0	0	295
Total Volume	44	404	22	470	84	23	86	193	13	442	90	545	0	0	0	0	1208
% App. Total	9.4	86	4.7		43.5	11.9	44.6		2.4	81.1	16.5		0	0	0		
PHF	.647	.842	.688	.833	.913	.821	.717	.846	.650	.884	.750	.857	.000	.000	.000	.000	.956



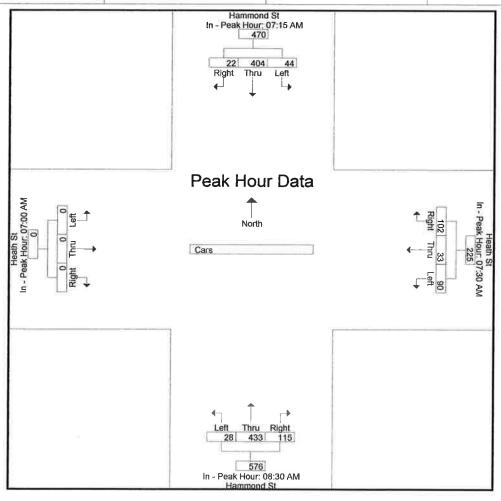
N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016

Page No : 6

		Hamn	nond St			Hea	ath St			Hamn	nond St			Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM				07:30 AM				08:30 AM				07:00 AM			
+0 mins.	10	89	4	103	22	4	30	56	5	107	26	138	0	0	0	(
+15 mins.	7	99	6	112	23	7	27	57	9	110	26	145	0	0	0	(
+30 mins.	17	120	4	141	23	5	16	44	8	106	32	146	0	0	0	(
+45 mins.	10	96	8	114	22	17	29	68	6	110	31	147	0	0	0	(
Total Volume	44	404	22	470	90	33	102	225	28	433	115	576	0	0	0	(
% App. Total	9.4	86	4.7		40	14.7	45.3		4.9	75.2	20		0	0	0	
PHF	.647	.842	.688	.833	.978	.485	.850	.827	.778	.984	.898	.980	.000	.000	.000	.000



N/S Street: Hammond Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

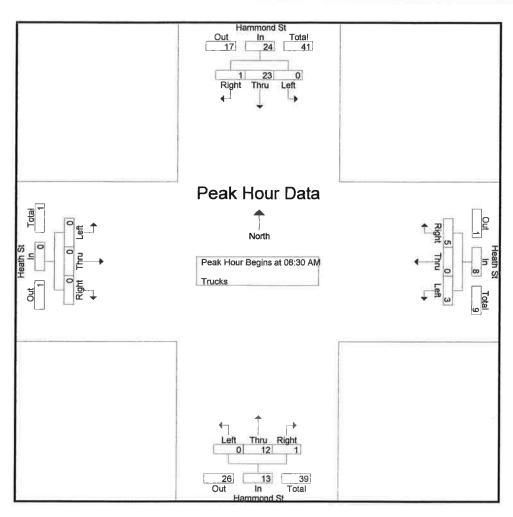
File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016 Page No: 7

Groups Printed- Trucks

		mmond St om North			leath St om East	s rimed-	Har	mmond St			Heath St		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	0	0	1	1	0	0	0	6
07:15 AM	1	3	3	0	0	1	0	0	0	0	0	0	8
07:30 AM	0	4	1	0	0	0	0	3	0	0	0	0	8
07:45 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
Total	1	13	4	0	0	1	0	7	1	0	0	0	27
08:00 AM	1	3	0	0	0	0	0	6	1	0	0	0	11
08:15 AM	0	3	0	1	0	1	0	2	0	0	0	О	7
08:30 AM	0	4	0	1	0	2	0	2	1	0	0	0	10
08:45 AM	0	8	0	2	0	1	0	2	О	0	0	0	13
Total	1	18	0	4	0	4	0	12	2	0	0	0	41
00:00 444	0	•	ام			i	•		١	•	•	ا م	_
09:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	7
09:15 AM	0	5	1	0	0	1	0	8	0	0	0	0	15
Grand Total	2	42	5	4	0	7	0	27	3	0	0	0	90
Apprch %	4.1	85.7	10.2	36.4	0	63.6	0	90	10	0	0	0	
Total %	2.2	46.7	5.6	4.4	0	7.8	0	30	3.3	0	0	0	

File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 8

		Hamn	nond St			Hea	th St			Hamn	nond St			Hea	ath St		
		From	North			Fron	n East			From	South	-		Fron	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
Peak Hour Analy	sis From	07:00 A	M to 09	:15 AM - F	eak 1 of	1						7.6					
Peak Hour for En	itire Inter	section	Begins a	at 08:30 Al	VI												
08:30 AM	0	4	0	4	1	0	2	3	0	2	1	3	0	0	0	0	10
08:45 AM	0	8	0	8	2	0	1	3	0	2	0	2	0	0	0	0	13
09:00 AM	0	6	0	6	0	0	1	1	0	0	0	0	0	0	0	0	7
09:15 AM	0	5	1	6	0	0	1	1	0	8	0	8	0	0	0	0	15
Total Volume	0	23	1	24	3	0	5	8	0	12	1	13	0	0	0	0	45
% App. Total	0	95.8	4.2		37.5	0	62.5		0	92.3	7.7		0	0	0		
PHF	.000	.719	.250	.750	.375	.000	.625	.667	.000	.375	.250	.406	.000	.000	.000	.000	.750

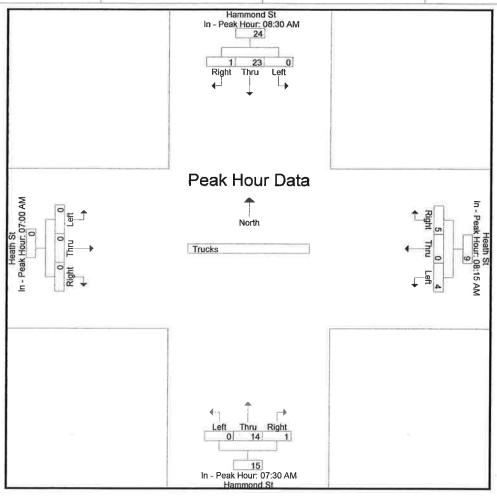


File Name ; 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 9

		Hamn	nond St			Hea	th St			Hamn	nond St			Hea	th St		
		From	North			From	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:30 AM			-	08:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	4	0	4	-1	0	1	2	0	3	0	3	0	0	0	C
+15 mins.	0	8	0	8	1	0	2	3	0	3	0	3	0	0	0	(
+30 mins.	0	6	0	6	2	0	1	3	0	6	1	7	0	0	0	(
+45 mins.	0	5	1	6	0	0	1	1	0	2	0	2	0	0	0	
Total Volume	0	23	1	24	4	0	5	9	0	14	1	15	0	0	0	- 1
% App. Total	0	95.8	4.2		44.4	0	55.6		0	93.3	6.7		0	0	0	
PHF	.000	719	.250	.750	.500	.000	.625	.750	.000	.583	.250	.536	.000	.000	.000	.00



File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016 Page No: 10

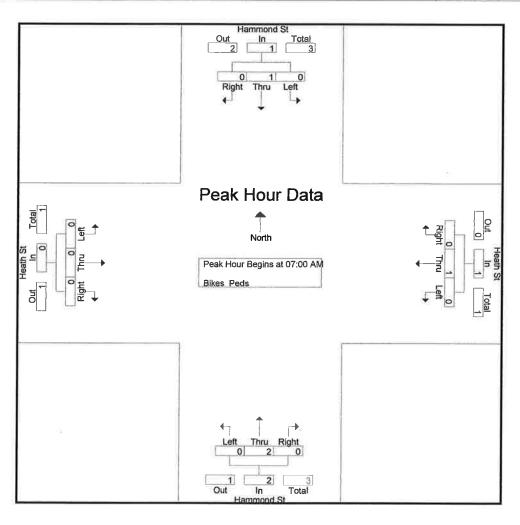
Groups Printed- Bikes Peds

			ond St North		Heath St From East				Hammond St From South						th St West				
Start Time	Left	Thru		Peds	Left	Thru	Right	Peds	Left		Right	Peds	Left	Thru		Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	4	0	1	0	1	0	0	0	0	6	1	7
07:15 AM	0	0	0	2	0	1	0	3	0	1	0	0	0	0	0	4	9	2	11
07:30 AM	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	0	5	1	6
07:45 AM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	4	8	0	8
Total	0	1	0	9	0	1	0	8	0	2	0	3	0	0	0	8	28	4	32
08:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	o	0	0	2	3	· o	3
08:15 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4	0	4
08:30 AM	0	0	0	5	0	0	0	1	o	0	0	0	0	0	0	0	6	0	6
08:45 AM	0	0	0	5	0	1	0	2	0	1	0	2	0	0	0	0	9	2	11
Total	0	0	0	12	0	1	0	5	0	1	0	2	0	0	0	3	22	2	24
09:00 AM	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	-	7	4	8
09:15 AM	0	0	0	9	0	0	0	0	0	1	a	0	0	0	0	1	10		11
Grand Total	0	1	0	36	0	2	0	13	0	5	0	5	0	0	0	13	67	8	75
Apprch %	0	100	0		0	100	0		0	100	0		0	0	0				
Total %	0	12,5	0		0	25	0		0	62.5	0		0	0	0		89.3	10.7	

N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name 17382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 11

		Hamn	nond St			Hea	th St			Hamn	ond St			Hea	ath St		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	07:00 A	M to 09	:15 AM - P	eak 1 of	1										- 10	
Peak Hour for En	tire Inter	section	Begins a	at 07:00 AN	Л												
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500



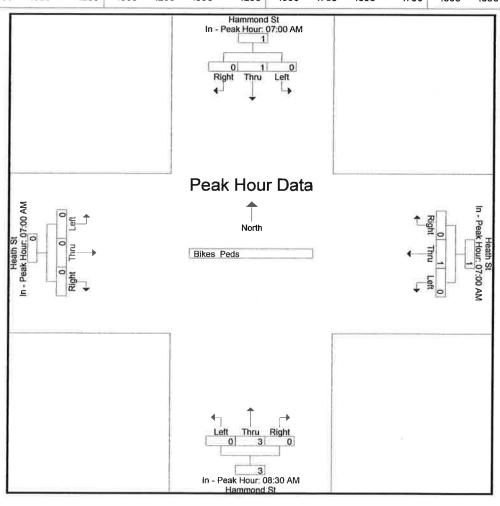
N/S Street : Hammond Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016 Page No: 12

		Hamr	nond St			Hea	th St			Hamn	nond St			Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				07:00 AM				08:30 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	(
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	C
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	C
Total Volume	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	(
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000



N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016 Page No: 1

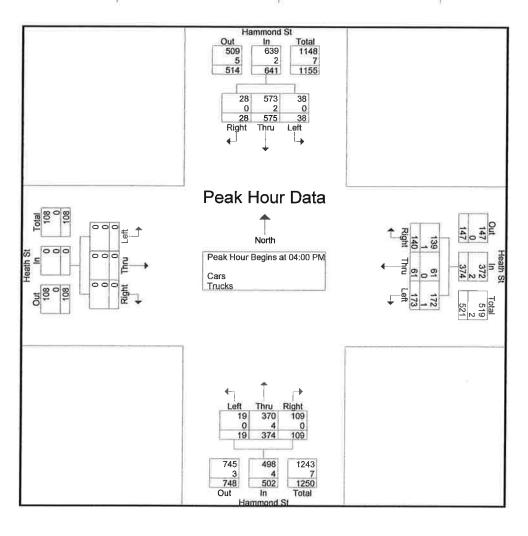
Groups Printed- Cars - Trucks

		mmond St			Heath St rom East			mmond St		F	Heath St rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	5	119	10	20	5	29	5	87	22	0	0	0	302
02:15 PM	14	116	8	26	4	20	1	89	16	0	0	О	294
02:30 PM	6	117	6	24	4	21	2	78	19	0	0	0	277
02:45 PM	7	126	12	33	8	20	4	113	25	0	0	0	348
Total	32	478	36	103	21	90	12	367	82	0	0	0	1221
03:00 PM	5	137	6	35	10	26	4	86	22	0	0	О	331
03:15 PM	11	143	9	50	8	21	2	105	33	0	0	0	382
03:30 PM	14	156	4	54	10	14	3	112	18	0	0	0	385
03:45 PM	7	131	11	35	8	22	6	93	25	0	0	0	338
Total	37	567	30	174	36	83	15	396	98	0	0	0	1436
04:00 PM	10	140	7	48	17	29	5	106	30	0	0	О	392
04:15 PM	9	129	7	44	14	31	3	95	28	0	0	0	360
04:30 PM	13	134	7	40	12	39	6	88	21	0	0	0	360
04:45 PM	6	172	7	41	18	41	5	85	30	0	0	0	405
Total	38	575	28	173	61	140	19	374	109	0	0	0	1517
Grand Total	107	1620	94	450	118	313	46	1137	289	0	0	0	4174
Apprch %	5.9	89	5.2	51.1	13.4	35.5	3.1	77.2	19.6	0	0	0	
Total %	2.6	38.8	2.3	10.8	2.8	7.5	1.1	27.2	6.9	0	0	0	
Cars	107	1597	94	446	117	307	46	1110	288	0	0	0	4112
% Cars	100	98.6	100	99.1	99.2	98.1	100	97.6	99.7	0	0	0	98.5
Trucks	0	23	0	4	1	6	0	27	1	0	0	0	62
% Trucks	0	1.4	0	0.9	8.0	1.9	0	2.4	0.3	0	0	0	1.5

N/S Street: Hammond Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 2

		Hamn	nond St			Hea	ath St			Hamr	nond St			Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App_Total	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	02:00 F	PM to 04	:45 PM - F	eak 1 of	1											
Peak Hour for En	tire Inter	section	Begins a	at 04:00 Pl	Vf												
04:00 PM	10	140	7	157	48	17	29	94	5	106	30	141	0	0	0	0	392
04:15 PM	9	129	7	145	44	14	31	89	3	95	28	126	0	0	0	0	360
04:30 PM	13	134	7	154	40	12	39	91	6	88	21	115	0	0	0	0	360
04:45 PM	6	172	7	185	41	18	41	100	5	85	30	120	0	0	0	0	405
Total Volume	38	575	28	641	173	61	140	374	19	374	109	502	0	0	0	0	1517
-% App. Total	5.9	89.7	4.4		46.3	16.3	37.4		3.8	74.5	21.7		0	0	0		
PHF	.731	.836	1.00	.866	.901	.847	.854	.935	.792	.882	.908	.890	.000	.000	.000	.000	.936
Cars	38	573	28	639	172	61	139	372	19	370	109	498	0	0	0	0	1509
% Cars	100	99.7	100	99.7	99.4	100	99.3	99.5	100	98.9	100	99.2	0	0	0	0	99.5
Trucks	0	2	0	2	1	0	1	2	0	4	0	4	0	0	0	0	8
% Trucks	0	0.3	0	0.3	0.6	0	0.7	0.5	0	1.1	0	8.0	0	0	0	0	0.5



N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

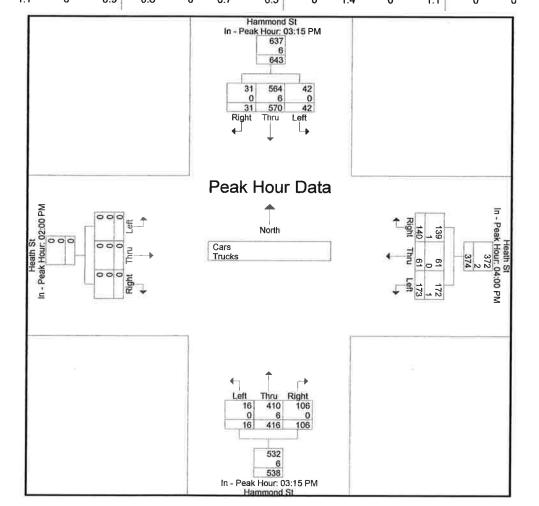
File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016

Page No : 3

		Hamn	nond St			Hea	th St			Hamn	nond St			Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:15 PM				04:00 PM				03:15 PM				02:00 PM			
+0 mins.	11	143	9	163	48	17	29	94	2	105	33	140	0	0	0	0
+15 mins.	14	156	4	174	44	14	31	89	3	112	18	133	0	0	0	0
+30 mins.	7	131	11	149	40	12	39	91	6	93	25	124	0	0	0	0
+45 mins.	10	140	7	157	41	18	41	100	5	106	30	141	0	0	0	0
Total Volume	42	570	31	643	173	61	140	374	16	416	106	538	0	0	0	0
% App. Total	6.5	88.6	4.8		46.3	16.3	37.4		3	77.3	19.7		0	0	0	
PHF	.750	.913	.705	.924	.901	.847	.854	.935	.667	.929	.803	.954	.000	.000	.000	.000
Cars	42	564	31	637	172	61	139	372	16	410	106	532	0	0	0	0
% Cars	100	98.9	100	99.1	99.4	100	99.3	99.5	100	98.6	100	98.9	0	0	0	0
Trucks	0	6	0	6	1	0	1	2	0	6	0	6	0	0	0	0
% Trucks	0	1.1	0	0.9	0.6	0	0.7	0.5	0	1.4	0	1.1	0	0	0	0



N/S Street : Hammond Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 4

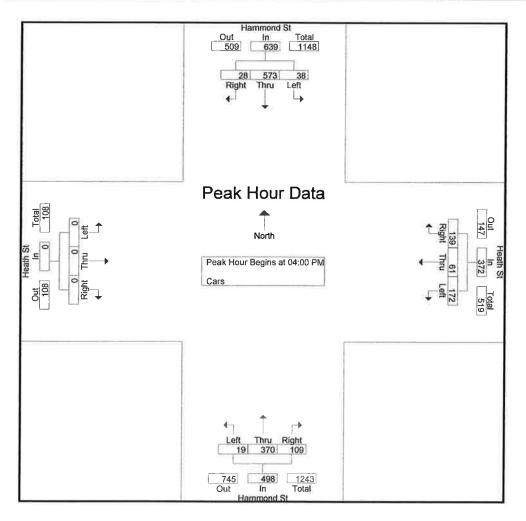
Groups Printed- Cars

		mmond St om North			leath St rom East			mmond Stom South			leath St om West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	5	117	10	20	5	29	5	83	22	0	0	0	296
02:15 PM	14	111	8	26	4	19	1	87	15	0	0	0	285
02:30 PM	6	112	6	24	4	19	2	72	19	0	0	0	264
02:45 PM	7	123	12	33	7	20	4	110	25	0	0	0	341
Total	32	463	36	103	20	87	12	352	81	0	0	0	1186
03:00 PM	5	136	6	35	10	25	4	82	22	0	0	О	325
03:15 PM	11	142	9	50	8	20	2	104	33	0	0	o	379
03:30 PM	14	154	4	53	10	14	3	111	18	0	0	0	381
03:45 PM	7	129	11	33	8	22	6	91	25	0	0	0	332
Total	37	561	30	171	36	81	15	388	98	0	0	0	1417
04:00 PM	10	139	7	47	17	29	5	104	30	0	0	0	388
04:15 PM	9	129	7	44	14	30	3	94	28	0	0	0	358
04:30 PM	13	133	7	40	12	39	6	87	21	0	0	0	358
04:45 PM	6	172	7	41	18	41	5	85	30	0	0	o	405
Total	38	573	28	172	61	139	19	370	109	0	0	0	1509
Grand Total	107	1597	94	446	117	307	46	1110	288	0	0	0	4112
Apprch %	6	88.8	5.2	51.3	13.4	35.3	3.2	76.9	19.9	0	0	0	
Total %	2.6	38.8	2.3	10.8	2.8	7.5	1.1	27	7	0	0	0	

N/S Street : Hammond Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 5

		Hamn	nond St			Hea	ath St			Hamn	nond St			Hea	ath St		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Left	Thru	Right	App Total	Int. Tota
eak Hour Analy	sis From	02:00 F	M to 04	:45 PM - P	eak 1 of	1											
eak Hour for En	tire Inter	section	Begins a	at 04:00 PN	1												
04:00 PM	10	139	7	156	47	17	29	93	5	104	30	139	0	0	0	0	388
04:15 PM	9	129	7	145	44	14	30	88	3	94	28	125	0	0	0	0	358
04:30 PM	13	133	7	153	40	12	39	91	6	87	21	114	0	0	0	0	358
04:45 PM	6	172	7	185	41	18	41	100	5	85	30	120	0	0	0	0	405
Total Volume	38	573	28	639	172	61	139	372	19	370	109	498	0	0	0	0	1509
% App. Total	5.9	89.7	4.4		46.2	16.4	37.4		3.8	74.3	21.9		0	0	0		
PHF	.731	.833	1.00	.864	.915	.847	.848	.930	.792	.889	.908	.896	.000	.000	.000	.000	.931



N/S Street: Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

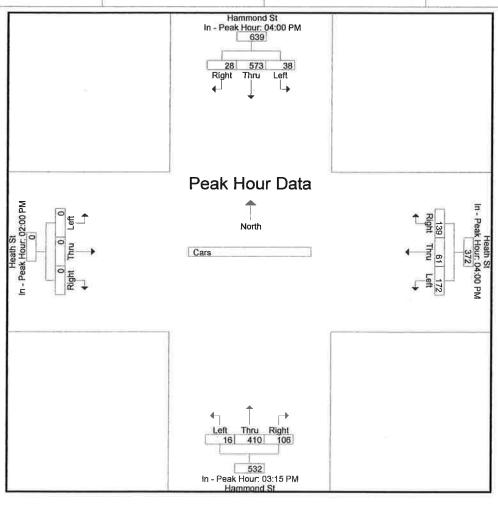
File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016

Page No : 6

		Hamn	nond St			Hea	ath St			Hamn	nond St			Hea	ath St		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM				04:00 PM				03:15 PM				02:00 PM			
+0 mins.	10	139	7	156	47	17	29	93	2	104	33	139	0	0	0	1
+15 mins.	9	129	7	145	44	14	30	88	3	111	18	132	0	0	0	(
+30 mins.	13	133	7	153	40	12	39	91	6	91	25	122	0	0	0	(
+45 mins.	6	172	7	185	41	18	41	100	5	104	30	139	0	0	0	
Total Volume	38	573	28	639	172	61	139	372	16	410	106	532	0	0	0	
% App. Total	5.9	89.7	4.4		46.2	16.4	37.4		3	77.1	19.9		0	0	0	
PHF	.731	.833	1.000	.864	.915	.847	.848	.930	.667	.923	.803	.957	.000	.000	.000	.00



N/S Street : Hammond Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 7

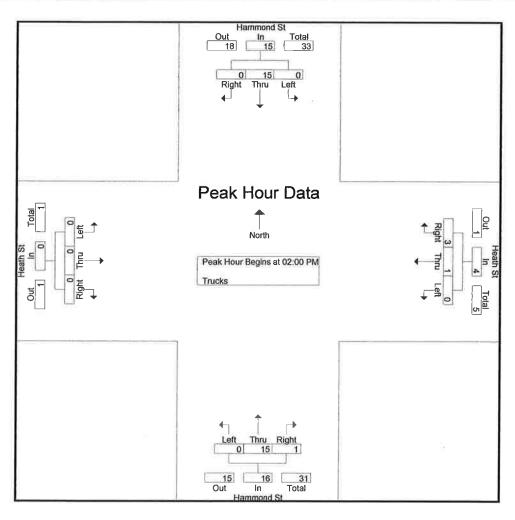
Groups Printed- Trucks

	Ha	ammond St rom North			Heath St rom East			mmond Stom South			Heath St rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	0	2	0	0	0	0	0	4	0	0	0	0	6
02:15 PM	0	5	0	0	0	1	0	2	1	0	0	0	9
02:30 PM	0	5	0	0	0	2	0	6	0	0	0	0	13
02:45 PM	0	3	0	0	1	0	0	3	0	0	0	0	7
Total	0	15	0	0	1	3	0	15	1	0	0	0	35
03:00 PM	0	1	0	0	0	1	0	4	0	0	0	0	6
03:15 PM	0	1	0	0	0	1	0	1	0	0	0	0	3
03:30 PM	0	2	0	1	0	0	0	1	0	0	0	0	4
03:45 PM	0	2	0	2	0	0	0	2	0	0	0	0	6
Total	0	6	0	3	0	2	0	8	0	0	0	0	19
04:00 PM	0	1	0	1	0	0	0	2	0	0	0	О	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	o	2
04:45 PM	0	0	o	0	0	o	0	0	0	0	0	0	0
Total	0	2	0	1	0	1	0	4	0	0	0	0	8
Grand Total	0	23	0	4	1	6	0	27	1	0	0	0	62
Apprch %	0	100	0	36.4	9.1	54.5	0	96.4	3.6	0	0	0	
Total %	0	37.1	0	6.5	1.6	9.7	0	43.5	1.6	0	0	0	

N/S Street: Hammond Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N003 Site Code : 73820003 Start Date : 11/17/2016 Page No : 8

		Hamn	nond St			Hea	th St			Hamn	nond St			Hea	th St		1
		From	North			Fron	ı East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
eak Hour Analys	sis From	02:00 F	M to 04	:45 PM - P	eak 1 of	1											
eak Hour for En	tire Inter	section	Begins a	at 02:00 PN	Λ			53									
02:00 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
02:15 PM	0	5	0	5	0	0	1	1	0	2	1	3	0	0	0	0	٤
02:30 PM	0	5	0	5	0	0	2	2	0	6	0	6	0	0	0	0	13
02:45 PM	0	3	0	3	0	- 1	0	1	0	3	0	3	0	0	0	0	7
Total Volume	0	15	0	15	0	1	3	4	0	15	1	16	0	0	0	0	35
% App. Total	0	100	0		0	25	75		0	93.8	6.2		0	0	0		
PHF	.000	.750	.000	.750	.000	.250	.375	.500	.000	.625	.250	.667	.000	.000	.000	.000	.673



N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

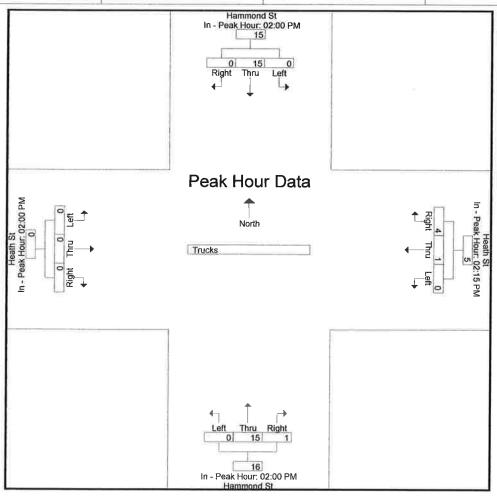
File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016

Page No : 9

		Hamr	nond St			Hea	th St			Hamn	nond St		-8	Hea	th St	"	
		From	North			From	East			From	South			From	West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM				02:15 PM				02:00 PM				02:00 PM			
+0 mins.	0	2	0	2	0	0	1	1	0	4	0	4	0	0	0	
+15 mins.	0	5	0	5	0	0	2	2	0	2	1	3	0	0	0	
+30 mins.	0	5	0	5	0	1	0	1	0	6	0	6	0	0	0	
+45 mins.	0	3	0	3	0	0	1	1	0	3	0	3	0	0	0	
Fotal Volume	0	15	0	15	0	1	4	5	0	15	1	16	0	0	0	
% App. Total	0	100	0		0	20	80		0	93.8	6.2		0	0	0	
PHF	.000	.750	.000	.750	.000	.250	.500	.625	.000	.625	.250	.667	.000	.000	.000	.00



N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016 Page No: 10

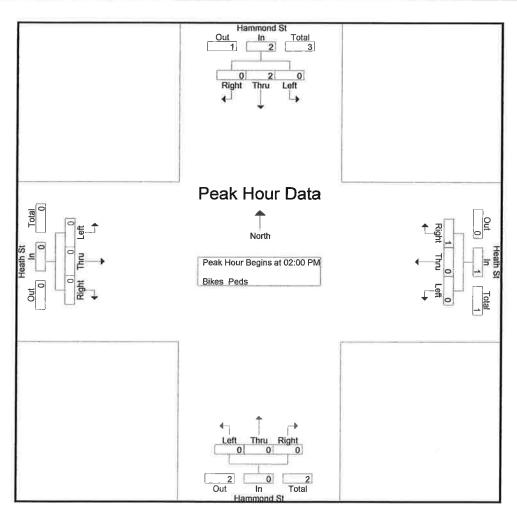
Groups Printed- Bikes Peds	Grou	ps F	rint	ed-	Bikes	Peds
----------------------------	------	------	------	-----	-------	------

			ond St North			Hea From	th St East				ond St South				th St West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu, Total	Inclu, Total	Int. Total
02:00 PM	0	0	0	10	0	0	0	2	0	0	0	1	0	0	0	1	14	0	14
02:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
02:30 PM	0	0	0	4	0	0	1	3	0	0	0	0	0	0	0	2	9	1	10
02:45 PM	0	1	0	2	0	0	0	2	0	0	0	1	0	0	0	2	7	1	8
Total	0	2	0	16	0	0	1	7	0	0	0	2	0	0	0	6	31	3	34
03:00 PM	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0	0	7	0	7
03:15 PM	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	3	6	1	7
03:30 PM	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	0	13	0	13
03:45 PM	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16
Total	0	0	0	31	0	0	0	5	0	1	0	3	0	0	0	3	42	1	43
04:00 PM	0	0	0	17	o	0	0	o	0	0	0	0	0	0	0	18	35	0	35
04:15 PM	0	0	0	21	0	0	0	22	0	0	0	0	0	0	0	15	58	0	58
04:30 PM	0	0	0	3	0	0	0	o	0	0	0	0	0	0	0	1	4	0	4
04:45 PM	0	0	0	2	0	0	0	3	0	1	0	0	0	0	0	1	6	1	7
Total	0	0	0	43	0	0	0	25	0	1	0	0	0	0	0	35	103	1	104
Grand Total	0	2	0	90	0	0	1	37	0	2	0	5	0	0	0	44	176	5	181
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0				
Total %	0	40	0		0	0	20		0	40	0		0	0	0		97.2	2.8	

N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016 Page No: 11

		Hamn	nond St			Hea	th St			Hamn	nond St			Hea	ath St		
		From	North			Fron	East			From	South			From	West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analy	sis From	02:00 F	M to 04		eak 1 of	1						Addition 1					in total
eak Hour for En	tire Inter	section	Begins a	at 02:00 PN	Л												
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	100		0	0	0	1	0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.750



N/S Street : Hammond Street E/W Street: Heath Street City/State : Brookline, MA

Weather : Clear

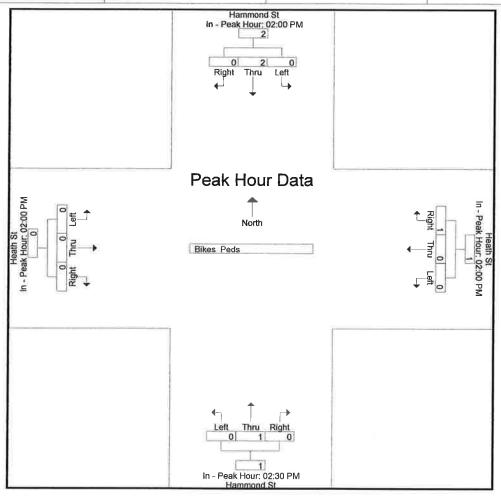
File Name: 7382N003 Site Code: 73820003 Start Date: 11/17/2016

Page No : 12

		Hamn	nond St			Hea	th St			Hamn	nond St	ľ		Hea	th St		
		From	North			Fron	ı East			From	South			From) West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM				02:00 PM				02:30 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	(
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	(
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	(
Total Volume	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	- 1
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.00



∠ Street : Hammond Street ∠ W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 1

Groups Printed- Cars - Trucks

07:00 AM 07:15 AM 07:30 AM 07:45 AM	2 2 0 4	Thru 59 106 115 150	Right 0 0 0	Left 0 2	Thru 0	Right 0	Left 0	rom South Thru 138	Right 2	Left 0	Thru	Right	Int. Total
07:15 AM 07:30 AM	2	106 115	0	2			0						
07:30 AM	0	115			0	0				•	0	0	201
			0			0	0	154	2	0	0	О	266
07:45 AM	4	150		1	0	1	1	134	2	0	0	0	254
			1	2	0	0	1	128	3	0	0	0	289
Total	8	430	1	5	0	1	2	554	9	0	0	0	1010
08:00 AM	6	112	1	2	0	5	0	115	8	1	0	О	250
08:15 AM	11	83	1	6	0	6	0	135	7	0	0	o	249
08:30 AM	4	112	0	5	0	11	0	126	1	0	0	0	259
08:45 AM	3	123	0	1	0	4	0	131	1	0	0	0	263
Total	24	430	2	14	0	26	0	507	17	1	0	0	1021
09:00 AM	2	83	0	1	0	0	0	127	1	0	0	0	214
09:15 AM	0	90	2	0	0	1	0	131	0	0	0	0	224
Grand Total	34	1033	5	20	0	28	2	1319	27	1			
Apprch %	3.2	96.4	0.5	41.7	0	58.3	0.1	97.8	2	100	0 0	0	2469
Total %	1.4	41.8	0.2	0.8	0	1.1	0.1	53.4	1.1	0	0	0	
Cars	33	987	5	20	0	27	2	1283	27	1	0	0	2385
% Cars	97.1	95.5	100	100	0	96.4	100	97.3	100	100	0	0	2385 96.6
Trucks	1	46	0	0	0	1	0	36	0	0	0	0	84
% Trucks	2.9	4.5	0	0	0	3.6	0	2.7	0	0	0	0	3.4

N/S Street: Hammond Street

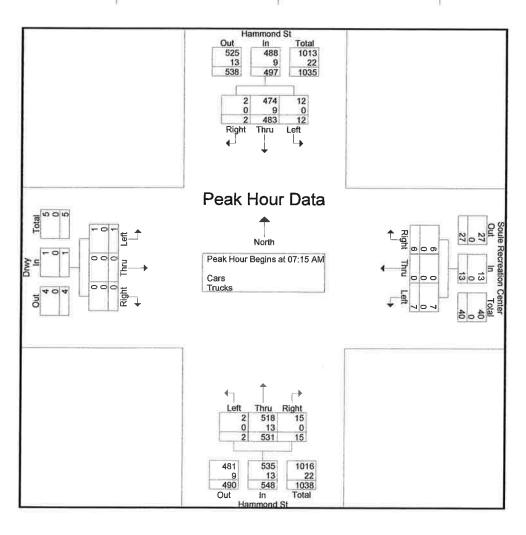
E/W Street: Soule Recreaton / Driveway

City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016

Page No 2

		Hamm	nond St		Sou	le Recre	eation C	enter		Hamn	nond St			D	rwy		1
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Int. Total
Peak Hour Analys	sis From	07:00 A	M to 09:		eak 1 of	1		7,000				, 1919. 1 O.M.				ripp rotal	Tine rotal
Peak Hour for En	tire Inter	section	Begins a	t 07:15 AN	Л												
07:15 AM	2	106	0	108	2	0	0	2	0	154	2	156	0	0	0	0	266
07:30 AM	0	115	0	115	1	0	1	2	1	134	2	137	0	0	0	0	254
07:45 AM	4	150	1	155	2	0	0	2	1	128	3	132	0	0	0	0	289
08:00 AM	6	112	1	119	2	0	5	7	0	115	8	123	1	0	0	1	250
Total Volume	12	483	2	497	7	0	6	13	2	531	15	548	1	0	0	1	1059
% App. Total	2.4	97.2	0.4	1	53.8	0	46.2		0.4	96.9	2.7		100	0	0		
PHF	.500	.805	.500	.802	.875	.000	.300	.464	.500	.862	.469	.878	.250	.000	.000	.250	.916
Cars	12	474	2	488	7	0	6	13	2	518	15	535	1	0	0	1	1037
% Cars	100	98.1	100	98.2	100	0	100	100	100	97.6	100	97.6	100	0	0	100	97.9
Trucks	0	9	0	9	0	0	0	0	0	13	0	13	0	0	0	0	22
% Trucks	0	1.9	0	1.8	0	0	0	0	0	2.4	0	2.4	0	0	0	0	2.1



N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway

City/State : Brookline, MA Weather : Clear

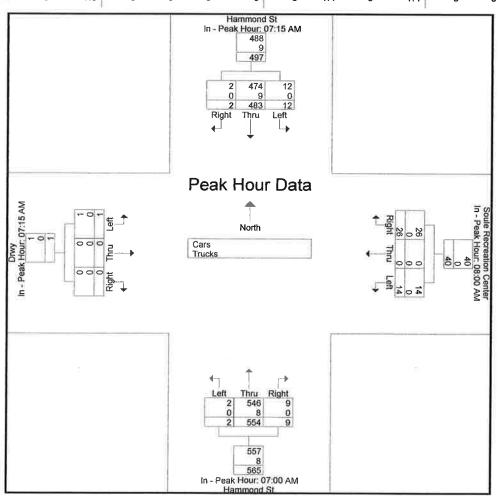
File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016

Page No : 3

		Hamn	nond St		Sou	le Recre	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM				00.00 444				07.00 414							
			_		08:00 AM				07:00 AM				07:15 AM			
+0 mins.	2	106	0	108	2	0	5	7	0	138	2	140	0	0	0	1
+15 mins.	0	115	0	115	6	0	6	12	0	154	2	156	0	0	0	
+30 mins.	4	150	1	155	5	0	11	16	1	134	2	137	0	0	0	(
+45 mins.	6	112	1	119	1	0	4	5	1	128	3	132	1	0	0	
otal Volume	12	483	2	497	14	0	26	40	2	554	9	565	1	0	0	
% App. Total	2.4	97.2	0.4		35	0	65		0.4	98.1	1.6		100	0	0	
PHF	.500	.805	.500	.802	.583	.000	.591	.625	.500	.899	.750	.905	.250	.000	.000	.25
Cars	12	474	2	488	14	0	26	40	2	546	9	557	1	0	0	
% Cars	100	98.1	100	98.2	100	0	100	100	100	98.6	100	98.6	100	0	0	10
Trucks	0	9	0	9	0	0	0	0	0	8	0	8	0	0	0	
% Trucks	0	1.9	0	1.8	0	0	0	0	0	1.4	0	1.4	0	0	0	



N/S Street : Hammond Street E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 4

Groups Printed- Cars

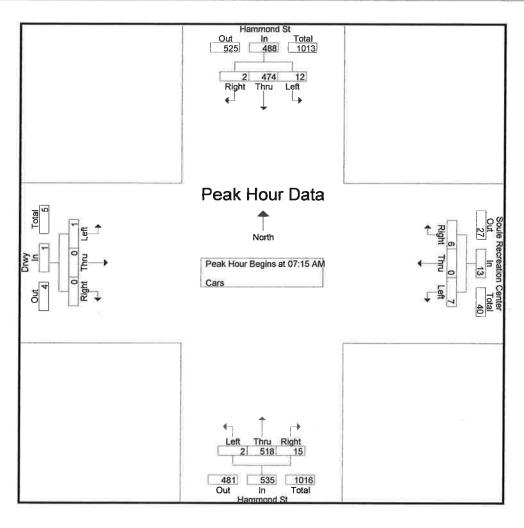
		mmond St om North			creation Crom East	enter		mmond St om South		Fr	Drwy om West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	55	0	0	0	0	0	136	2	0	0	0	195
07:15 AM	2	105	0	2	0	0	0	154	2	0	0	0	265
07:30 AM	0	111	0	1	0	1	1	131	2	0	0	0	247
07:45 AM	4	149	1	2	0	0	1	125	3	0	0	0	285
Total	8	420	1	5	0	1	2	546	9	0	0	0	992
08:00 AM	6	109	1	2	0	5	0	108	8	1	0	0	240
08:15 AM	11	79	1	6	0	6	0	133	7	0	0	o	243
08:30 AM	4	106	0	5	0	11	0	122	1	0	0	0	249
08:45 AM	2	113	0	1	0	4	0	128	1	0	0	0	249
Total	23	407	2	14	0	26	0	491	17	1	0	0	981
09:00 AM	2	78	О	1	0	o	0	122	1	0	0	О	204
03.007111	_			•	Ū	J	U	122		U	U	· ·	204
09:15 AM	0	82	2	0	0	0	0	124	0	0	0	0	208
Grand Total	33	987	5	20	0	27	2	1283	27	1	0	0	2385
Apprch %	3.2	96.3	0.5	42.6	0	57.4	0.2	97.8	2.1	100	0	0	
Total %	1.4	41.4	0.2	8.0	0	1.1	0.1	53.8	1.1	0	0	0	

N/S Street: Hammond Street

E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 5

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	07:00 A	M to 09	:15 AM - P	eak 1 of	1											
eak Hour for En	tire Inter	section	Begins a	at 07:15 AM	1												
07:15 AM	2	105	0	107	2	0	0	2	0	154	2	156	0	0	0	0	265
07:30 AM	0	111	0	111	1	0	1	2	1	131	2	134	0	0	0	0	247
07:45 AM	4	149	1	154	2	0	0	2	1	125	3	129	0	0	0	0	285
08:00 AM	6	109	1	116	2	0	5	7	0	108	8	116	1	0	0	1	240
Total Volume	12	474	2	488	7	0	6	13	2	518	15	535	1	0	0	1	1037
% App. Total	2.5	97.1	0.4		53.8	0	46.2		0.4	96.8	2.8		100	0	0		
PHF	.500	.795	.500	.792	.875	.000	.300	.464	.500	.841	.469	.857	.250	.000	.000	.250	.910



N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway

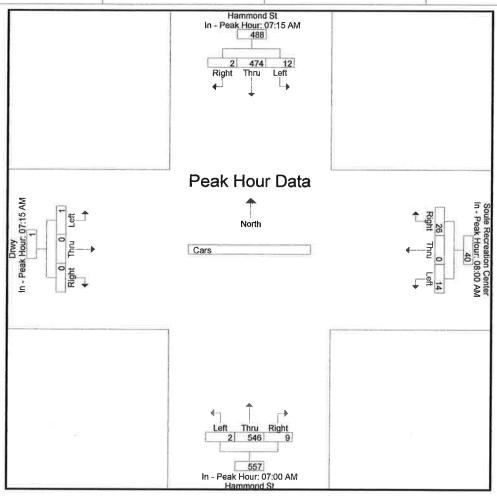
City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 6

		Hamn	nond St	Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy]
		From	North		Fron	n East			From	South	1		From	West		
Start Time	Left	Thru	Right App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM				08:00 AM				07:00 AM				07:15 AM			
+0 mins.	2	105	0	107	2	0	5	7	0	136	2	138	0	0	0	(
+15 mins.	0	111	0	111	6	0	6	12	0	154	2	156	0	0	0	(
+30 mins.	4	149	1	154	5	0	11	16	1	131	2	134	0	0	0	(
+45 mins.	6	109	1	116	1	0	4	5	1	125	3	129	1	0	0	1
Total Volume	12	474	2	488	14	0	26	40	2	546	9	557	1	0	0	
% App. Total	2.5	97.1	0.4		35	0	65		0.4	98	1.6		100	0	0	
PHF	.500	.795	.500	.792	.583	.000	.591	.625	.500	.886	.750	.893	.250	.000	.000	.25



N/S Street : Hammond Street E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 7

Groups Printed- Trucks

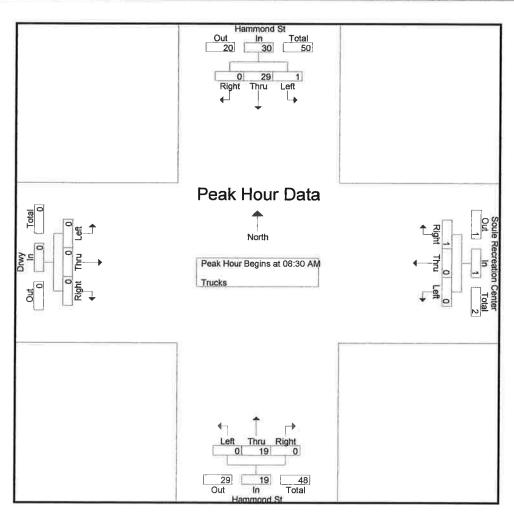
		mmond St om North			creation Com East	enter		mmond St om South		Fr	Drwy om West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	int. Tota
07:00 AM	0	4	0	0	0	0	0	2	0	0	0	0	6
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	4	0	0	0	0	0	3	0	0	0	0	7
07:45 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
Total	0	10	0	0	0	0	0	8	0	0	0	0	18
08:00 AM	0	3	0	0	0	0	0	7	0	0	0	o	10
08:15 AM	0	4	0	0	0	0	0	2	o	0	0	0	6
08:30 AM	0	6	0	0	0	o	0	4	0	0	0	О	10
08:45 AM	1	10	0	0	0	0	0	3	О	0	0	0	14
Total	1	23	0	0	0	0	0	16	0	0	0	0	40
09:00 AM	0	5	o l	0	0	О	0	5	٥	0	0	o	10
			١	U	U	o	U	5	· ·	U	U	U	10
09:15 AM	0	8	0	0	0	1	0	7	0	0	0	0	16
Grand Total	1	46	0	0	0	1	0	36	0	0	0	0	84
Apprch %	2.1	97.9	0	0	0	100	0	100	0	0	0	0	
Total %	1.2	54.8	0	0	0	1.2	0	42.9	0	0	0	0	

N/S Street : Hammond Street

E/W Street: Soule Recreation / Driveway City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 8

		Hamn	nond St		Sou	le Recre	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analys	sis From	07:00 A	AM to 09	:15 AM - P	eak 1 of	1			-								
eak Hour for En	tire Inter	section	Begins a	at 08:30 AN	Λ												
08:30 AM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
08:45 AM	1	10	0	11	0	0	0	0	0	3	0	3	0	0	0	0	14
09:00 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
09:15 AM	0	8	0	8	0	0	1	1	0	7	0	7	0	0	0	0	16
Total Volume	1	29	0	30	0	0	1	1	0	19	0	19	0	0	0	0	50
% App. Total	3.3	96.7	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.725	.000	.682	.000	.000	.250	.250	.000	.679	.000	.679	.000	.000	.000	.000	.781



N/S Street : Hammond Street

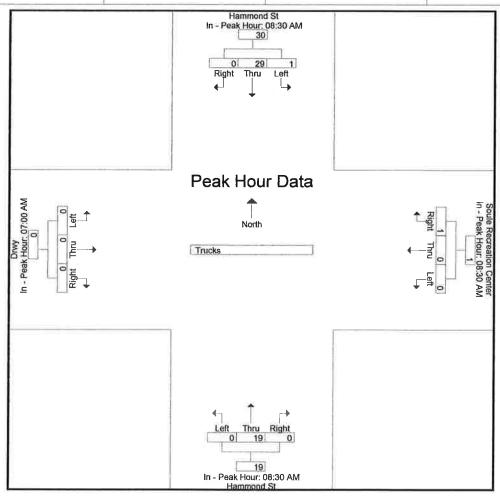
E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 9

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy]
		From	n North			Fron	n East			From	South	1		From	west		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:30 AM				08:30 AM				08:30 AM				07:00 AM			
+0 mins.	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	(
+15 mins.	1	10	0	11	0	0	0	0	0	3	0	3	0	0	0	(
+30 mins.	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	(
+45 mins.	0	8	0	8	0	0	1	1	0	7	0	7	0	0	0	(
Total Volume	1	29	0	30	0	0	1	1	0	19	0	19	0	0	0	(
% App. Total	3.3	96.7	0		0	0	100		0	100	0		0	0	0	
PHF	.250	.725	.000	.682	.000	.000	.250	.250	.000	.679	.000	.679	.000	.000	.000	.00



N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway
City/State: Brookline, MA
Weather: Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016

Page No : 10

Groups Printed- Bikes Peds

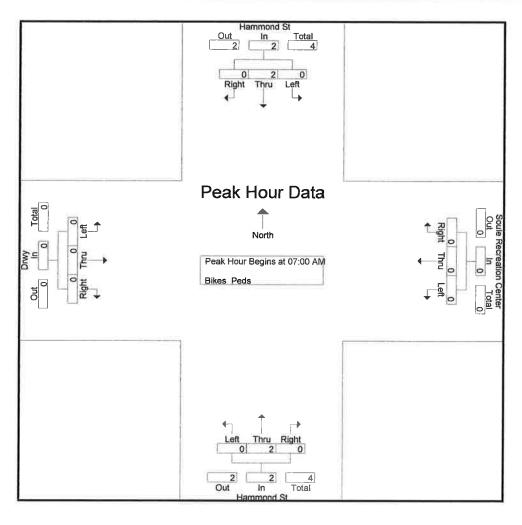
		Hamm From	ond St North		Soule		ation C East	enter			ond St South			Dr From					
Start Time	Left	Thru	Right	Peds	Left	Thru		Peds	Left		Right	Peds	Left	Thru	Right	Peds	Exclu, Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	3	1	4
07:15 AM	0	1	0	0	0	0	0	2	0	1	0	1	0	0	0	3	6	2	8
07:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	4
Total	0	2	0	0	o	0	0	5	0	2	0	1	0	0	0	9	15	4	19
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	o	0	0	0	4	6	0	6
08:15 AM	0	0	0	0	o	0	0	3	0	0	0	2	0	0	0	4	9	0	9
08:30 AM	0	0	0	0	0	0	0	4	0	0	0	2	o	0	0	4	10	0	10
08:45 AM	0	0	0	o	0	0	0	2	0	1	0	0	0	0	0	0	2	1	3
Total	0	0	0	0	0	0	0	11	0	9	0	4	0	0	0	12	27	1	28
09:00 AM	0	0	0	o l	0	0	0	o	0	1	0	o	0	0	0	5	5	1	6
09:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
Grand Total	0	2	0	0	0	0	0	16	0	5	1	5	0	0	0	27	48	8	56
Apprch %	0	100	0		0	0	0		0	83.3	16.7		0	0	0				
Total %	0	25	0		0	0	0		0	62.5	12.5		0	0	0		85.7	14.3	

N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 11

		Hamn	nond St		Sou	le Recre	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analys	sis From	07:00 A	M to 09	:15 AM - P	eak 1 of	1											
eak Hour for En	tire Inter	section	Begins a	at 07:00 AN	1												
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500



N/S Street : Hammond Street

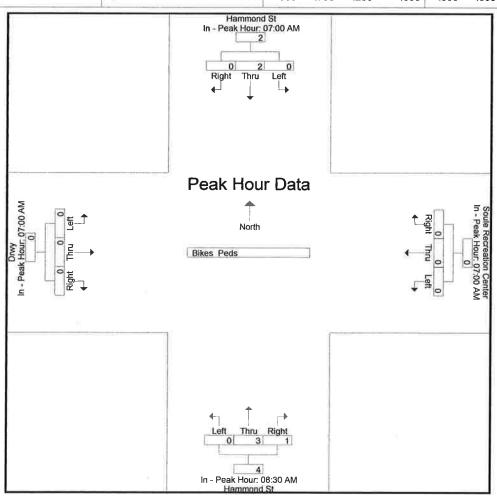
E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 12

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App, Total	Left	Thru	Right	App Total	Left	Thru	Right	App, Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

07:00 AM															
				07:00 AM				08:30 AM				07:00 AM			
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	0	1	0	0	0	(
0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	(
0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	(
0	2	0	2	0	0	0	0	0	3	1	4	0	0	0	(
0	100	0		0	0	0		0	75	25		0	0	0	
.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.250	.500	.000	.000	.000	.000
	0 0 0 0	0 1 0 1 0 0 0 2 0 100	0 1 0 0 1 0 0 0 0 0 2 0 0 100 0	0 1 0 1 0 1 0 1 0 0 0 0 0 2 0 2 0 100 0	0 1 0 1 0 0 1 0 1 0 0 0 0 0 0 0 2 0 2 0 0 100 0 0	0 1 0 1 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 2 0 2 0 0 0 100 0 0	0 1 0 1 0 0 0 0 1 0 1 0 0 0 0 0 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 1 0 1 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 2 0 0 0 0 0 0 100 0 0 0 0 0	0 1 0 1 0 0 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 2 0 2 0 0 0 0 0 0 3 0 100 0 0 0 0 0 0 75	0 1 0 1 0 0 0 0 0 1 0 0 1 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 1 0 2 0 2 0 0 0 0 0 3 1 0 100 0 0 0 0 0 75 25	0 1 0 1 0 0 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0	0 1 0 1 0 0 0 0 0 1 0 1 0 0 1 0 1 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1 1 2 0 0 2 0 2 0 0 0 0 0 3 1 4 0 0 100 0 0 0 0 0 75 25 0	0 1 0 1 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 1 0 0 0 0 <td>0 1 0 1 0 0 0 0 1 0 0 0 0 0 1 0 1 0 0 0 0 1 0 0 0 0 0</td>	0 1 0 1 0 0 0 0 1 0 0 0 0 0 1 0 1 0 0 0 0 1 0 0 0 0 0



N/S Street : Hammond Street E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 1

Groups Printed- Cars - Trucks

p	-							rs - Trucks						
			mmond St		Soule Re	ecreation C rom East	Center		mmond Stom South		Е.	Drwy om West		
Start T	ime	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00		4	133	1	1	0	2	0	116	1	0	0	0	258
02:15	PM	2	137	0	0	0	1	0	101	2	1	0	0	244
02:30	PM	2	141	1	1	0	3	0	105	1	0	0	1	255
02:45	РМ	2	149	0	1	0	3	0	129	1	0	0	o	285
To	otal	10	560	2	3	0	9	0	451	5	1	0	1	1042
03:00	РМ	4	160	0	1	0	2	0	105	0	0	0	0	272
03:15	PM	0	191	0	1	0	1	0	141	0	0	0	0	334
03:30	РМ	1	196	0	2	0	3	0	124	2	0	0	0	328
03:45	PM	6	155	0	0	0	1	0	120	3	0	0	0	285
To	otal	11	702	0	4	0	7	0	490	5	0	0	0	1219
04:00	P M	5	180	0	3	0	8	0	128	1	0	0	0	325
04:15	PM	1	166	0	0	0	4	0	119	1	0	0	О	291
04:30	РМ	0	176	1	2	0	4	0	110	0	1	0	0	294
04:45 i	PM	4	210	0	1	0	2	0	109	1	1	0	1	329
To	otal	10	732	1	6	0	18	0	466	3	2	0	1	1239
Grand To	otal	31	1994	3	13	0	34	0	1407	13	3	0	2	3500
Apprch	ı %	1.5	98.3	0.1	27.7	0	72.3	0	99.1	0.9	60	0	40	
Total	۱%	0.9	57	0.1	0.4	0	1	0	40.2	0.4	0.1	0	0.1	
C	ars	31	1972	3	13	0	34	0	1378	13	3	0	2	3449
% C:	ars	100	98.9	100	100	0	100	0	97.9	100	100	0	100	98.5
Truc	cks	0	22	0	0	0	0	0	29	0	0	0	0	51
% Truc	cks	0	1.1	0	0	0	0	0	2.1	0	0	0	0	1.5

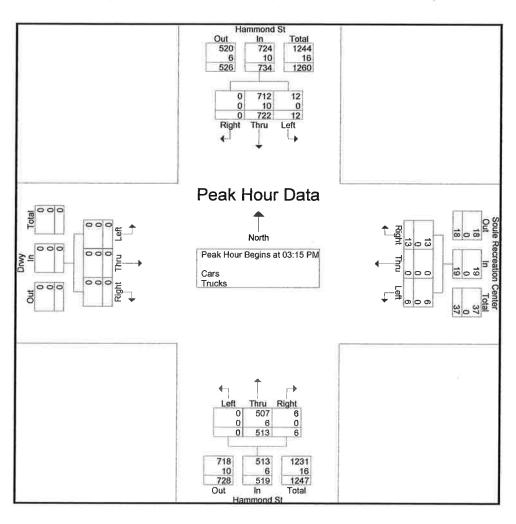
N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway

City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code 73820004 Start Date : 11/17/2016 Page No : 2

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			Dı	wy		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	02:00 F	M to 04		eak 1 of	1										7 1014	III. TOTAL
Peak Hour for En	tire Inter	section	Begins a	at 03:15 PM	/ 1												
03:15 PM	0	191	0	191	1	0	1	2	0	141	0	141	0	0	0	0	334
03:30 PM	1	196	0	197	2	0	3	5	0	124	2	126	0	0	0	0	328
03:45 PM	6	155	0	161	0	0	1	1	0	120	3	123	0	0	0	0	285
04:00 PM	5	180	0	185	3	0	8	11	0	128	1	129	0	0	0	0	325
Total Volume	12	722	0	734	6	0	13	19	0	513	6	519	0	0	0	0	1272
% App. Total	1.6	98.4	0		31.6	0	68.4		0	98.8	1.2		0	0	0		
PHF	.500	.921	.000	.931	.500	.000	.406	.432	.000	.910	.500	.920	.000	.000	.000	.000	.952
Cars	12	712	0	724	6	0	13	19	0	507	6	513	0	0	0	0	1256
% Cars	100	98.6	0	98.6	100	0	100	100	0	98.8	100	98.8	0	0	0	0	98.7
Trucks	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
% Trucks	0	1.4	0	1.4	0	0	0	0	0	1.2	0	1.2	0	0	0	0	1.3



N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway

City/State : Brookline, MA

Weather : Clear

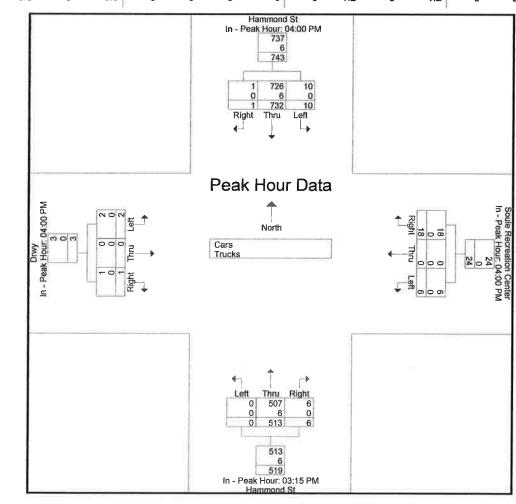
File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016

Page No : 3

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. To

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM				04:00 PM				03:15 PM				04:00 PM			
+0 mins.	5	180	0	185	3	0	8	11	0	141	0	141	0	0	0	0
+15 mins.	1	166	0	167	0	0	4	4	0	124	2	126	0	0	0	0
+30 mins.	0	176	1	177	2	0	4	6	0	120	3	123	1	0	0	1
+45 mins.	4	210	0	214	1	0	2	3	0	128	1	129	1	0	1	2
Total Volume	10	732	1	743	6	0	18	24	0	513	6	519	2	0	1	3
% App. Total	1.3	98.5	0.1		25	0	75		0	98.8	1.2		66.7	0	33.3	
PHF	.500	.871	.250	.868	.500	.000	.563	.545	.000	.910	.500	.920	.500	.000	.250	.375
Cars	10	726	1	737	6	0	18	24	0	507	6	513	2	0	1	3
% Cars	100	99.2	100	99.2	100	0	100	100	0	98.8	100	98.8	100	0	100	100
Trucks	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0
% Trucks	0	0.8	0	0.8	0	0	0	0	0	1.2	0	1.2	0	0	0	0



N/S Street : Hammond Street E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 4

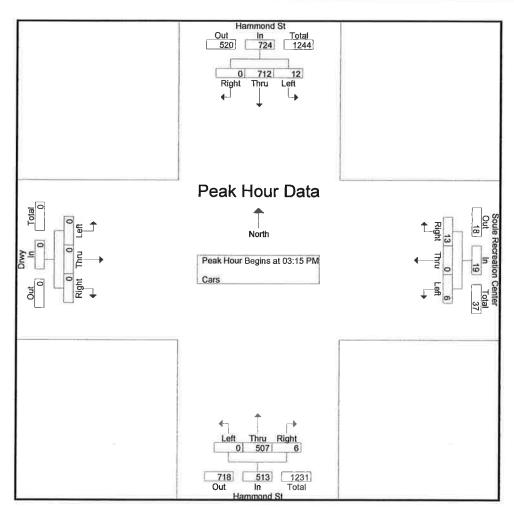
Groups Printed- Cars

	Fr	mmond St om North		Fr	creation Com East		Fr	mmond St om South		Fr	Drwy om West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	4	131	1	1	0	2	0	113	1	0	0	0	253
02:15 PM	2	133	0	0	0	1	0	97	2	1	0	0	236
02:30 PM	2	139	1	1	0	3	0	99	1	0	0	1	247
02:45 PM	2	148	0	1	0	3	0	124	1	0	0	0	279
Total	10	551	2	3	0	9	0	433	5	1	0	1	1015
03:00 PM	4	159	0	1	0	2	0	102	0	0	0	0	268
03:15 PM	0	190	0	1	0	1	0	140	О	0	0	О	332
03:30 PM	1	194	0	2	0	3	0	123	2	0	0	0	325
03:45 PM	6	152	0	0	0	1	0	118	3	0	0	0	280
Total	11	695	0	4	0	7	0	483	5	0	0	0	1205
04:00 PM	5	176	О	3	0	8	0	126	1	0	0	о	319
04:15 PM	1	166	0	0	0	4	0	118	1	0	0	0	290
04:30 PM	0	175	1	2	0	4	0	109	0	1	0	0	292
04:45 PM	4	209	0	1	0	2	0	109	1	1	0	1	328
Total	10	726	1	6	0	18	0	462	3	2	0	1	1229
Grand Total	31	1972	3	13	0	34	0	1378	13	3	0	2	3449
Apprch %	1.5	98.3	0.1	27.7	0	72.3	0	99.1	0.9	60	0	40	
Total %	0.9	57.2	0.1	0.4	0	1	0	40	0.4	0.1	0	0.1	

N/S Street : Hammond Street E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 5

		Hamm	ond St		Sou	le Recre	eation C	enter		Hamn	nond St			D	rwy		1
		From	North			Fron	n East			From	South	İ		From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analy	sis From	02:00 F	M to 04	:45 PM - P	eak 1 of	1											
eak Hour for En	itire Inter	section I	Begins a	at 03:15 PN	Λ												
03:15 PM	0	190	0	190	1	0	1	2	0	140	0	140	0	0	0	0	332
03:30 PM	1	194	0	195	2	0	3	5	0	123	2	125	0	0	0	0	325
03:45 PM	6	152	0	158	0	0	1	1	0	118	3	121	0	0	0	0	280
04:00 PM	5	176	0	181	3	0	8	11	0	126	1	127	0	0	0	0	319
Total Volume	12	712	0	724	6	0	13	19	0	507	6	513	0	0	0	0	1256
% App. Total	1.7	98.3	0		31.6	0	68.4		0	98.8	1.2		0	0	0		
PHF	.500	.918	.000	.928	.500	.000	.406	.432	.000	.905	.500	.916	.000	.000	.000	.000	.946



N/S Street : Hammond Street E/W Street: Soule Recreaton / Driveway

City/State : Brookline, MA

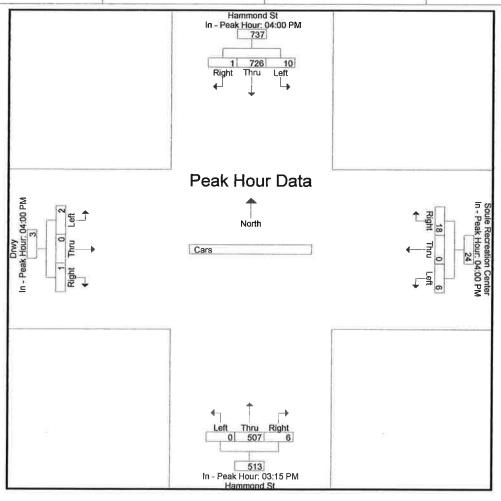
Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 6

		Hamn	nond St		Sou	le Recre	eation C	enter		Hamn	nond St			Di	rwy		
		From	North			From	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM				04:00 PM				03:15 PM				04:00 PM			
+0 mins.	5	176	0	181	3	0	8	11	0	140	0	140	0	0	0	C
+15 mins.	1	166	0	167	0	0	4	4	0	123	2	125	0	0	0	(
+30 mins.	0	175	1	176	2	0	4	6	0	118	3	121	1	0	0	1
+45 mins.	4	209	0	213	1	0	2	3	0	126	1	127	1	0	1	
Total Volume	10	726	1	737	6	0	18	24	0	507	6	513	2	0	1	
% App. Total	1.4	98.5	0.1		25	0	75		0	98.8	1.2		66.7	0	33.3	
PHF	.500	.868	.250	.865	.500	.000	.563	.545	.000	.905	.500	.916	.500	.000	.250	.37



N/S Street : Hammond Street E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 7

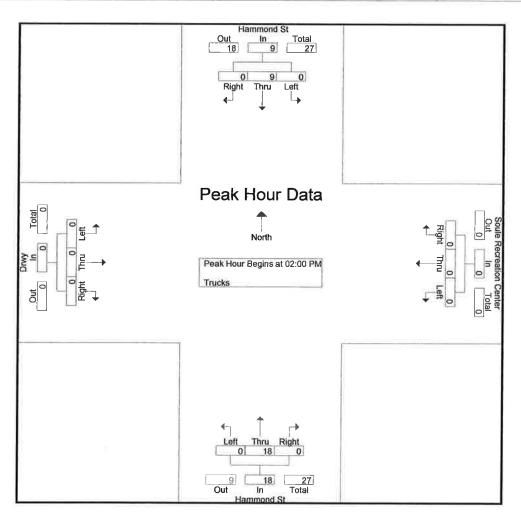
	Ha	mmond St		Soule Re	creation C	enter	Ha	mmond St		_	Drwy		
Start Time	Left	om North Thru	Right	Left	rom East Thru	Right	Left L	om South Thru	Right	Left	om West Thru	Right	Int. Total
02:00 PM	0	2	0	0	0	0	0	3	0	0	0	O Night	5
02:15 PM	0	4	0	0	0	0	0	4	0	_0	0	0	8
02:30 PM	0	2	0	0	0	0	0	6	0	0	0	0	8
02:45 PM	0	1	0	0	0	0	0	5	0	0	0	0	6
Total	0	9	0	0	0	0	0	18	0	0	0	0	27
03:00 PM	0	4	ام	0	0	ء ا	•	•				-1	
	0	1	0	0	0	0	0	3	0	0	0	0	4
03:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
03:45 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	7	0	0	0	0	0	7	0	0	0	0	14
04:00 PM	0	4	o	0	0	o	0	2	О	0	0	О	6
		7		Ū	Ū	9	Ū	2	· ·	Ū	U	٥	0
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	0	0	0	4	0	0	0	0	10
Grand Total	0	22	0	0	0	0	0	29	0	0	0	0	51
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	43.1	О	0	0	0	0	56.9	0	0	0	0	

N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016 Page No : 8

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy		
1		From	North	- 1		Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
ak Hour Analys	sis From	02:00 F	PM to 04	:45 PM - P	eak 1 of	1											
ak Hour for En	tire Inter	section	Begins a	at 02:00 PN	1												
02:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	
02:15 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	
02:30 PM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
02:45 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	ε
Total Volume	0	9	0	9	0	0	0	0	0	18	0	18	0	0	0	0	27
% App. Total	0	100	0		0	0	0		0	100	0	- 1	0	0	0		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.844



N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

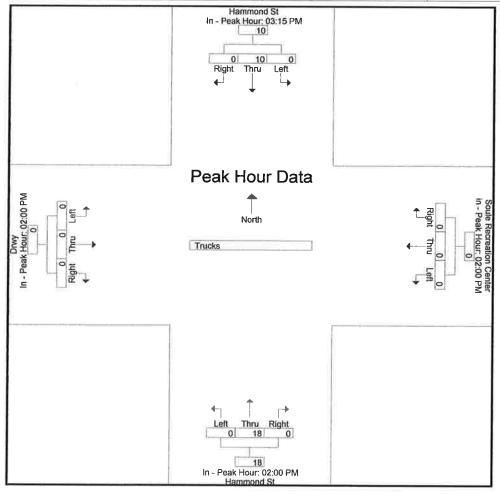
File Name : 7382N004 Site Code : 73820004 Start Date : 11/17/2016

Page No 3 9

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

0	4 10	0	4 10	0	0	0	0	0	5 18	0	5 18	0	0	0	(
- ()		(1								Λ.			Λ.	^	
_						•		_	0		•	_	-	•	
0	3	0	3	0	0	0	0	0		0		0	0	0	
0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	
0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	
3	0	0 1 0 2 0 3	0 1 0 0 2 0 0 3 0	0 1 0 1 0 2 0 2 0 3 0 3	0 1 0 1 0 0 2 0 2 0 0 3 0 3 0	0 1 0 1 0 0 0 2 0 2 0 0 0 3 0 3 0 0	0 1 0 1 0 0 0 0 2 0 2 0 0 0 0 3 0 3 0 0	0 1 0 1 0 0 0 0 0 2 0 2 0 0 0 0 0 3 0 3 0 0 0	0 1 0 1 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 3 0 2 0 2 0 0 0 0 0 4 0 3 0 3 0 0 0 0 0 6	0 1 0 1 0 0 0 0 0 0 3 0 0 2 0 2 0 0 0 0 0 0 4 0 0 3 0 3 0 0 0 0 0 6	0 1 0 1 0 0 0 0 0 3 0 3 0 2 0 2 0 0 0 0 0 0 4 0 4 0 3 0 3 0 0 0 0 0 6 0 6	0 1 0 1 0 0 0 0 0 0 3 0 3 0 0 0 0 0 0 0	0 1 0 1 0 0 0 0 0 0 3 0 3 0 0 0 0 0 0 0	0 1 0 1 0 0 0 0 0 0 3 0 3 0 0 0 0 0 0 0



N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway City/State : Brookline, MA Weather : Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 10

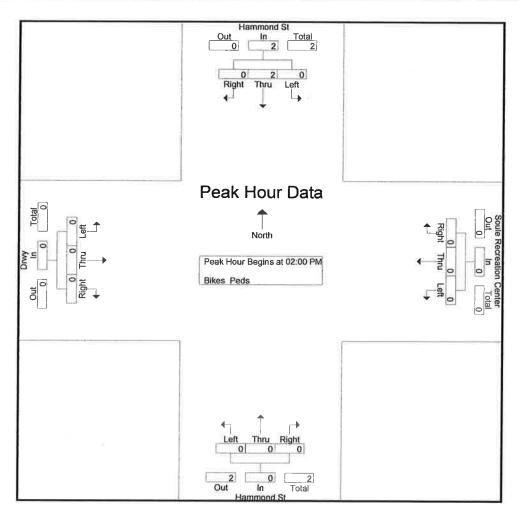
Groups Printed- Bikes Peds
Soule Recreation Center

			ond St		Soule Recreation Center From East						ond St				wy				
Start Time	Left	From Thru	Right	Peds	Left	Thru		Peds	Left	Thru	South Right	Peds	Left	From Thru	Right	Peds	Exclu. Total	Inclu, Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	5	7	Inciu, Foiai	7
02:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	1	4
02:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	7	0	7
02:45 PM	0	1	0	o	0	0	0	2	0	0	0	3	0	0	0	3	8	1	9
Total	0	2	0	0	0	0	0	5	0	0	0	7	0	0	0	13	25	2	27
			-			_				Ū	Ū				Ů		20	_	21
03:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	7	0	7
03:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	o	0	0	7	9	1	10
03:30 PM	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	2	13	0	13
03:45 PM	0	0	0	1	0	0	0	7	0	0	0	1	0	0	0	4	13	0	13
Total	0	0	0	3	0	0	0	19	0	1	0	2	0	0	0	18	42	1	43
04:00 PM	0	0	0	0	0	0	0	o	0	0	0	1	0	0	0	19	20	0	20
04:15 PM	0	0	0	o	0	0	0	11	0	0	0	0	0	0	0	14	25	0	25
04:30 PM	0	1	0	o	0	0	0	0	0	0	0	0	0	0	0	5	5	1	6
04:45 PM	0	0	0	o	0	0	0	3	0	0	0	0	0	0	0	0	3	0	3
Total	0	1	0	0	0	0	0	14	0	0	0	1	0	0	0	38	53	1	54
. 3												11(,			
Grand Total	0	3	0	3	0	0	0	38	0	1	0	10	0	0	0	69	120	4	124
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	75	0	1	0	0	0	[0	25	0	- 1	0	0	0		96.8	3.2	

N/S Street: Hammond Street E/W Street: Soule Recreaton / Driveway City/State: Brookline, MA Weather: Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 11

		Hamn	nond St		Sou	le Recr	eation C	enter		Hamn	nond St			D	rwy		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
eak Hour Analy	sis From	02:00 F	PM to 04	:45 PM - P	eak 1 of	1						Tipp: Total				App. Total	IIIC TOLO
eak Hour for En	tire Inter	section	Begins a	at 02:00 PN	Л												
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ċ
02:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



N/S Street : Hammond Street

E/W Street: Soule Recreaton / Driveway

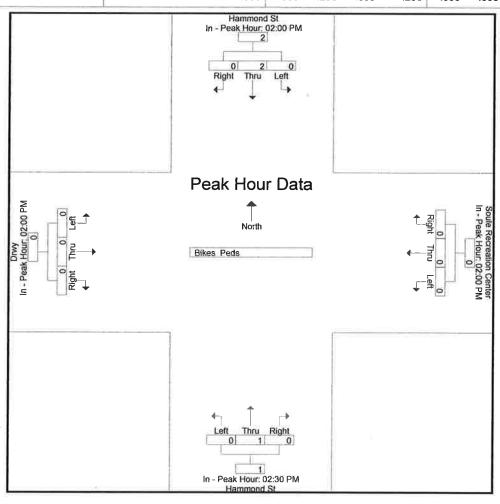
City/State : Brookline, MA Weather : Clear

File Name: 7382N004 Site Code: 73820004 Start Date: 11/17/2016 Page No: 12

		Hamn	nond St		Sou	le Recre	eation C	enter		Hamn	nond St			D	rwy		
	From North					Fron	n East			From	South			From	n West		
Start Time	ime Left Thru Right App. Tot			App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM				02:00 PM				02:30 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	C
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	C
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	-
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000



978-664-2565

N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 1

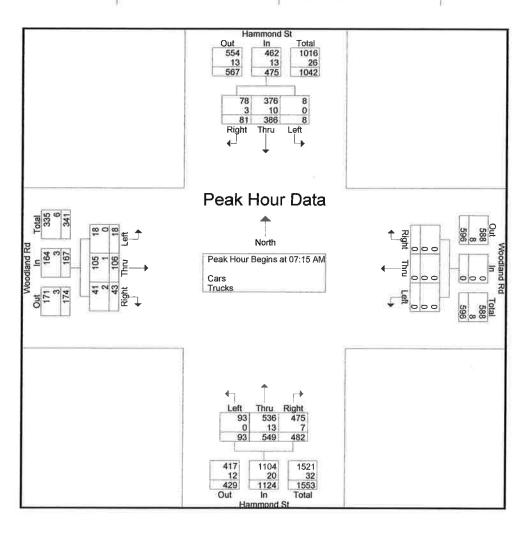
Groups Printed- Cars - Trucks

		odland Rd om West			mmond St			odland Rd om East			mmond Stom North		
Int. Tota	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time
32	3	7	2	103	140	9	0	0	0	8	48	2	07:00 AM
43	3	17	3	129	167	12	0	0	0	20	86	0	07:15 AM
444	9	21	3	112	148	24	0	0	0	20	103	4	07:30 AM
502	23	41	8	133	114	40	0	0	0	26	115	2	07:45 AM
1705	38	86	16	477	569	85	0	0	0	74	352	8	Total
383	8	27	4	108	120	17	0	0	0	15	82	2	08:00 AM
399	8	32	3	86	152	23	o	0	0	13	81	1	08:15 AM
395	6	20	3	106	125	19	О	0	0	17	99	0	08:30 AM
410	13	19	7	101	130	22	0	0	0	18	100	0	08:45 AM
1587	35	98	17	401	527	81	0	0	0	63	362	3	Total
296	2	13	3	75	121	5	1	0	0	6	68	2	09:00 AM
298	5	7	1	63	130	1	0	0	0	5	85	1	09:15 AM
3886	80	204	37	1016	1347	172	1	0	0	148	867	14	Grand Total
	24.9	63.6	11.5	40.1	53.1	6.8	100	0	0	14.4	84.3	1.4	Apprch %
	2.1	5.2	1	26.1	34.7	4.4	0	0	0	3.8	22.3	0.4	Total %
3789	77	203	36	1005	1313	172	1	0	0	144	825	13	Сагѕ
97.5	96.2	99.5	97.3	98.9	97.5	100	100	0	0	97.3	95.2	92.9	% Cars
97	3	1	1	11	34	0	0	0	0	4	42	1	Trucks
2.5	3.8	0.5	2.7	1.1	2.5	0	0	0	0	2.7	4.8	7.1	% Trucks

N/S Street: Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name 17382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 2

		Hamn	nond St			Wood	and Rd			Hamn	nond St			Wood	land Rd		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int, Total
Peak Hour Analy	sis From	07:00 A	M to 09	:15 AM - F	eak 1 of	1											
Peak Hour for En	itire Inter	section	Begins a	at 07:15 Af	Л												
07:15 AM	0	86	20	106	0	0	0	0	12	167	129	308	3	17	3	23	437
07:30 AM	4	103	20	127	0	0	0	0	24	148	112	284	3	21	9	33	444
07:45 AM	2	115	26	143	0	0	0	0	40	114	133	287	8	41	23	72	502
MA 00:80	2	82	15	99	0	0	0	0	17	120	108	245	4	27	8	39	383
Total Volume	8	386	81	475	0	0	0	0	93	549	482	1124	18	106	43	167	1766
% App. Total	1.7	81.3	17.1		0	0	0		8.3	48.8	42.9		10.8	63.5	25.7		
PHF	.500	.839	.779	.830	.000	.000	.000	.000	.581	.822	.906	.912	.563	.646	.467	.580	.879
Cars	8	376	78	462	0	0	0	0	93	536	475	1104	18	105	41	164	1730
% Cars	100	97.4	96.3	97.3	0	0	0	0	100	97.6	98.5	98.2	100	99.1	95.3	98.2	98.0
Trucks	0	10	3	13	0	0	0	0	0	13	7	20	0	1	2	3	36
% Trucks	0	2.6	3.7	2.7	0	0	0	0	0	2.4	1.5	1.8	0	0.9	4.7	1.8	2.0



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

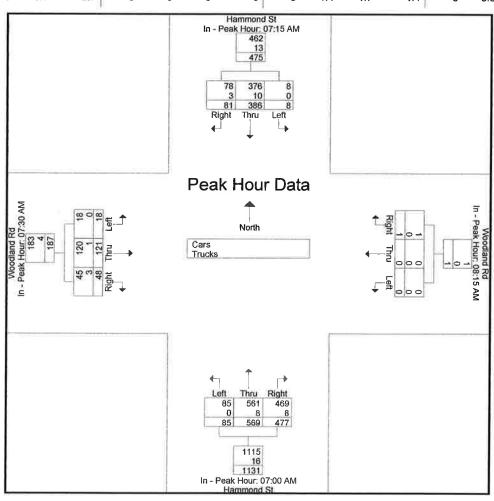
File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016

Page No : 3

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North		From East					From	South			From	n West		F
Start Time	Left	Thru	Right	App. Total	otal Left Thru Right App. Total			Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota	

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM				08:15 AM				07:00 AM				07:30 AM			
+0 mins.	0	86	20	106	0	0	0	0	9	140	103	252	3	21	9	33
+15 mins.	4	103	20	127	0	0	0	0	12	167	129	308	8	41	23	72
+30 mins.	2	115	26	143	0	0	0	0	24	148	112	284	4	27	8	39
+45 mins.	2	82	15	99	0	0	1	1	40	114	133	287	3	32	8	43
Total Volume	8	386	81	475	0	0	1	1	85	569	477	1131	18	121	48	187
% App. Total	1.7	81.3	17.1		0	0	100		7.5	50.3	42.2		9.6	64.7	25.7	
PHF	.500	.839	.779	.830	.000	.000	.250	.250	.531	.852	.897	.918	.563	.738	.522	.649
Cars	8	376	78	462	0	0	1	1	85	561	469	1115	18	120	45	183
% Cars	100	97.4	96.3	97.3	0	0	100	100	100	98.6	98.3	98.6	100	99.2	93.8	97.9
Trucks	0	10	3	13	0	0	0	0	0	8	8	16	0	1	3	4
% Trucks	0	2.6	3.7	2.7	0	0	0	0	0	1.4	1.7	1.4	0	0.8	6.2	2.1



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016 Page No: 4

Groups Printed- Cars

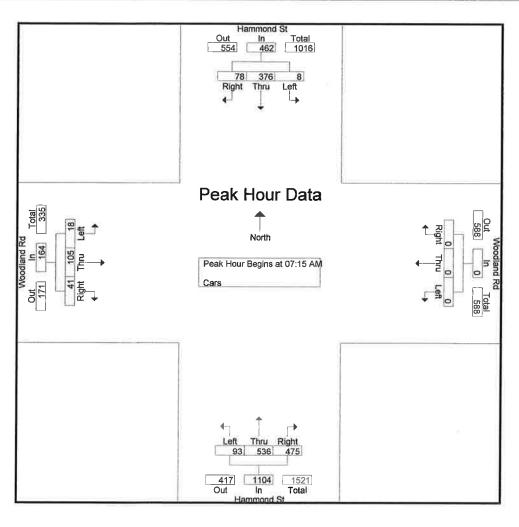
		mmond St om North			odland Rd om East			mmond Stom South			oodland Rd rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	44	8	0	0	0	9	138	102	2	7	3	315
07:15 AM	0	84	20	0	0	o	12	167	122	3	17	3	428
07:30 AM	4	101	18	0	0	0	24	144	112	3	21	7	434
07:45 AM	2	112	25	0	0	0	40	112	133	8	40	23	495
Total	8	341	71	0	0	0	85	561	469	16	85	36	1672
08:00 AM	2	79	15	0	0	0	17	113	108	4	27	8	373
08:15 AM	0	78	13	0	0	0	23	150	85	3	32	7	391
08:30 AM	0	94	17	0	0	0	19	121	106	2	20	6	385
08:45 AM	0	91	18	0	0	0	22	127	101	7	19	13	398
Total	2	342	63	0	0	0	81	511	400	16	98	34	1547
09:00 AM	2	64	5	0	0	1	5	118	74	3	13	2	287
09:15 AM	1	78	5	0	0	0	1	123	62	1	7	5	283
										•		1	
Grand Total	13	825	144	0	0	1	172	1313	1005	36	203	77	3789
Apprch %	1.3	84	14.7	0	0	100	6.9	52.7	40.4	11.4	64.2	24.4	
Total %	0.3	21.8	3.8	0	0	0	4.5	34.7	26.5	1	5.4	2	

N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016

Page No : 5

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North			Fron	n East			From	South	1		From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
eak Hour Analy	sis From	07:00 A	M to 09	:15 AM - P	eak 1 of	1											
eak Hour for En	tire Inter	section	Begins a	at 07:15 AN	Λ												
07:15 AM	0	84	20	104	0	0	0	0	12	167	122	301	3	17	3	23	428
07:30 AM	4	101	18	123	0	0	0	0	24	144	112	280	3	21	7	31	434
07:45 AM	2	112	25	139	0	0	0	0	40	112	133	285	8	40	23	71	495
MA 00:80	2	79	15	96	0	0	0	0	17	113	108	238	4	27	8	39	373
Total Volume	8	376	78	462	0	0	0	0	93	536	475	1104	18	105	41	164	1730
% App. Total	1.7	81.4	16.9		0	0	0		8.4	48.6	43		11	64	25		
PHF	.500	.839	.780	.831	.000	.000	.000	.000	.581	.802	.893	.917	.563	.656	.446	.577	.874



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

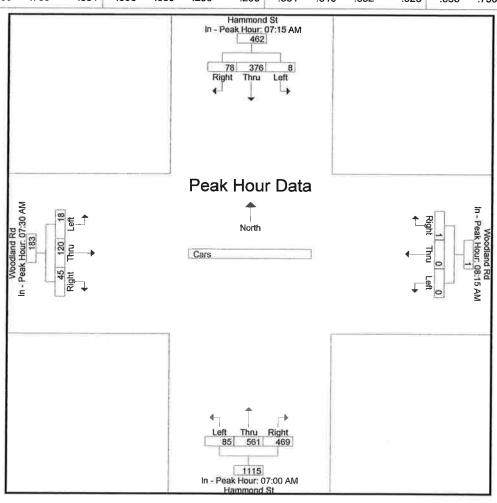
File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016

Page No : 6

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North		From East					From	South			From	West		
Start Time	Left	Thru	Right	App Total	Left Thru Right App Total				Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:15 AM				08:15 AM				07:00 AM				07:30 AM			
+0 mins.	0	84	20	104	0	0	0	0	9	138	102	249	3	21	7	31
+15 mins.	4	101	18	123	0	0	0	0	12	167	122	301	8	40	23	71
+30 mins.	2	112	25	139	0	0	0	0	24	144	112	280	4	27	8	39
+45 mins.	2	79	15	96	0	0	.1	1	40	112	133	285	3	32	7	42
Total Volume	8	376	78	462	0	0	1	1	85	561	469	1115	18	120	45	183
% App. Total	1.7	81.4	16.9		0	0	100		7.6	50.3	42.1		9.8	65.6	24.6	
PHF	.500	.839	.780	.831	.000	.000	.250	.250	.531	.840	.882	.926	.563	.750	.489	.644



N/S Street: Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 7

Groups Printed-Trucks

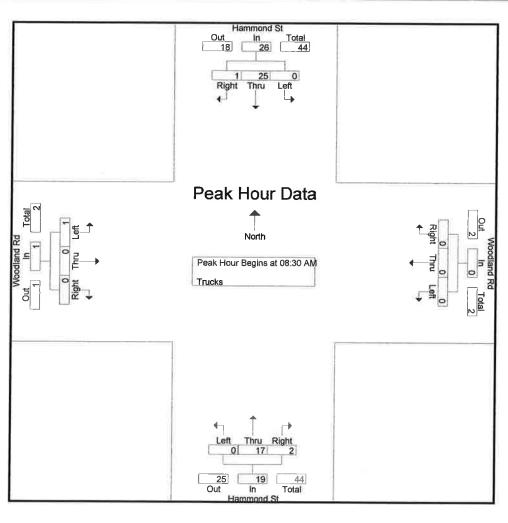
		ammond St rom North			odland Rd om East			mmond St om South			oodland Rd from West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	0	0	2	1	0	0	0	7
07:15 AM	0	2	0	0	0	0	0	0	7	0	0	0	9
07:30 AM	0	2	2	0	0	0	0	4	0	0	0	2	10
07:45 AM	0	3	1	0	0	0	0	2	0	0	1	0	7
Total	0	11	3	0	0	0	0	8	8	0	1	2	33
08:00 AM	0	3	0	0	0	0	0	7	0	0	0	0	10
08:15 AM	1	3	o	0	0	О	0	2	1	0	0	1	8
08:30 AM	0	5	0	0	0	0	0	4	0	1	0	0	10
08:45 AM	0	9	0	0	0	0	0	3	0	0	0	0	12
Total	1	20	0	0	0	0	0	16	1	1	0	1	40
¥			1			1			1				
09:00 AM	0	4	1	0	0	0	0	3	1	0	0	0	9
09:15 AM	0	7	0	0	0	0	0	7	1	0	0	0	15
Grand Total	1	42	4	0	0	0	0	34	11	1	1	3	97
Apprch %	2.1	89.4	8.5	0	0	0	0	75.6	24.4	20	20	60	
Total %	1	43.3	4.1	0	0	0	0	35.1	11.3	1	1	3.1	

N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 8

			•	• •
age	No	ŝ	8	

		Hamn	ond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Int. Tota
eak Hour Analy	sis From	07:00 A	M to 09	:15 AM - P	eak 1 of	1						1,000				ripp, Total	int. Total
eak Hour for En	tire Inter	section	Begins a	nt 08:30 AN	1												
08:30 AM	0	5	0	5	0	0	0	0	0	4	0	4	1	0	0	1	10
08:45 AM	0	9	0	9	0	0	0	0	0	3	0	3	Ö	0	0	0	12
09:00 AM	0	4	1	5	0	0	0	0	0	3	1	4	0	0	0	0	٤
09:15 AM	0	7	0	7	0	0	0	0	0	7	1	8	0	0	0	0	15
Total Volume	0	25	1	26	0	0	0	0	0	17	2	19	1	0	0	1	46
% App. Total	0	96.2	3.8		0	0	0		0	89.5	10.5	1	100	0	0		
PHF	.000	.694	.250	.722	.000	.000	.000	.000	.000	.607	.500	.594	.250	.000	.000	.250	.767



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

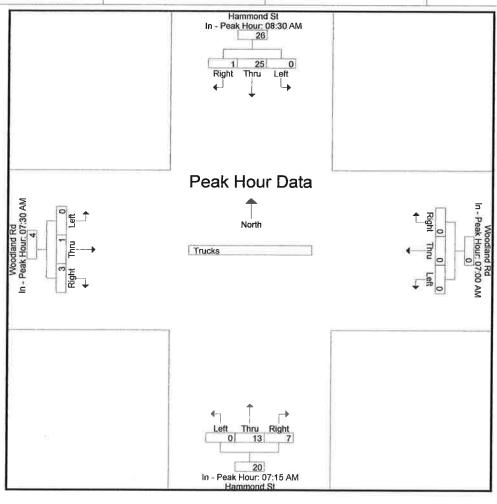
File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016

Page No : 9

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		Ī
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	0	7	7	0	0	2	2
+15 mins.	0	9	0	9	0	0	0	0	0	4	0	4	0	1	ō	-
+30 mins.	0	4	1	5	0	0	0	0	0	2	0	2	0	0	0	
+45 mins.	0	7	o	7	0	0	0	0	0	7	0	7	0	0	1	
Total Volume	0	25	1	26	0	0	0	0	0	13	7	20	0	1	3	
% App. Total	0	96.2	3.8		0	0	0		0	65	35		0	25	75	
PHF	.000	.694	.250	.722	.000	.000	.000	.000	.000	.464	.250	.714	.000	.250	.375	.50



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 10

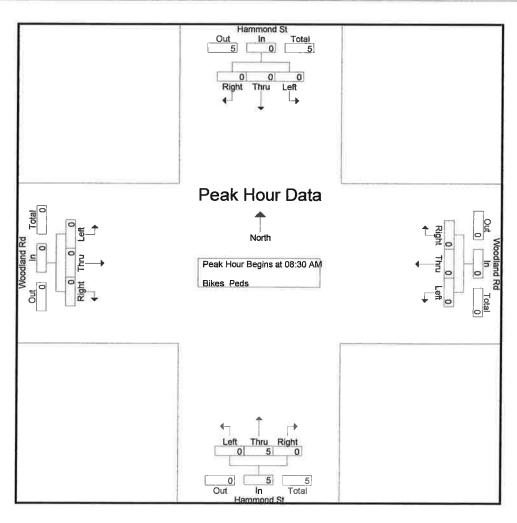
Groups Printed- Bikes Peds

			ond St North			Woodla From				Hamm	ond St South				and Rd West				
Start Time	Left	Thru	Right	Peds	Left	Thru		Peds	Left		Right	Peds	Left		Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	3	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1	3
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	2	0	3	0	0	0	1	0	2	0	3	0	0	0	1	8	4	12
08:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3	0	3
08:30 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2	1	3
08:45 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	0	4	0	0	0	3	0	2	0	0	0	0	0	0	7	2	9
09:00 AM	0	0	0	0	0	0	0	o	0	2	0	0	0	0	0	o	0	2	2
09:15 AM	0	0	0	0	0	0	0	1	0		0				_		u u	2	
	U	_	U		U	U	U	1	U	1	U	0	0	0	0	0	1	1	2
Grand Total	0	2	0	7	0	0	0	5	0	7	0	3	0	0	0	1	16	9	25
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	22.2	0		0	0	0		0	77.8	0		0	0	0		64	36	

N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 11

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd]
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	07:00 A	M to 09	:15 AM - F	eak 1 of	1					1						
Peak Hour for En	tire Inter	section	Begins a	at 08:30 Af	۷î												
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	,
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.625



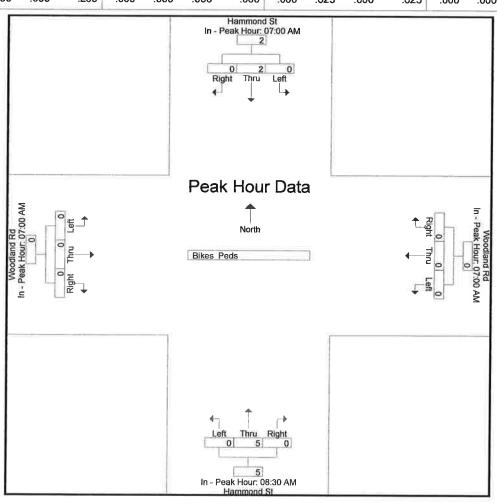
N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code :: 73820005 Start Date : 11/17/2016 Page No : 12

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				07:00 AM				08:30 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.00



N/S Street : Hammond Street E/W Street: Woodland Road City/State: Brookline, MA Weather: Clear

File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016 Page No: 1

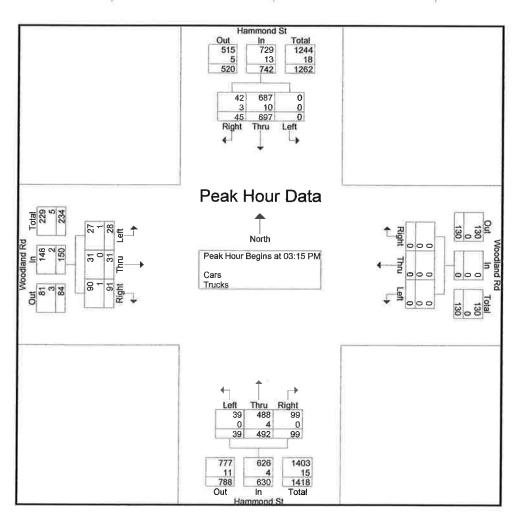
Groups Printed- Cars - Trucks

		mmond St		Wo	odland Rd rom East			mmond St		Wo	odland Rd rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	0	130	5	0	1	0	3	113	22	6	5	3	288
02:15 PM	0	126	5	0	0	0	4	101	33	0	8	5	282
02:30 PM	1	140	5	0	0	0	6	99	25	6	7	9	298
02:45 PM	0	139	6	0	0	0	9	128	32	4	5	6	329
Total	1	535	21	0	1	0	22	441	112	16	25	23	1197
03:00 PM	0	152	6	0	0	0	18	99	22	2	6	10	315
03:15 PM	0	170	21	0	0	0	14	134	37	7	6	27	416
03:30 PM	0	186	10	0	0	0	8	122	20	6	6	23	381
03:45 PM	0	164	12	0	0	0	9	113	16	9	11	23	357
Total	0	672	49	0	0	0	49	468	95	24	29	83	1469
04:00 PM	0	177	2	0	0	o	8	123	26	6	8	18	368
04:15 PM	1	145	4	0	0	0	3	113	28	3	7	11	315
04:30 PM	0	178	8	0	0	О	6	109	25	2	9	14	351
04:45 PM	0	194	12	0	0	o	2	100	25	6	13	18	370
Total	1	694	26	0	0	0	19	445	104	17	37	61	1404
Grand Total	2	1901	96	0	1	0	90	1354	311	57	91,	167	4070
Apprch %	0.1	95.1	4.8	0	100	О	5.1	77.2	17.7	18.1	28.9	53	
Total %	0	46.7	2.4	0	0	0	2.2	33.3	7.6	1.4	2.2	4.1	
Cars	2	1873	93	0	1	0	89	1325	308	54	91	163	3999
% Cars	100	98.5	96.9	0	100	0	98.9	97.9	99	94.7	100	97.6	98.3
Trucks	0	28	3	0	0	0	1	29	3	3	0	4	71
% Trucks	0	1.5	3.1	0	0	0	1.1	2.1	1	5.3	0	2.4	1.7

N/S Street: Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 2

		Hamn	nond St			Wood	and Rd			Hamn	nond St			Wood	land Rd		
		From	North			From	ı East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analy	sis From	02:00 F	PM to 04:	45 PM - F	eak 1 of	1				-							
Peak-Hour for En	itire Inter	section	Begins a	t 03:15 Pi	VI												
03:15 PM	0	170	21	191	0	0	0	0	14	134	37	185	7	6	27	40	416
03:30 PM	0	186	10	196	0	0	0	0	8	122	20	150	6	6	23	35	381
03:45 PM	0	164	12	176	0	0	0	0	9	113	16	138	9	11	23	43	357
04:00 PM	0	177	2	179	0	0	0	0	8	123	26	157	6	8	18	32	368
Total Volume	0	697	45	742	0	0	0	0	39	492	99	630	28	31	91	150	1522
% App. Total	0	93.9	6.1		0	0	0		6.2	78.1	15.7		18.7	20.7	60.7		
PHF	.000	.937	.536	.946	.000	.000	.000	.000	.696	.918	.669	.851	.778	.705	.843	.872	.915
Cars	0	687	42	729	0	0	0	0	39	488	99	626	27	31	90	148	1503
% Cars	0	98.6	93.3	98.2	0	0	0	0	100	99.2	100	99.4	96.4	100	98.9	98.7	98.8
Trucks	0	10	3	13	0	0	0	0	0	4	0	4	1	0	1	2	19
% Trucks	0	1.4	6.7	1.8	0	0	0	0	0	0.8	0	0.6	3.6	0	1.1	1.3	1.2



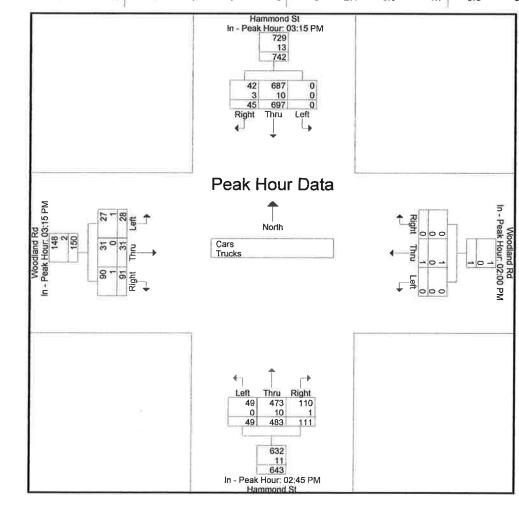
N/S Street: Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 3

		Hamn	nond St			Wood	land Rd			Hamn	nond St		p	Wood	land Rd		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:15 PM				02:00 PM				02:45 PM				03:15 PM			
+0 mins.	0	170	21	191	0	1	0	1	9	128	32	169	7	6	27	40
+15 mins.	0	186	10	196	0	0	0	0	18	99	22	139	6	6	23	35
+30 mins.	0	164	12	176	0	0	0	0	14	134	37	185	9	11	23	43
+45 mins.	0	177	2	179	0	0	0	0	8	122	20	150	6	8	18	32
otal Volume	0	697	45	742	0	1	0	1	49	483	111	643	28	31	91	150
% App. Total	0	93.9	6.1		0	100	0		7.6	75.1	17.3		18.7	20.7	60.7	
PHF	.000	.937	.536	.946	.000	.250	.000	.250	.681	.901	.750	.869	.778	.705	.843	.872
Cars	0	687	42	729	0	1	0	1	49	473	110	632	27	31	90	148
% Cars	0	98.6	93.3	98.2	0	100	0	100	100	97.9	99.1	98.3	96.4	100	98.9	98.7
Trucks	0	10	3	13	0	0	0	0	0	10	1	11	1	0	1	2
% Trucks	0	1.4	6.7	1.8	0	0	0	0	0	2.1	0.9	1.7	3.6	0	1.1	1.3



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016 Page No: 4

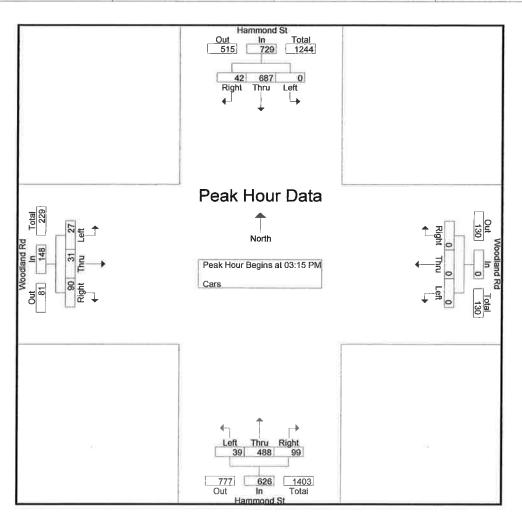
Groups Printed- Cars

	E	ammond St rom North		F	odland Rd rom East		Ha Fr	ammond St		F	oodland Rd rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	0	127	5	0	1	0	3	110	20	6	5	3	280
02:15 PM	0	125	5	0	0	0	4	95	33	0	8	5	275
02:30 PM	1	133	5	0	0	0	6	94	25	5	7	9	285
02:45 PM	0	139	6	0	0	0	9	122	32	3	5	5	321
Total	1	524	21	0	1	0	22	421	110	14	25	22	1161
03:00 PM	0	150	6	0	0	0	18	96	21	2	6	10	309
03:15 PM	0	169	21	0	0	o	14	134	37	7	6	27	415
03:30 PM	0	184	9	0	0	0	8	121	20	6	6	23	377
03:45 PM	0	159	11	0	0	o	9	111	16	9	11	22	348
Total	0	662	47	0	0	0	49	462	94	24	29	82	1449
04:00 PM	0	175	1	0	0	o	8	122	26	5	8	18	363
04:15 PM	1	143	4	0	0	0	2	112	28	3	7	11	311
04:30 PM	0	177	8	0	0	0	6	108	25	2	9	12	347
04:45 PM	0	192	12	0	0	o	2	100	25	6	13	18	368
Total	1	687	25	0	0	0	18	442	104	16	37	59	1389
Grand Total	2	1873	93	0	1	0	89	1325	308	54	91	163	3999
Apprch %	0.1	95.2	4.7	0	100	0	5.2	76.9	17.9	17.5	29.5	52.9	
Total %	0.1	46.8	2.3	0	0	0	2.2	33.1	7.7	1.4	2.3	4.1	
. 0.0. 70	0.1	.5.0	0	•	•	9	4.4	JJ. 1		1.7	2.5	7.1	

N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 5

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	1 North			Fron	n East			From	South			From	west		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Tota
Peak Hour Analy	sis From	02:00 F	PM to 04	:45 PM - P	eak 1 of	1											
Peak Hour for En	tire Inter	section	Begins a	at 03:15 PM	Λ												
03:15 PM	0	169	21	190	0	0	0	0	14	134	37	185	7	6	27	40	415
03:30 PM	0	184	9	193	0	0	0	0	8	121	20	149	6	6	23	35	377
03:45 PM	0	159	11	170	0	0	0	0	9	111	16	136	9	11	22	42	348
04:00 PM	0	175	1	176	0	0	0	0	8	122	26	156	5	8	18	31	363
Total Volume	0	687	42	729	0	0	0	0	39	488	99	626	27	31	90	148	1503
% App. Total	0	94.2	5.8		0	0	0		6.2	78	15.8		18.2	20.9	60.8		
PHF	.000	.933	.500	.944	.000	.000	.000	.000	.696	.910	.669	.846	.750	.705	.833	.881	:905



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA

Weather : Clear

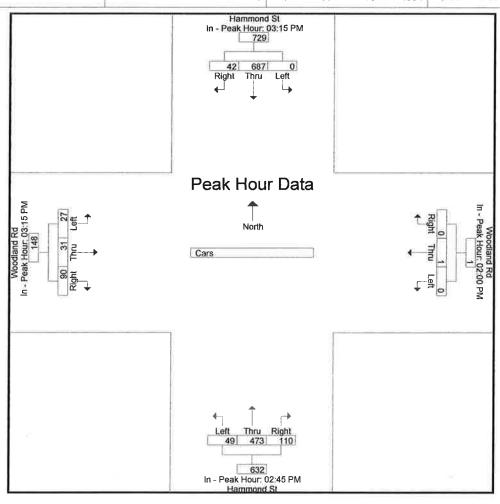
File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016

Page No : 6

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int, Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:15 PM				02:00 PM				02:45 PM				03:15 PM			
+0 mins.	0	169	21	190	0	1	0	1	9	122	32	163	7	6	27	40
+15 mins.	0	184	9	193	0	0	0	0	18	96	21	135	6	6	23	3
+30 mins.	0	159	11	170	0	0	0	0	14	134	37	185	9	11	22	4:
+45 mins.	0	175	1	176	0	0	0	0	8	121	20	149	5	8	18	3
Total Volume	0	687	42	729	0	1	0	1	49	473	110	632	27	31	90	14
% App. Total	0	94.2	5.8		0	100	0		7.8	74.8	17.4		18.2	20.9	60.8	
PHF	.000	.933	.500	.944	.000	.250	.000	.250	.681	.882	.743	.854	.750	.705	.833	.88



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016 Page No: 7

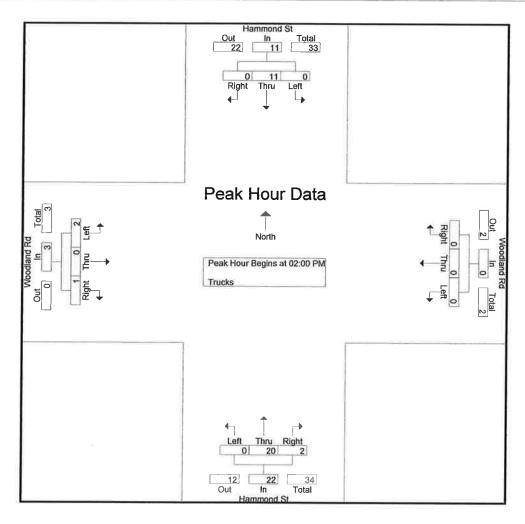
Groups Printed-Trucks

	Ha Fi	mmond St rom North		Wo Fr	odland Rd om East		Ha Fr	mmond Stom South		Wo	odland Rd om West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	0	3	0	0	0	0	0	3	2	0	0	0	8
02:15 PM	0	1	0	0	0	0	0	6	0	0	0	0	7
02:30 PM	0	7	О	0	0	0	0	5	0	1	0	0	13
02:45 PM	0	0	0	0	0	0	0	6	0	1	0	1	8
Total	0	11	0	0	0	0	0	20	2	2	0	1	36
03:00 PM	0	2	0	0	0	0	0	3	1	0	0	0	6
03:15 PM	0	1	0	0	0	0	0	0	0	0	0	О	1
03:30 PM	0	2	1	0	0	0	0	1	0	0	0	0	4
03:45 PM	0	5	1	0	0	0	0	2	0	0	0	1	9
Total	0	10	2	0	0	0	0	6	1	0	0	1	20
04:00 PM	0	2	1	0	0	0	0	1	0	1	0	0	5
04:15 PM	0	2	0	0	0	О	1	1	0	0	0	0	4
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	2	4
04:45 PM	0	2	o	0	0	0	0	0	0	0	0	О	2
Total	0	7	1	0	0	0	1	3	0	1	0	2	15
Grand Total	0	28	3	0	0	0	1	29	3	3	0	4	71
Apprch %	0	90.3	9.7	0	0	0	3	87.9	9.1	42.9	0	57.1	
Total %	0	39.4	4.2	0	0	0	1.4	40.8	4.2	4.2	0	5.6	

N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 8

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd]
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App, Total	Int. Total
eak Hour Analy	sis From	02:00 F	M to 04	:45 PM - F	eak 1 of	1		1				/ipp, rotar				App, Total	III. TOLG
eak Hour for En	tire Inter	section	Begins a	at 02:00 PI	⁄I												
02:00 PM	0	3	0	3	0	0	0	0	0	3	2	5	0	0	0	0	8
02:15 PM	0	1	0	1	0	0	0	0	0	6	ō	6	0	0	0	0	7
02:30 PM	0	7	0	7	0	0	0	0	0	5	0	5	1	0	0	1	13
02:45 PM	0	0	0	0	0	0	0	0	0	6	0	6	1	0	1	2	8
Total Volume	0	11	0	11	0	0	0	0	0	20	2	22	2	0	1	3	36
% App. Total	0	100	0		0	0	0		0	90.9	9.1		66.7	0	33.3		
PHF	.000	.393	.000	.393	.000	.000	.000	.000	.000	.833	.250	.917	.500	.000	.250	.375	.692



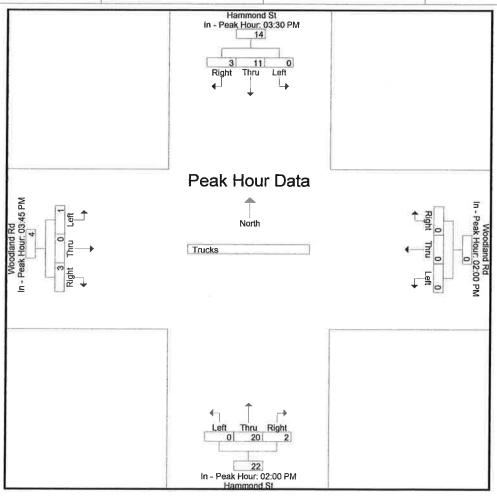
N/S Street: Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016 Page No: 9

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North			Fron	n East			From	South			From	1 West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:30 PM				02:00 PM				02:00 PM				03:45 PM			
+0 mins.	0	2	1	3	0	0	0	0	0	3	2	5	0	0	1	1
+15 mins.	0	5	1	6	0	0	0	0	0	6	0	6	1	0	0	1
+30 mins.	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	(
+45 mins.	0	2	0	2	0	0	0	0	0	6	0	6	0	0	2	2
Total Volume	0	11	3	14	0	0	0	0	0	20	2	22	1	0	3	
% App. Total	0	78.6	21.4		0	0	0		0	90.9	9.1		25	0	75	
PHF	.000	.550	.750	.583	.000	.000	.000	.000	.000	.833	.250	.917	.250	.000	.375	.500



N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N005 Site Code: 73820005 Start Date: 11/17/2016 Page No: 10

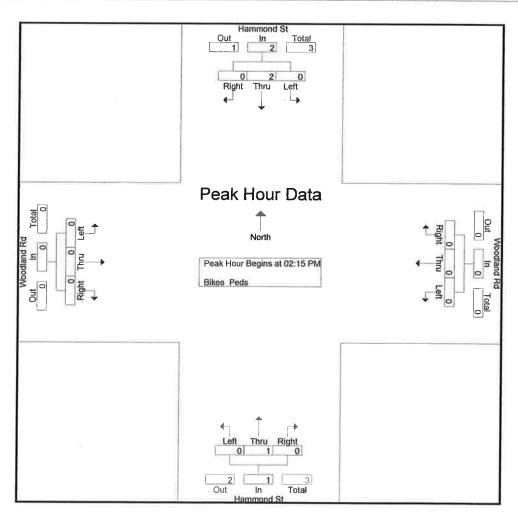
Groups	Printed-	- Bikes	Peds	
--------	----------	---------	------	--

		From				From	and Rd East		rime	Hamm From	ond St South			From	and Rd West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
02:15 PM	0	1	0	0	0	0	0	0	٥	0	0	0	0	0	0	1	1	1	2
02:30 PM	0	0	0	1	0	0	0	1	. 0	0	0	0	0	0	0	0	2	0	2
02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
Total	0	2	0	1	0	0	0	2	0	0	0	1	0	0	0	2	6	2	8
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	o	0	0	0	0	o	1	1
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	4	0	4
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	o	0	0	0	0	1	0	1
Total	0	0	0	3	0	0	0	2	0	1	0	0	0	0	0	1	6	1	7
04:00 PM	0	0	0	6	0	0	0	o	0	0	0	o	0	0	0	2	8	0	8
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	o	0	0	0	2	3	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	o	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0
Total	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	4	12	j	13
Grand Total	0	3	0	12	0	0	0	4	0	1	0	1	0	0	0	7	24	4	28
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0	1			
Total %	0	75	0		0	0	0		0	25	0		0	0	0		85.7	14.3	

N/S Street : Hammond Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N005 Site Code : 73820005 Start Date : 11/17/2016 Page No : 11

		Hamn	nond St			Wood	land Rd			Hamn	nond St	-		Wood	land Rd		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	02:00 F	PM to 04	:45 PM - P	eak 1 of	1		li-conic				1,000				7100	Tota
eak Hour for En	tire Inter	section	Begins a	at 02:15 PN	Λ												
02:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	d
02:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		11
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750



N/S Street: Hammond Street E/W Street: Woodland Road City/State: Brookline, MA Weather: Clear

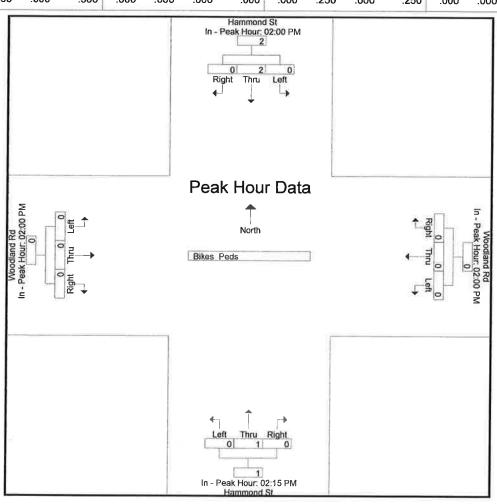
File Name: 7382N005 Site Code : 73820005 Start Date : 11/17/2016

Page No 12

		Hamn	nond St			Wood	land Rd			Hamn	nond St			Wood	land Rd		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM				02:00 PM				02:15 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	(
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	C
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000



N/S Street: Oak Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 1

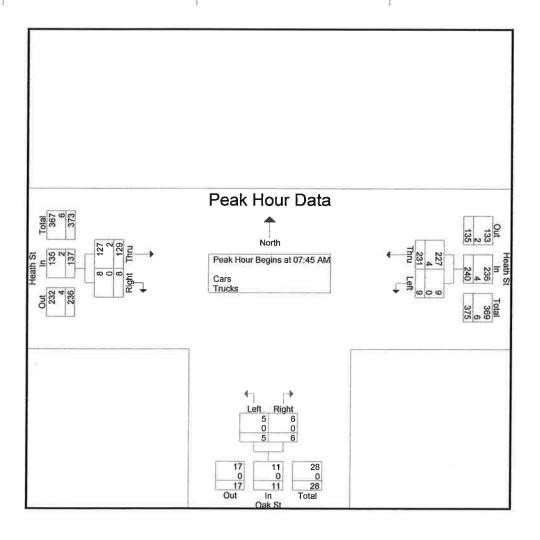
Groups Printed- Cars - Trucks

		Heath St		Oak St From South		Heath St From East	
L. T. (Si Diahi	From Wes	Right	Left	Thru	Left	Start Time
Int. Tota 6	Right 1	31	0	0	25	3	07:00 AM
8:	2	38	1	0	37	4	07:15 AM
86	0	26	4	1	54	1	07:30 AM
102	5	32	2	2	59	2	07:45 AM
330	8	127	7	3	175	10	Total
93	0	34	1	1	56	1	08:00 AM
93	1	24	1	1	61	4	08:15 AM
101	2	39	2	1	55	2	08:30 AM
92	2	34	1	3	49	3	08:45 AM
378	5	131	5	6	221	10	Total
	10		<u></u>		4		ñ
85	1	32	1	3	48	0	09:00 AM
74	1	38	0	0	35	0	09:15 AM
867	15	328	13	12	479	20	Grand Total
001	4.4	95.6	52	48	96	4	Apprch %
	1.7	37.8	1.5	1.4	55.2	2.3	Total %
853	15	324	13	12	469	20	Cars
98.4	100	98.8	100	100	97.9	100	% Cars
14	0	4	0	0	10	0	Trucks
1.6	О	1.2	0	0	2.1	0	% Trucks

N/S Street : Oak Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 2

		Heath St			Oak St			Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
eak Hour Analysis From 0	07:00 AM to 0	9:15 AM - F	Peak 1 of 1							
eak Hour for Entire Interse	ection Begins	at 07:45 A	M							
07:45 AM	2	59	61	2	2	4	32	5	37	102
08:00 AM	1	56	57	1	1	2	34	0	34	93
08:15 AM	4	61	65	1	1	2	24	1	25	92
08:30 AM	2	55	57	1	2	3	39	2	41	101
Total Volume	9	231	240	5	6	11	129	8	137	388
% App. Total	3.8	96.2		45.5	54.5		94.2	5.8		
PHF	.563	.947	.923	.625	.750	.688	.827	.400	.835	.951
Cars	9	227	236	5	6	11	127	8	135	382
% Cars	100	98.3	98.3	100	100	100	98.4	100	98.5	98.5
Trucks	0	4	4	0	0	0	2	0	2	6
% Trucks	0	1.7	1.7	0	0	0	1.6	0	1.5	1.5



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

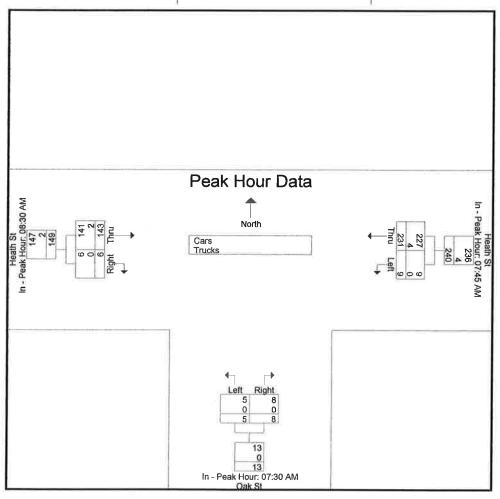
File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016

Page No : 3

	Heath St				Oak St			Heath St		
		From East	- 1	From South						
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:45 AM			07:30 AM			08:30 AM		
+0 mins.	2	59	61	1	4	5	39	2	41
+15 mins.	1	56	57	2	2	4	34	2	36
+30 mins.	4	61	65	1	1	2	32	1	33
+45 mins.	2	55	57	1	1	2	38	1	39
Total Volume	9	231	240	5	8	13	143	6	149
% App. Total	3.8	96.2		38.5	61.5		96	4	
PHF	.563	.947	.923	.625	.500	.650	.917	.750	.909
Cars	9	227	236	5	8	13	141	6	147
% Cars	100	98.3	98.3	100	100	100	98.6	100	98.7
Trucks	0	4	4	0	0	0	2	0	2
% Trucks	0	1.7	1.7	0	0	0	1.4	0	1.3



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

Total %

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 4

	LI- at Ot		Groups Printed- Cars		11 0 0		
	Heath St From East		Oak St From South		Heath St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	3	25	0	0	31	1	60
07:15 AM	4	36	0	1	37	2	80
07:30 AM	1	54	1	4	26	О	86
07:45 AM	2	59	2	2	32	5	102
Total	10	174	3	7	126	8	328
08:00 AM	1	55	1	1	33	o	91
08:15 AM	4	59	1	1	24	1	90
08:30 AM	2	54	1	2	38	2	99
08:45 AM	3	46	3	1	34	2	89
Total	10	214	6	5	129	5	369
11		1		1			
09:00 AM	0	47	3	1	32	1	84
09:15 AM	0	34	0	0	37	1	72
Grand Total	20	469	12	13	324	15	853
Apprch %	4.1	95.9	48	52	95.6	4.4	

1.4

1.5

38

1.8

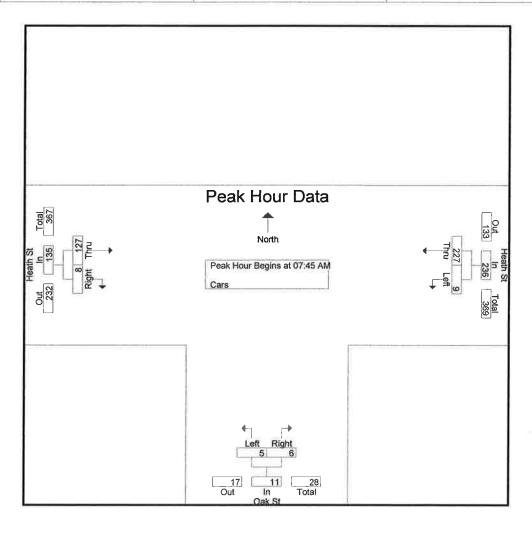
55

2.3

N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 5

		Heath St From East			Oak St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 07	7:00 AM to 0	9:15 AM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 07:45 A	M							
07:45 AM	2	59	61	2	2	4	32	5	37	102
08:00 AM	1	55	56	1	1	2	33	Ō	33	91
08:15 AM	4	59	63	1	1	2	24	1	25	90
08:30 AM	2	54	56	1	2	3	38	2	40	99
Total Volume	9	227	236	5	6	11	127	8	135	382
% App. Total	3.8	96.2		45.5	54.5		94.1	5.9		
PHF	.563	.962	.937	.625	.750	.688	.836	.400	.844	.936



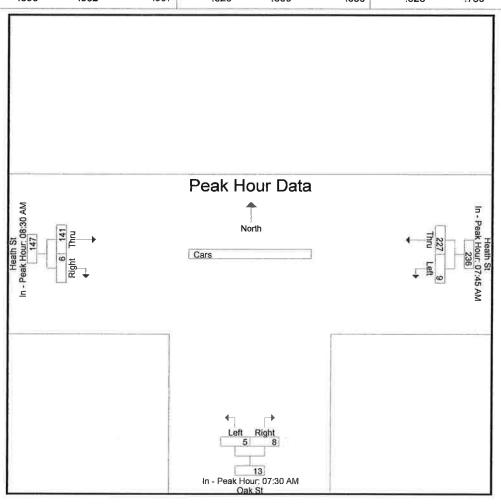
N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 6

		Heath St			Oak St			Heath St		
		From East			From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:45 AM			07:30 AM			08:30 AM		
+0 mins.	2	59	61	1	4	5	38	2	40
+15 mins.	1	55	56	2	2	4	34	2	36
+30 mins.	4	59	63	1	1	2	32	1	33
+45 mins.	2	54	56	1	1	2	37	1	38
Total Volume	9	227	236	5	8	13	141	6	147
% App. Total	3.8	96.2		38.5	61.5		95.9	4.1	
PHF	.563	.962	.937	.625	.500	.650	.928	.750	.919



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

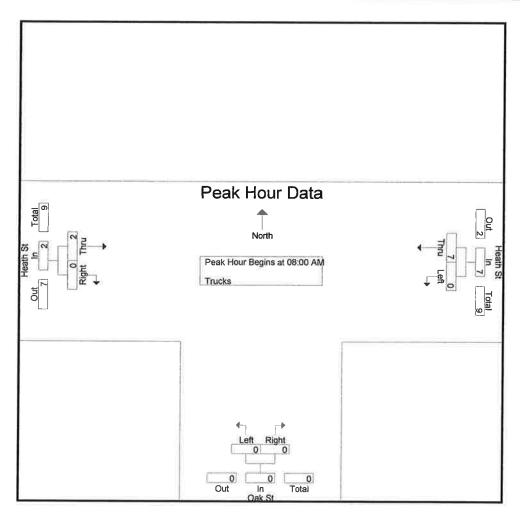
File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 7

				s Printed- Trucks	Group		
		Heath St From West		Oak St From South		Heath St From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
0	0	0	0	0	0	0	07:00 AM
2	0	1	0	0	1	0	07:15 AM
0	О	0	0	0	0	0	07:30 AM
0	0	0	0	0	0	0	07:45 AM
2	0	1	0	0	1	0	Total
2	0	1	0	0	1	0	08:00 AM
2	0	0	0	0	2	0	08:15 AM
2	0	1	О	0	1	0	08:30 AM
3	0	0	О	0	3	0	08:45 AM
9	0	2	0	0	7	0	Total
4		0	o	0	1	0	09:00 AM
1	0	U	0	U	'	U	US.OU AIVI
2	0	1	0	0	1	0	09:15 AM
14	0	4	0	0	10	0	Grand Total
	0	100	0	0	100	0	Apprch %
	0	28.6	О	0	71.4	0	Total %

N/S Street : Oak Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 8

		Heath St From East			Oak St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 0	7:00 AM to 0	9:15 AM - F	Peak 1 of 1							
Peak Hour for Entire Interse	ection Begins	at 08:00 A	M							
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	2	2	0	0	О	Ö	0	o	2
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	0	3	3	0	0	0	0	0	o	3
Total Volume	0	7	7	0	0	0	2	0	2	9
% App. Total	0	100	1	0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.500	.000	.500	.750



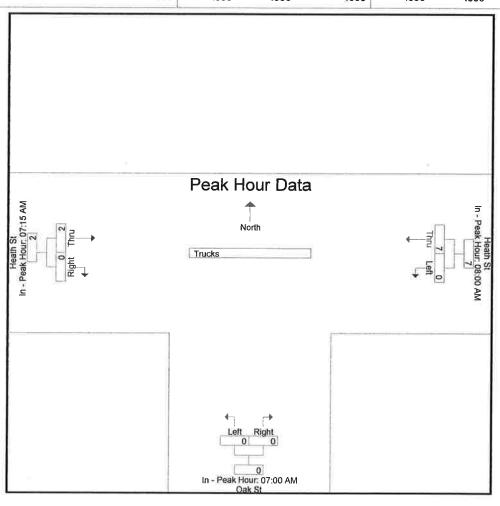
N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 9

	Heath St				Oak St			Heath St		
		From East			From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:00 AM		(07:00 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	2	2	0	0	0	Ö	0	Ċ
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	3	3	0	0	0	1	0	1
Total Volume	0	7	7	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.500	.000	.500



N/S Street : Oak Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 10

	Heath St From East			Groups Printed- Bikes Oak St From South		Heath St From West			Ť			
Start Time												
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	1	2	0	2
07:15 AM	0	1	2	0	0	0	0	0	0	2	1	3
07:30 AM	0	0	0	0	0	1	0	0	1	2	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	0	0	2	0	0	2	6	1	7
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	2
08:15 AM	0	0	0	0	0	0	0	0	О	0	0	0
08:30 AM	0	0	О	0	0	1	1	0	1	2	1	3
08:45 AM	0	1	0	0	0	0	0	0	0	0	1	1
Tota!	0	1	0	0	0	3	1	0	1	4	2	6
09:00 AM	0	0	0	0	0	1	0	0	О	1	0	1
09:15 AM	0	0	0	0	0	o	0	0	1	1	0	1
Grand Total	0	2	2	0	0	6	1	0	4	12	3	15
Apprch %	0	100		0	0		100	0				

0

66.7

Total %

0

33.3

0

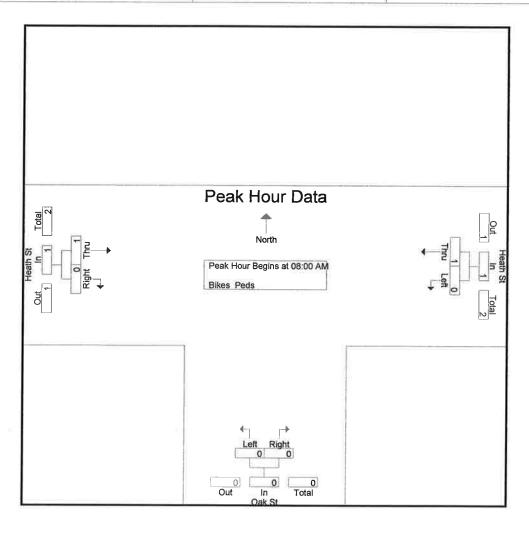
80

20

N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 11

		Heath St From East			Oak St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From (07:00 AM to 0	9:15 AM - F	Peak 1 of 1							
eak Hour for Entire Inters	ection Begins	at 08:00 A	M							
08:00 AM	0	0	0	0	0	0	0	0	0	(
08:15 AM	0	0	0	0	0	o	0	0	О	(
08:30 AM	0	0	0	0	0	0	1	0		,
08:45 AM	0	1	1	0	0	0	Ö	0	ö	1
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100	1	0	0		100	0	-	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA

Weather : Clear

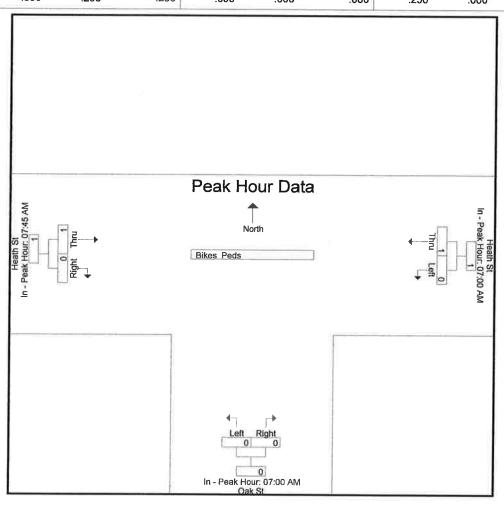
File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016

Page No : 12

		Heath St		Oak St						
		From East		1	From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM		C	7:00 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	C
+15 mins.	o	1	1	0	0	0	o	0	(
+30 mins.	0	0	Ó	0	0	0	o	0	C
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 1

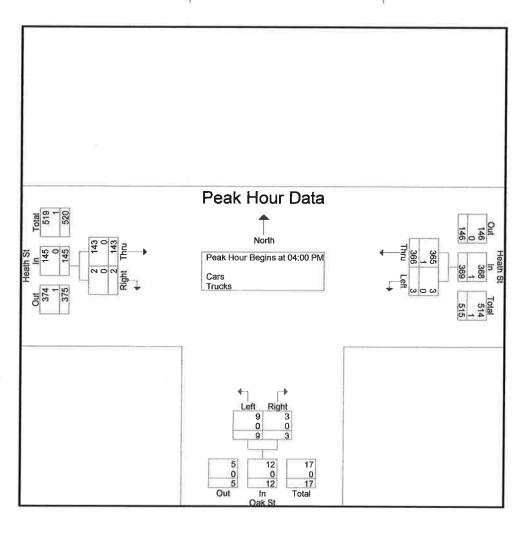
_			
Groups	Printed-	Cars -	THICKS

	Heath St From East		Oak St From South		Heath St From Wes	t	
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
02:00 PM	0	57	0	0	28	0	85
02:15 PM	0	44	2	O	25	0	71
02:30 PM	0	55	0	0	26	0	81
02:45 PM	1	57	0	1	30	0	89
Total	1	213	2	1	109	0	326
03:00 PM	4	70	1	0	27	0	102
03:15 PM	2	71	1	2	41	1	118
03:30 PM	1	72	2	1	35	1	112
03:45 PM	4	61	2	1	29	1	98
Total	11	274	6	4	132	3	430
04:00 PM	0	87	5	2	37	1	132
04:15 PM	2	87	2	О	37	1	129
04:30 PM	1	85	2	1	34	0	123
04:45 PM	0	107	0	0	35	0	142
Total	3	366	9	3	143	2	526
Grand Total	15	853	17	8	384	5	1282
Apprch %	1.7	98.3	68	32	98.7	1.3	
Total %	1.2	66.5	1.3	0.6	30	0.4	
Cars	15	843	17	8	383	5	1271
% Cars	100	98.8	100	100	99.7	100	99.1
Trucks	0	10	0	0	1	0	11
% Trucks	0	1.2	0	0	0.3	0	0.9

N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 2

		Heath St			Oak St			Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
Peak Hour for Entire Interse	ection Begins	at 04:00 P	М							
04:00 PM	0	87	87	5	2	7	37	1	38	132
04:15 PM	2	87	89	2	0	2	37	1	38	129
04:30 PM	1	85	86	2	1	3	34	0	34	123
04:45 PM	0	107	107	0	0	0	35	0	35	142
Total Volume	3	366	369	9	3	12	143	2	145	526
% App. Total	8.0	99.2		75	25		98.6	1.4		
PHF	.375	.855	.862	.450	.375	.429	.966	.500	.954	.926
Cars	3	365	368	9	3	12	143	2	145	525
% Cars	100	99.7	99.7	100	100	100	100	100	100	99.8
Trucks	0	1	1	0	0	0	0	0	О	1
% Trucks	0	0.3	0.3	0	0	o	0	0	0	0.2



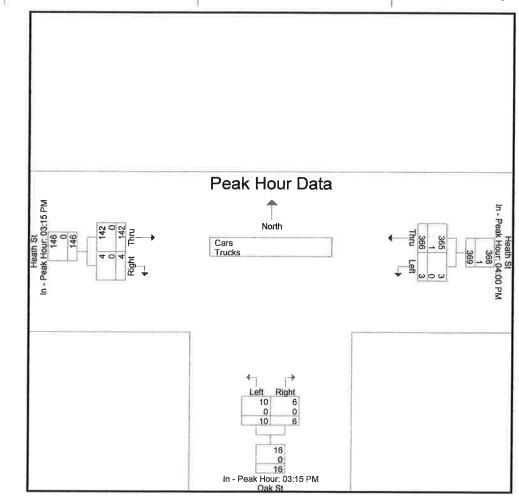
N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 3

	Heath St				Oak St			Heath St			
		From East		1	From South			From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			03:15 PM			03:15 PM		
+0 mins.	0	87	87	1	2	3	41	1	42
+15 mins.	2	87	89	2	1	3	35	1	36
+30 mins.	1	85	86	2	1	3	29	1	30
+45 mins.	0	107	107	5	2	7	37	1	38
Total Volume	3	366	369	10	6	16	142	4	146
% App. Total	0.8	99.2		62.5	37.5		97.3	2.7	
PHF	.375	.855	.862	.500	.750	.571	.866	1.000	.869
Cars	3	365	368	10	6	16	142	4	146
% Cars	100	99.7	99.7	100	100	100	100	100	100
Trucks	0	1	1	0	0	0	0	0	(
% Trucks	0	0.3	0.3	0	0	0	0	0	



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

Total %

1.2

66.3

File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 4

	Heath St		ups Printed- Cars Oak St		Heath St		
	From East		From South	n	From Wes	t	
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
02:00 PM	<u> </u>	57	0	0	28	0	85
02:15 PM	0	43	2	О	24	0	69
02:30 PM	0	51	0	0	26	О	77
02:45 PM	1	57	0	1	30	0	89
Total	1	208	2	1	108	0	320
03:00 PM	4	70	1	О	27	0	102
03:15 PM	2	70	1	2	41	1	117
03:30 PM	1	71	2	1	35	1	111
03:45 PM	4	59	2	1	29	1	96
Total	11	270	6	4	132	3	426
04:00 PM	0	86	5	2	37	1	131
04:15 PM	2	87	2	o	37	1	129
04:30 PM	1	85	2	1	34	0	123
04:45 PM	0	107	0	0	35	0	142
Total	3	365	9	3	143	2	525
Grand Total	15	843	17	8	383	5	1271
Apprch %	1.7	98.3	68	32	98.7	1.3	

1.3

0.6

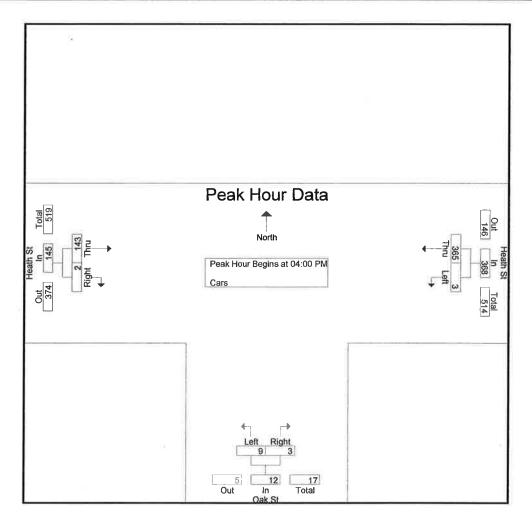
30.1

0.4

N/S Street : Oak Street E/W Street: Heath Street
City/State: Brookline, MA
Weather: Clear

File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 5

		Heath St			Oak St			Heath St		
	T I	From East		F	From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 04:00 P	М							
04:00 PM	0	86	86	5	2	7	37	1	38	131
04:15 PM	2	87	89	2	0	2	37	1	38	129
04:30 PM	1	85	86	2	1	3	34	0	34	123
04:45 PM	0	107	107	0	0	0	35	0	35	142
Total Volume	3	365	368	9	3	12	143	2	145	525
% App. Total	8,0	99.2		75	25		98.6	1.4		
PHF	.375	.853	.860	.450	.375	.429	.966	.500	.954	.924



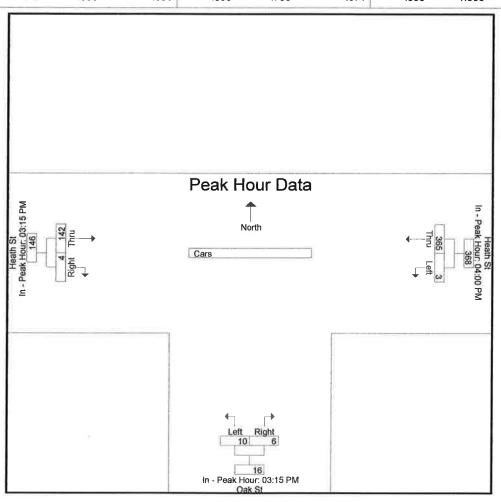
N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name ; 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 6

	Heath St				Oak St			Heath St			
		From East		i	From South			From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			03:15 PM			03:15 PM		
+0 mins.	0	86	86	1	2	3	41	1	42
+15 mins.	2	87	89	2	1	3	35	1	36
+30 mins.	1	85	86	2	1	3	29	1	30
+45 mins.	0	107	107	5	2	7	37	1	38
Total Volume	3	365	368	10	6	16	142	4	146
% App. Total	8.0	99.2		62.5	37.5		97.3	2.7	
PHF	.375	.853	.860	.500	.750	.571	.866	1.000	.869



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

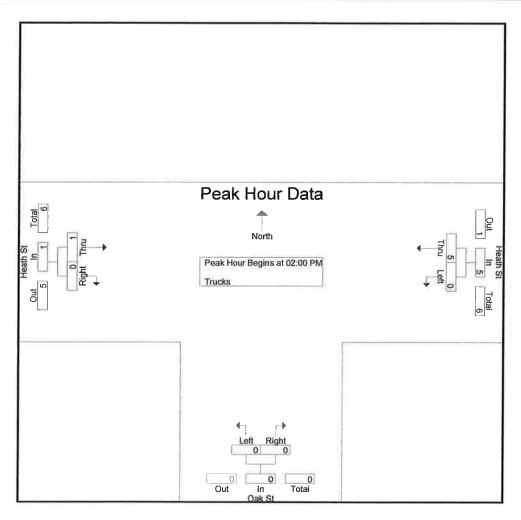
File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 7

		Heath St From West		Oak St From South		Heath St From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
0	0	0	0	0	0	0	02:00 PM
2	0	1	0	0	1	0	02:15 PM
4	o	0	0	0	4	0	02:30 PM
0	0	0	0	0	0	0	02:45 PM
6	0	1	0	0	5	0	Total
0	o	0	О	0	0	0	03:00 PM
1	О	0	0	0	1	0	03:15 PM
1	О	0	О	0	1	0	03:30 PM
2	0	0	O	0	2	0	03:45 PM
4	0	0	0	0	4	0	Total
1	0	0	o	0	1	0	04:00 PM
0	o	0	o	0	0	0	04:15 PM
0	0	0	0	0	o	0	04:30 PM
0	o	0	o	0	0	0	04:45 PM
1	0	0	0	0	1	0	Total
11	0	1	0	0	10	0	Grand Total
	0	100	0	0	100	0	Apprch %
	0	9.1	0	0	90.9	0	Total %

N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 8

		Heath St From East		Į	Oak St From South			Heath St From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 04	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 02:00 P	М							
02:00 PM	0	0	0	0	0	0	0	0	0	(
02:15 PM	0	1	1	0	0	0	1	0	4	:
02:30 PM	0	4	4	0	0	0	0	0	Ö	,
02:45 PM	0	0	Ö	0	0	0	0	0	0	-
Total Volume	0	5	5	0	0	0	1	0	1	(
% App. Total	0	100		0	0		100	0		
PHF	.000	.313	.313	.000	.000	.000	.250	.000	.250	.37



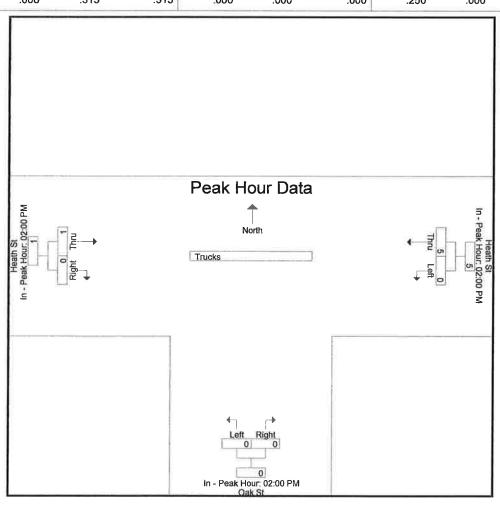
N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N006 Site Code : 73820006 Start Date : 11/17/2016 Page No : 9

	Heath St			Oak St			Heath St		
	From East		ı	From South			From West		
Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
	Left	From East	From East	From East	From East From South From West	From East From South From West			

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

0 0 0	0 1 4	0 1 4	0 0 0	0 0 0	0 0 0	0 1 0	0 0 0	0 1 0
-	1 4		0 0	0 0	0	1 0	0 0	1
0 1	4		0	0	0	0	0	0
1	•							
,	U	0	0	0	0	0	0	0
)	5	5	0	0	0	1	0	1
) 10	0		0	0		100	0	
.31	3 .3	313	.000	.000	.000	.250	.000	.250
	0 10		0 100	0 100 0	0 100 0 0	0 100 0 0	0 100 0 0 100	0 100 0 100 0



N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

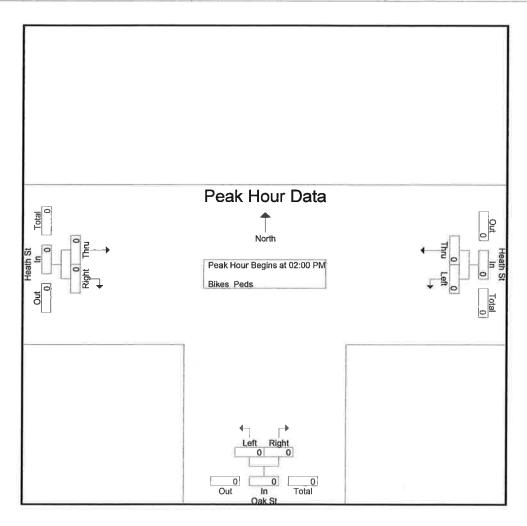
File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 10

	F	leath St			Groups Prin Oak St	ited Dires	H	Heath St		1		
Start Time	Left Left	om East Thru	Peds	Fro Left	m South Right	Peds	Fr Thru	om West Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	2	0	0	0	2	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	o	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	0	0	0	3	0	0	0	3	0	3
03:00 PM	0	0	3	0	0	2	0	0	o	5	0	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	О	0	0	0	0	0	0
03:45 PM	0	0	o	0	0	1	0	0	1	2	0	2
Total	0	0	3	0	0	3	0	0	1	7	0	7
04:00 PM	0	0	О	0	0	2	0	0	6	8	0	8
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	2
04:30 PM	0	0	О	0	0	О	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	2	0	0	0	3	0	3
Total	0	0	1	0	0	6	0	0	6	13	0	13
Grand Total	0	0	4	0	0	12	0	0	7	23	0	23
Apprch %	0	0	I	0	0		0	0				
Total %						1				100	0	

N/S Street : Oak Street E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 11

		Heath St From East			Oak St From South			Heath St From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 02:00 PI	M							
02:00 PM	0	0	0	0	0	0	0	0	0	C
02:15 PM	0	0	О	0	0	О	0	0	0	O
02:30 PM	0	0	0	0	0	0	0	0	0	C
02:45 PM	0	0	0	0	0	0	0	0	О	C
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	İ	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

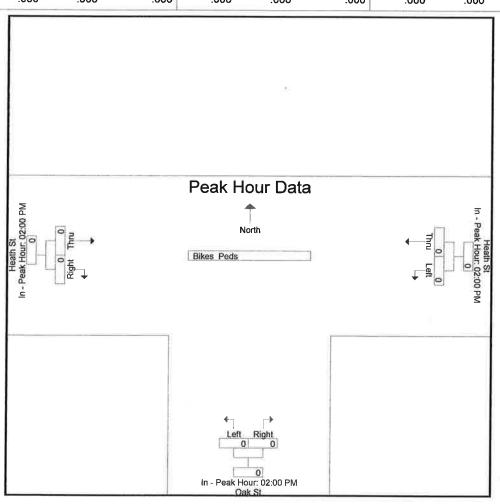
N/S Street : Oak Street E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N006 Site Code: 73820006 Start Date: 11/17/2016 Page No: 12

		Heath St			Oak St			Heath St		
		From East		F	rom South		1	From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM		0	2:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	C
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N007 Site Code : 73820007 Start Date : 11/17/2016 Page No : 1

Groups Printed- Cars - Trucks

		leath St		enter	creation C om South	Soule Re		leath St om East	l F		ary Rd m North	C Fro	
Int. Total	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time
78	0	9	0	1	0	0	38	25	1	4	0	0	07:00 AM
108	0	10	2	0	0	0	55	39	1	1	0	0	07:15 AM
123	0	13	2	1	0	0	45	57	0	3	0	2	07:30 AM
136	1	16	0	0	0	0	64	53	0	1	0	1	07:45 AM
445	1	48	4	2	0	0	202	174	2	9	0	3	Total
128	0	22	1	0	0	1	50	48	5	1	0	0	08:00 AM
127	О	10	1	2	2	2	42	61	4	2	0	1	08:15 AM
149	0	32	1	1	1	2	62	48	1	1	0	0	08:30 AM
114	0	13	1	o	0	0	43	52	1	3	0	1	08:45 AM
518	0	77	4	3	3	5	197	209	11	7	0	2	Total
87	0	17	0	О	0	0	23	46	0	1	0	0	09:00 AM
72	0	8	1	0	0	0	36	25	0	2	0	0	09:15 AM
1122	1	150	9	5	3	5	458	454	13	19	0	5	Grand Total
1122	0.6	93.8	5.6	38.5	23.1	38.5	49.5	49.1	1.4	79.2	0	20.8	Apprch %
	0.1	13.4	0.8	0.4	0.3	0.4	40.8	40.5	1.2	1.7	0	0.4	Total %
1109	1	147	9	5	3	5	458	444	13	19	0	5	Cars
98.8	100	98	100	100	100	100	100	97.8	100	100	0	100	% Cars
13	0	3	0	0	0	0	0	10	0	0	0	0	Trucks
1.2	0	2	0	О	0	0	0	2.2	0	0	0	0	% Trucks

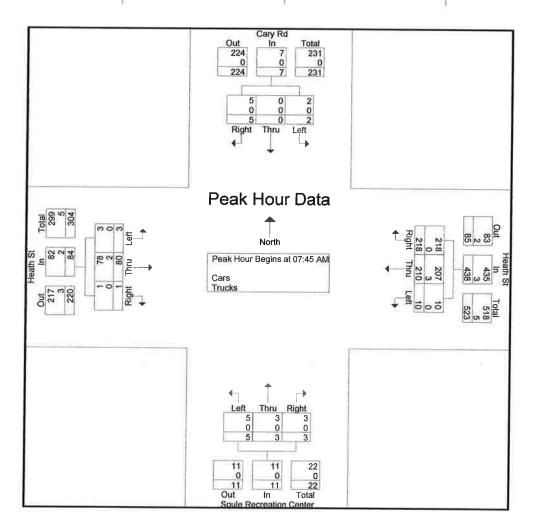
N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016

Page No : 2

		Ca	ry Rd			Hea	ath St		Sou	ıle Recr	eation C	enter		Hea	ath St		1
		From	n North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App, Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	A T-1-1	Int. Total
Peak Hour Analy	sis From	07:00 A	AM to 09		eak 1 of	1		rpp. rotal				App. Total				App Total	Int. Total
Peak Hour for En	tire Inter	section	Begins a	at 07:45 Al	И												
07:45 AM	1	0	1	2	0	53	64	117	0	0	0	0	0	16	1	17	136
MA 00:80	0	0	1	1	5	48	50	103	1	0	0	1	1	22	0	23	128
08:15 AM	1	0	2	3	4	61	42	107	2	2	2	6	1	10	0	11	127
08:30 AM	0	0	1	1	1	48	62	111	2	1	1	4	1	32	0	33	149
Total Volume	2	0	5	7	10	210	218	438	5	3	3	11	3	80	1	84	540
% App. Total	28.6	0	71.4		2.3	47.9	49.8		45.5	27.3	27.3		3.6	95.2	1.2		
PHF	.500	.000	.625	.583	.500	.861	.852	.936	.625	.375	.375	.458	.750	.625	.250	.636	.906
Cars	2	0	5	7	10	207	218	435	5	3	3	11	3	78	1	82	535
% Cars	100	0	100	100	100	98.6	100	99.3	100	100	100	100	100	97.5	100	97.6	99.1
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% Trucks	0	0	0	0	0	1.4	0	0.7	0	0	0	0	0	2.5	0	2.4	0.9



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

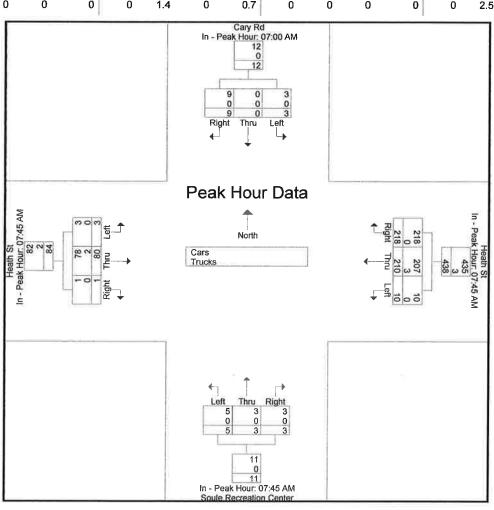
File Name : 7382N007

Site Code : 73820007 Start Date : 11/17/2016 Page No : 3

		Ca	ry Rd			Hea	ath St		Sou	ıle Recr	eation C	enter		Hea	ath St		
		From	North		From East					From	South			From	n West		
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	4	4	0	53	64	117	0	0	0	0	0	16	1	17
+15 mins.	0	0	1	1	5	48	50	103	1	0	0	1	1	22	0	23
+30 mins.	2	0	3	5	4	61	42	107	2	2	2	6	1	10	0	11
+45 mins.	1	0	1	2	1	48	62	111	2	1	1	4	1	32	0	33
Total Volume	3	0	9	12	10	210	218	438	5	3	3	11	3	80	1	84
% App. Total	25	0	75		2.3	47.9	49.8		45.5	27.3	27.3		3.6	95.2	1.2	
PHF	.375	.000	.563	.600	.500	.861	.852	.936	.625	.375	.375	.458	.750	.625	.250	.636
Cars	3	0	9	12	10	207	218	435	5	3	3	11	3	78	1	82
% Cars	100	0	100	100	100	98.6	100	99.3	100	100	100	100	100	97.5	100	97.6
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
% Trucks	0	0	0	0	0	1.4	0	0.7	0	0	0	0	0	2.5	0	2.4



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

Apprch %

Total %

20.8

0.5

0

0

79.2

1.7

1.4

1.2

48.5

40

50.1

41.3

38.5

0.5

23.1

0.3

38.5

0.5

5.7

0.8

93.6

13.3

0.6

0.1

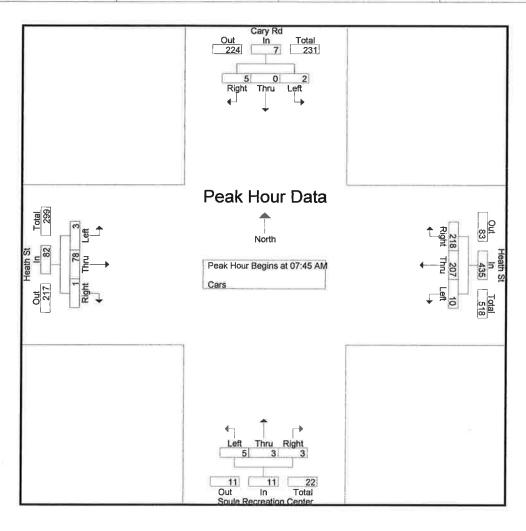
File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 4

10		41- 01					s Printed				Dd		
		leath St om West		enter	creation Com South			eath St om East			ary Rd om North		
Int. Tot	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time
7	0	9	0	1	0	0	38	25	1	4	0	0	07:00 AM
10	0	9	2	0	0	0	55	38	. 1	1	0	0	07:15 AM
12	0	13	2	1	0	0	45	57	0	3	0	2	07:30 AM
13	1	16	0	0	0	0	64	53	0	1	0	1	07:45 AM
44	1	47	4	2	0	0	202	173	2	9	0	3	Total
12	0	21	1	0	0	1	50	48	5	1	0	0	08:00 AM
12	o	10	1	2	2	2	42	58	4	2	0	1	08:15 AM
14	О	31	1	1	1	2	62	48	1	1	0	0	08:30 AM
11	0	13	1	0	0	0	43	48	1	3	0	1	08:45 AM
50	0	75	4	3	3	5	197	202	11	7	0	2	Total
8	0	17	0	o	0	0	23	45	0	1	0	0	09:00 AM
7	0	8	1	0	0	0	36	24	0	2	0	0	09:15 AM
110	1	147	9	5	3	5	458	444	13	19	0	5	Grand Total

N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N007 Site Code : 73820007 Start Date : 11/17/2016 Page No : 5

		Car	y Rd			Hea	th St		Sou	ıle Recr	eation C	enter		Hea	ath St		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App_Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analy	sis From	07:00 A	M to 09		eak 1 of	1										- A	
eak Hour for En	tire Inter	section	Begins a	nt 07:45 AN	Л												
07:45 AM	1	0	1	2	0	53	64	117	0	0	0	0	0	16	1	17	136
08:00 AM	0	0	1	1	5	48	50	103	1	0	0	1	1	21	0	22	127
08:15 AM	1	0	2	3	4	58	42	104	2	2	2	6	1	10	0	11	124
08:30 AM	0	0	1	1	1	48	62	111	2	1	1	4	1	31	0	32	148
Total Volume	2	0	5	7	10	207	218	435	5	3	3	11	3	78	1	82	535
% App. Total	28.6	0	71.4		2.3	47.6	50.1		45.5	27.3	27.3		3.7	95.1	1.2		
PHF	.500	.000	.625	.583	.500	.892	.852	.929	.625	.375	.375	.458	.750	.629	.250	.641	.904



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

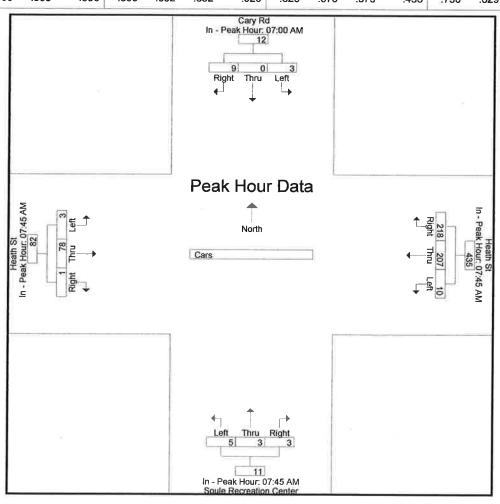
City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 6

		Cai	y Rd			Hea	th St		Sou	ile Recre	eation C	enter		Hea	ath St		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left Thru Right App. Total				Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	4	4	0	53	64	117	0	0	0	0	0	16	1	17
+15 mins.	0	0	1	1	5	48	50	103	1	0	0	1	1	21	ó	22
+30 mins.	2	0	3	5	4	58	42	104	2	2	2	6	1	10	0	11
+45 mins.	1	0	1	2	1	48	62	111	2	1	1	4	1	31	0	32
Total Volume	3	0	9	12	10	207	218	435	5	3	3	11	3	78	1	82
% App. Total	25	0	75		2.3	47.6	50.1		45.5	27.3	27.3		3.7	95.1	1.2	
PHF	.375	.000	.563	.600	.500	.892	.852	.929	.625	.375	.375	.458	.750	.629	.250	.641



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N007 Site Code : 73820007 Start Date : 11/17/2016 Page No : 7

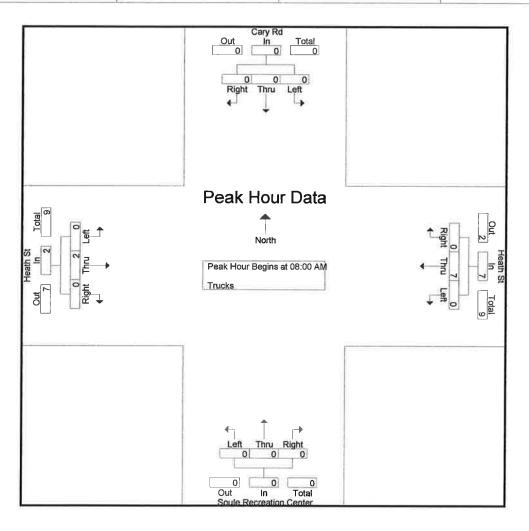
Groups Printed- Trucks

	C Fr	Cary Rd om North		E	leath St	o i miloo		creation Com South	Center		Heath St rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	7	0	2
08:00 AM	0	0	0	0	0	0	0	0	О	0	1	О	1
08:15 AM	0	0	0	0	3	o	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	О	1
08:45 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
Total	0	0	0	0	7	0	0	0	0	0	2	0	9
09:00 AM	0	0	о	0	1	0	0	0	o	0	0	0	4
			•					Ü	o	O	U	J	1,
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	10	0	0	0	0	0	3	0	13
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	76.9	0	0	0	0	0	23.1	0	

N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 8

		Car	y Rd			Hea	th St		Sou	le Recre	eation C	enter		Hea	ath St		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analy	sis From	07:00 A	M to 09	:15 AM - F	eak 1 of	1											
Peak Hour for En	itire Inter	section	Begins a	at 08:00 Al	М												
MA 00:80	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.500	.000	.500	.563



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State: Brookline, MA

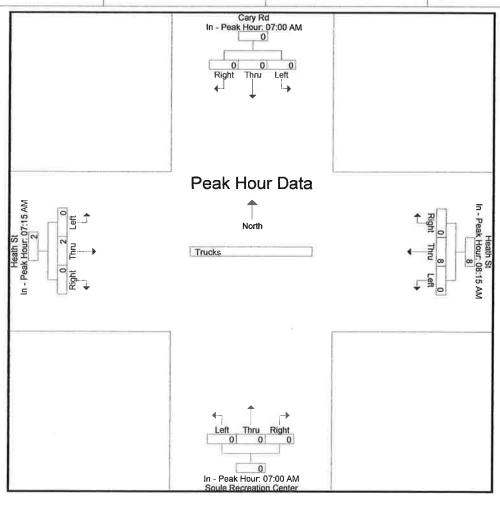
Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 9

		Ca	ry Rd			Hea	th St		Sou	ıle Recre	eation C	enter		Hea	th St		
	From North					Fron	n East			From	South			From	west		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				08:15 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	(
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.50



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

Total %

0

0

60

0

File Name : 7382N007

Site Code : 73820007 Start Date : 11/17/2016 Page No : 10

								Groups	Printed	I- Bikes	Peds								
		From					th St East		Soule	Recre From	ation Co	enter			th St West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	int, Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	5	1	6
07:30 AM	o	0	0	2	0	0	0	0	0	0	0	0	0	Ö	0	0	2	0	2
07:45 AM	0	0	0	2	o	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	9	1	10
08:00 AM	0	0	0	4	0	0	0	О	0	0	o	o	0	0	0	0	4	0	4
08:15 AM	0	0	0	1	0	0	0	o	0	0	0	0	0	1	0	0	1	1	2
08:30 AM	0	0	0	1	0	0	0	o	0	0	0	0	o	0	0	0	1	0	1
08:45 AM	0	0	0	7	0	1	0	0	0	0	0	o	0	1	0	0	7	2	9
Total	0	0	0	13	0	1	0	0	0	0	0	0	0	2	0	0	13	3	16
09:00 AM	0	0	0	6	0	0	0	o	0	0	0	o	0	0	0	0	6	0	6
09:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
								-				-	-			_			
Grand Total	0	0	0	29	0	3	0	0	0	0	0	0	0	2	0	0	29	5	34
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				

40

0

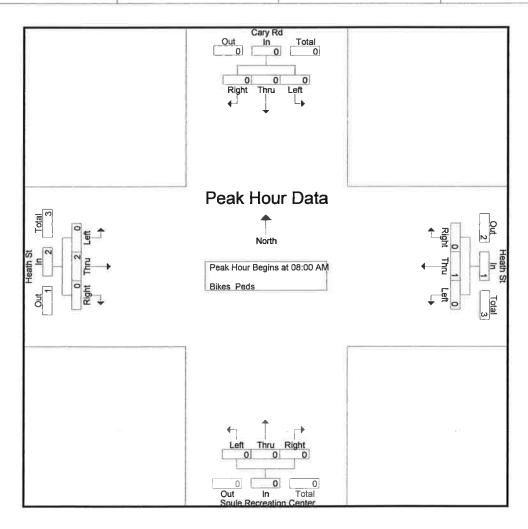
85.3

14.7

N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 11

		Cai	y Rd			Hea	ith St		Sou	ile Recre	eation C	enter		Hea	ath St		
		From	North			From	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota
Peak Hour Analys	sis From	07:00 A	AM to 09	:15 AM - P	eak 1 of	1											
Peak Hour for En	tire Inter	section	Begins a	at 08:00 AN	1												
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0	i	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

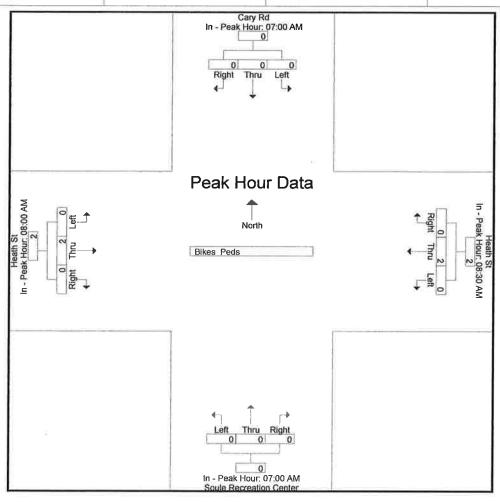
File Name 3 7382N007

Site Code : 73820007 Start Date : 11/17/2016 Page No : 12

		Car	y Rd			Hea	th St		Sou	le Recre	eation C	enter		Hea	ath St		
	From North					Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tot

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM				08:30 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.50



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 1

Groups Printed- Cars - Trucks

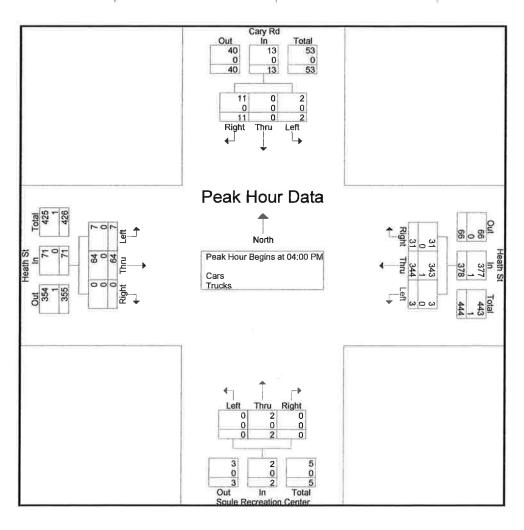
	Fi	Cary Rd rom North		ŀ	Heath St rom East		Soule Re	ecreation C rom South	enter		Heath St rom West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	0	0	3	0	53	7	0	0	0	0	8	0	71
02:15 PM	0	0	3	0	42	19	0	0	0	1	17	0	82
02:30 PM	0	0	3	0	41	11	2	1	0	3	12	0	73
02:45 PM	1	0	0	1	52	12	0	0	1	0	16	0	83
Total	1	0	9	1	188	49	2	1	1	4	53	0	309
03:00 PM	1	0	3	0	68	10	0	0	0	0	8	0	90
03:15 PM	3	0	1	0	69	17	0	0	0	1	19	0	110
03:30 PM	3	0	0	1	68	5	0	0	1	1	14	0	93
03:45 PM	1	0	1	0	67	8	0	0	0	0	17	o	94
Total	8	0	5	1	272	40	0	0	1	2	58	0	387
04:00 PM	0	0	3	2	78	7	0	0	0	3	15	0	108
04:15 PM	1	0	2	0	86	7	0	1	0	1	13	0	111
04:30 PM	0	0	4	0	84	11	0	1	o	1	17	0	118
04:45 PM	1	0	2	1	96	6	0	0	0	2	19	0	127
Total	2	0	11	3	344	31	0	2	0	7	64	0	464
Grand Total	11	0	25	5	804	120	2	3	2	13	175	0	1160
Apprch %	30.6	0	69.4	0.5	86.5	12.9	28.6	42.9	28.6	6.9	93.1	0	
Total %	0.9	0	2.2	0.4	69.3	10.3	0.2	0.3	0.2	1.1	15.1	0	
Cars	10	0	25	5	796	120	2	3	2	13	174	0	1150
% Cars	90.9	0	100	100	99	100	100	100	100	100	99.4	o	99.1
Trucks	1	0	0	0	8	0	0	0	0	0	1	0	10
% Trucks	9.1	0	0	0	1	0	0	0	0	0	0.6	0	0.9

N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

File Name : 7382N007 Site Code : 73820007 Start Date : 11/17/2016 Page No : 2

		Car	y Rd			Hea	th St		Sou	le Recr	eation C	enter		Hea	ath St		
		From	North			Fron	n East			From	South			From	ı West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	02:00 P	M to 04	:45 PM - P	eak 1 of	1											
Peak Hour for En	itire Inter	section l	Begins a	at 04:00 PN	VI												
04:00 PM	0	0	3	3	2	78	7	87	0	0	0	0	3	15	0	18	108
04:15 PM	1	0	2	3	0	86	7	93	0	1	0	1	1	13	0	14	111
04:30 PM	0	0	4	4	0	84	11	95	0	1	0	1	1	17	0	18	118
04:45 PM	1	0	2	3	1	96	6	103	0	0	0	0	2	19	0	21	127
Total Volume	2	0	11	13	3	344	31	378	0	2	0	2	7	64	0	71	464
% App. Total	15.4	0	84.6		0.8	91	8.2		0	100	0		9.9	90.1	0		
PHF	.500	.000	.688	.813	.375	.896	.705	.917	.000	.500	.000	.500	.583	.842	.000	.845	.913
Cars	2	0	11	13	3	343	31	377	0	2	0	2	7	64	0	71	463
% Cars	100	0	100	100	100	99.7	100	99.7	0	100	0	100	100	100	0	100	99.8
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0.2



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

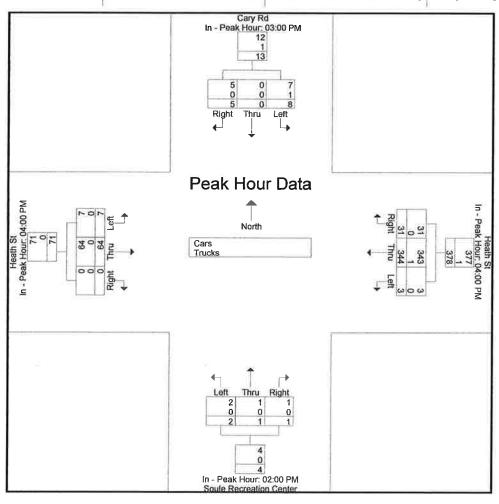
City/State : Brookline, MA Weather : Clear

File Name : 7382N007 Site Code : 73820007 Start Date : 11/17/2016 Page No : 3

		Ca	ry Rd			Hea	th St		Sou	le Recre	eation C	enter		Hea	ath St		Ť
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:00 PM				04:00 PM				02:00 PM				04:00 PM			
+0 mins.	1	0	3	4	2	78	7	87	0	0	0	0	3	15	0	18
+15 mins.	3	0	1	4	0	86	7	93	0	0	0	0	1	13	0	14
+30 mins.	3	0	0	3	0	84	11	95	2	2.1	0	3	1	17	0	18
+45 mins.	1	0	1	2	1	96	6	103	0	0	1_	1	2	19	0	21
otal Volume	8	0	5	13	3	344	31	378	2	1	1	4	7	64	0	71
% App. Total	61.5	0	38.5		0.8	91	8.2		50	25	25		9.9	90.1	0	
PHF	.667	.000	.417	.813	.375	.896	.705	.917	.250	.250	.250	.333	.583	.842	.000	.845
Cars	7	0	5	12	3	343	31	377	2	1	1	4	7	64	0	71
% Cars	87.5	0	100	92.3	100	99.7	100	99.7	100	100	100	100	100	100	0	100
Trucks	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	(
% Trucks	12.5	0	0	7.7	0	0.3	0	0.3	0	0	0	0	0	0	0	



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street

City/State : Brookline, MA Weather : Clear

Apprch %

Total %

28.6

0.9

0

0

71.4

2.2

0.5

0.4

86.4

69.2

13

10.4

28.6

0.2

42.9

0.3

28.6

0.2

7

1.1

93

15.1

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 4

0

0

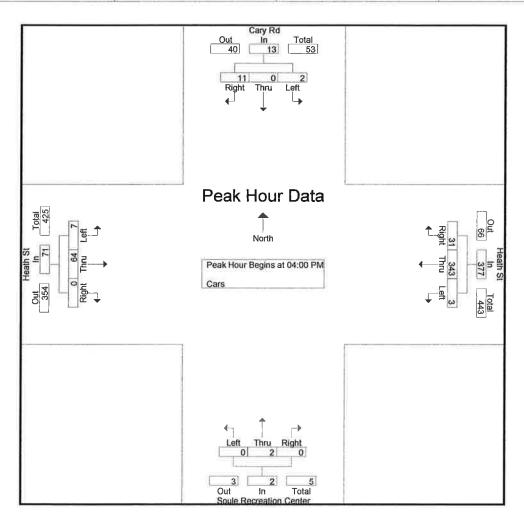
		leath St om West	Fro		creation Comes	Fro		leath St om East	Fr		ary Rd m North	Fro	
Int. Tota	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time
70	0	8	0	0	0	0	7	52	0	3	0	0	02:00 PM
8	0	16	1	0	0	0	19	42	0	3	0	0	02:15 PM
71	0	12	3	0	1	2	11	39	0	3	0	0	02:30 PM
83	0	16	0	1	0	0	12	52	1	0	0	1	02:45 PM
305	0	52	4	1	1	2	49	185	1	9	0	1	Total
90	О	8	0	0	0	0	10	68	0	3	0	1	03:00 PM
109	0	19	1	0	0	0	17	68	0	1	0	3	03:15 PM
91	0	14	1	1	0	0	5	67	1	0	0	2	03:30 PM
92	0	17	0	o	0	0	8	65	0	1	0	1	03:45 PM
382	0	58	2	1	0	0	40	268	1	5	0	7	Total
107	0	15	3	О	0	0	7	77	2	3	0	0	04:00 PM
111	0	13	1	0	1	0	7	86	0	2	0	1	04:15 PM
118	0	17	1	o	1	0	11	84	0	4	0	0	04:30 PM
127	О	19	2	o	ó	0	6	96	1	2	0	1	04:45 PM
463	0	64	7	0	2	0	31	343	3	11	0	2	Total
1150	0	174	13	2	3	2	120	796	5	25	0	10	Grand Total

N/S Street: Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016

Page No : 5

		Cai	y Rd			Hea	ath St		Sou	le Recre	eation C	enter		Hea	ath St		
		From	North			Fron	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App Total	Left			App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analy	sis From	02:00 F	PM to 04	:45 PM - F	eak 1 of	1			700000								
Peak Hour for Er	itire Inter	section	Begins a	at 04:00 Pf	VI												
04:00 PM	0	0	3	3	2	77	7	86	0	0	0	0	3	15	0	18	107
04:15 PM	1	0	2	3	0	86	7	93	0	1	0	1	1	13	0	14	111
04:30 PM	0	0	4	4	0	84	11	95	0	1	0	1	1	17	0	18	118
04:45 PM	1	0	2	3	1	96	6	103	0	0	0	0	2	19	0	21	127
Total Volume	2	0	11	13	3	343	31	377	0	2	0	2	7	64	0	71	463
% App. Total	15.4	0	84.6		0.8	91	8.2		0	100	0		9.9	90.1	0		
PHF	.500	.000	.688	.813	.375	.893	.705	.915	.000	.500	.000	.500	.583	.842	.000	.845	.911



N/S Street: Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State: Brookline, MA Weather: Clear

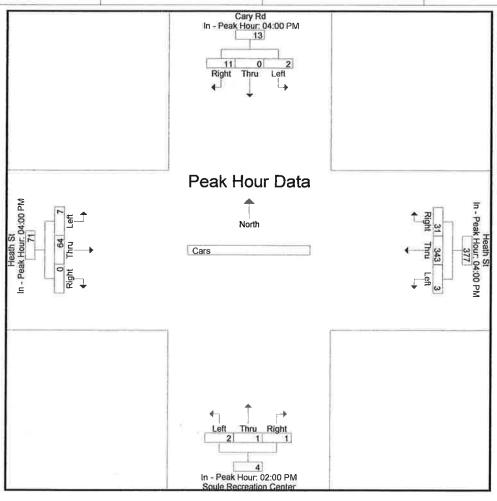
File Name : 7382N007 Site Code : 73820007 Start Date : 11/17/2016

Page No : 6

		Ca	ry Rd			Hea	ath St		Sou	le Recre	eation C	Center		Hea	th St		
	From North					Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM				04:00 PM				02:00 PM				04:00 PM			
+0 mins.	0	0	3	3	2	77	7	86	0	0	0	0	3	15	0	18
+15 mins.	1	0	2	3	0	86	7	93	0	0	0	0	1	13	0	14
+30 mins.	0	0	4	4	0	84	11	95	2	1	0	3	1	17	0	18
+45 mins.	1	0	2	3	1	96	6	103	0	0	1	1	2	19	0	21
Total Volume	2	0	11	13	3	343	31	377	2	1	1	4	7	64	0	71
% App. Total	15.4	0	84.6		0.8	91	8.2		50	25	25		9.9	90.1	0	
PHF	.500	.000	.688	.813	.375	.893	.705	.915	.250	.250	.250	.333	.583	.842	.000	.845



N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 7

Groups Printed-Trucks

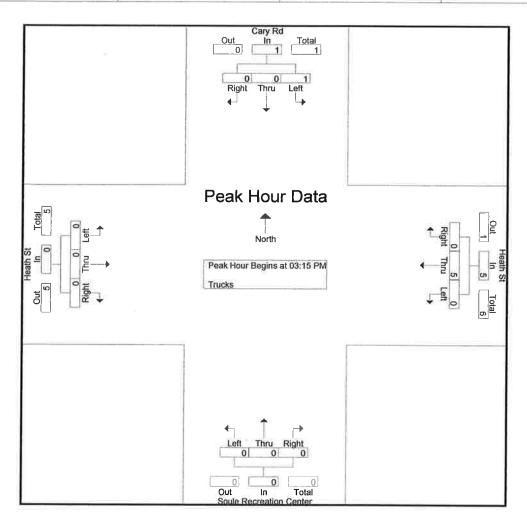
	Fr	Cary Rd om North		F	Heath St rom East	s Finted-	Soule Re	creation Com South	enter		leath St		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:30 PM	0	0	0	0	2	О	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	o	0
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
03:00 PM	0	0	О	0	0	0	0	0	o	0	0	0	0
03:15 PM	0	0	0	0	1	0	0	0	О	0	0	0	1
03:30 PM	1	0	0	0	1	0	0	0	О	0	0	0	2
03:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	1	0	0	0	4	0	0	0	0	0	0	0	5
04:00 PM	0	0	o	0	1	o	0	0	О	0	0	0	1
04:15 PM	0	0	О	0	0	О	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	o	0
04:45 PM	0	0	o	0	0	0	0	0	o	0	0	О	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	8	0	0	0	0	0	1	0	10
Apprch %	100	0	0	0	100	o	0	0	0	0	100	0	
Total %	10	0	0	0	80	0	0	0	0	0	10	0	

N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name : 7382N007 Site Code : 73820007 Start Date : 11/17/2016

Page No : 8

		Cai	y Rd			Hea	ath St		Sou	ile Recre	eation C	enter		Hea	th St		
		From	North			Fron	n East			From	South			From	West		
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analys	sis From	02:00 F	M to 04		eak 1 of	1		1 1971				ripp. Folds				App. Total	inc. rotal
Peak Hour for En	tire Inter	section	Begins a	at 03:15 PM	Л												
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	1	0	0	1	0	1	0	1	0	0	0	o	0	0	0	0	2
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
% App. Total	100	0	0	1	0	100	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.750



N/S Street : Cary Road / Soule Rec Ctr

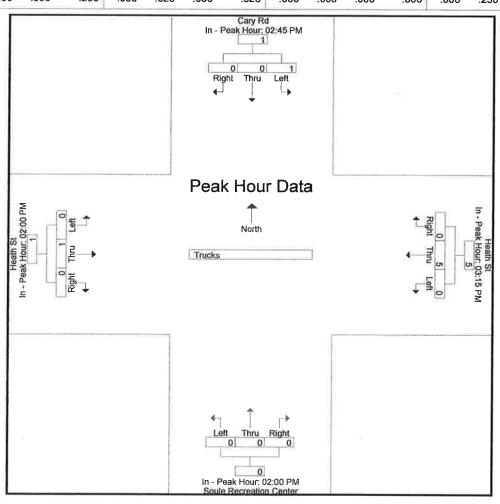
E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 9

		Car	y Rd			Hea	ath St		Sou	ile Recre	eation C	enter		Hea	ath St		
		From	North			From	n East			From	South			From	n West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:45 PM				03:15 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	C
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	Ċ
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	C
Total Volume	1	0	0	1	0	5	0	5	0	0	0	0	0	1	0	•
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250



N/S Street : Cary Road / Soule Rec Ctr

E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

Grand Total

Apprch %

Total %

95.7

4.3

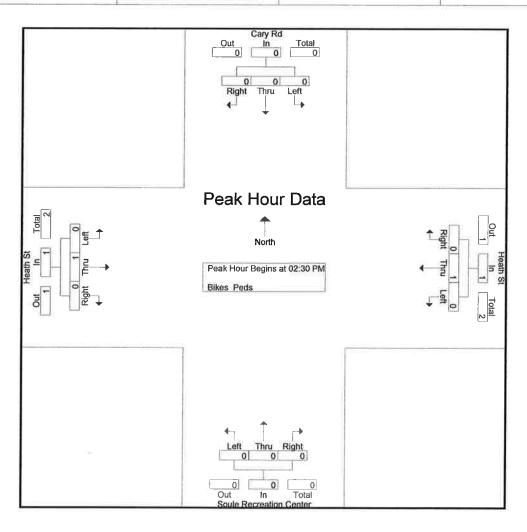
File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 10

								Groups	Printed	I- Bikes	Peds								
	Cary Rd From North					Heath St From East				Soule Recreation Center From South				Heath St From West					
Start Time	Left	Thru		Peds	Left	Thru		Peds	Left		Right	Peds	Left	Thru		Peds	Exclu. Total	Inclu, Total	Int. Total
02:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	1	0	1	0	o	0	0	0	0	0	0	0	0	1	1	2
02:45 PM	0	0	0	3	0	0	0	0	0	0	0	o	o	0	0	0	3	0	3
Total	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	7	1	8
03:00 PM	0	0	0	2	0	0	0	o	0	0	0	О	0	0	0	0	2	0	2
03:15 PM	0	0	0	1	0	0	0	o	0	0	0	0	0	î	0	1	2	1	3
03:30 PM	0	0	0	3	0	0	0	0	0	0	0	o	0	0	0	0	3	0	3
03:45 PM	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10
Total	0	0	0	16	0	0	0	0	0	0	0	0	0	1	0	1	17	1	18
04:00 PM	0	0	0	4	0	0	0	o	0	0	0	О	0	0	0	0	4	0	4
04:15 PM	0	0	0	6	0	0	0	0	0	0	0	o	0	0	0	0	6	0	6
04:30 PM	0	0	0	2	0	0	0	0	0	0	0	o	0	0	0	0	2	0	2
04:45 PM	0	0	0	9	0	0	0	0	0	0	0	o	0	0	0	0	9	0	9
Total	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21	0	21

N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 11

		Car	y Rd			Hea	th St		Sou	ile Recre	eation C	enter		Hea	ath St		Ì
		From	North			Fron	n East			From	South			From	1 West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int, Total
eak Hour Analy	sis From	02:00 F	PM to 04	and the second second	eak 1 of	1		1.146				/ pp rotal				App. Total	int, rotal
Peak Hour for En	itire Inter	section	Begins a	at 02:30 PM	۷I												
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	Ċ
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500



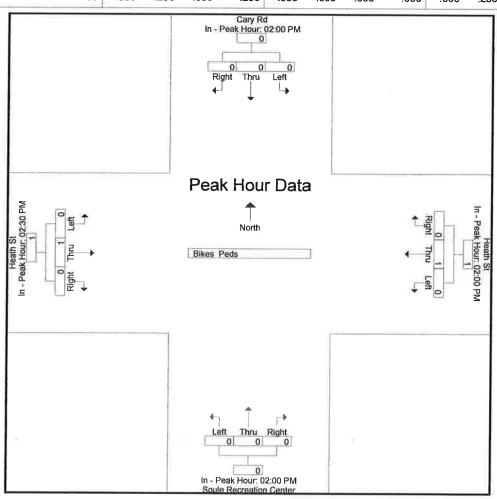
N/S Street : Cary Road / Soule Rec Ctr E/W Street: Heath Street City/State : Brookline, MA Weather : Clear

File Name: 7382N007 Site Code: 73820007 Start Date: 11/17/2016 Page No: 12

		Cai	y Rd		Heath St			Sou	le Recre	eation C	enter	Heath St				É	
		From	North			Fron	n East			From	South			From	n West		ĺ
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Tota

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM				02:00 PM				02:00 PM				02:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins,	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
otal Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.25



N/S Street : Heath Street E/W Street: Woodland Road City/State: Brookline, MA Weather: Clear File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 1

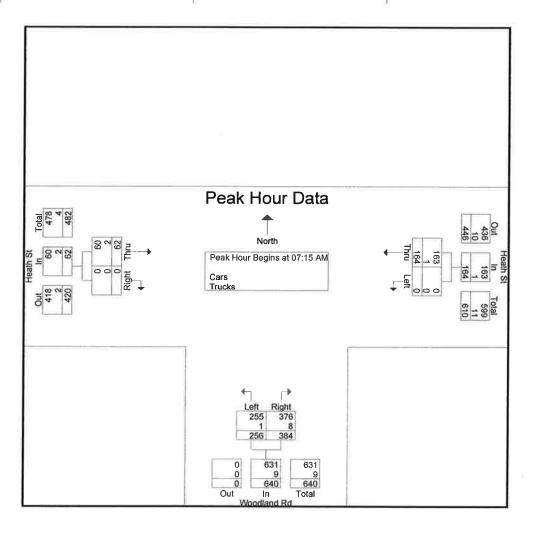
Groups Printed- Cars - Trucks

	Heath St From Eas		Woodland I From Sout		Heath St From Wes		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	21	44	67	10	0	142
07:15 AM	0	35	60	88	10	o	193
07:30 AM	0	41	61	86	16	o	204
07:45 AM	0	42	78	123	14	0	257
Total	0	139	243	364	50	0	796
08:00 AM	0	46	57	87	22	О	212
08:15 AM	0	57	52	69	14	О	192
08:30 AM	0	41	73	56	33	0	203
08:45 AM	0	40	55	66	14	О	175
Total	0	184	237	278	83	0	782
09:00 AM	0	37	30	65	17	0	149
09:15 AM	0	26	38	45	9	0	118
Grand Total	0	386	548	752	159	О	1845
Apprch %	0	100	42.2	57.8	100	o	
Total %	0	20.9	29.7	40.8	8.6	О	
Cars	0	377	546	741	156	0	1820
% Cars	0	97.7	99.6	98.5	98.1	0	98.6
Trucks	0	9	2	11	3	0	25
% Trucks	0	2.3	0.4	1.5	1.9	0	1.4

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 2

		Heath St		٧	Voodland Ro	d		Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Totai	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From	07:00 AM to 0	9:15 AM - I	Peak 1 of 1							
Peak Hour for Entire Inter	section Begins	at 07:15 A	M							
07:15 AM	0	35	35	60	88	148	10	0	10	193
07:30 AM	0	41	41	61	86	147	16	0	16	204
07:45 AM	0	42	42	78	123	201	14	0	14	257
08:00 AM	0	46	46	57	87	144	22	0	22	212
Total Volume	0	164	164	256	384	640	62	0	62	866
% App. Total	0	100		40	60	1	100	0		
PHF	.000	.891	.891	.821	.780	.796	.705	.000	.705	.842
Cars	0	163	163	255	376	631	60	0	60	854
% Cars	0	99.4	99.4	99.6	97.9	98.6	96.8	0	96.8	98.6
Trucks	0	1	1	1	8	9	2	0	2	12
% Trucks	0	0.6	0.6	0.4	2.1	1.4	3.2	0	3.2	1.4



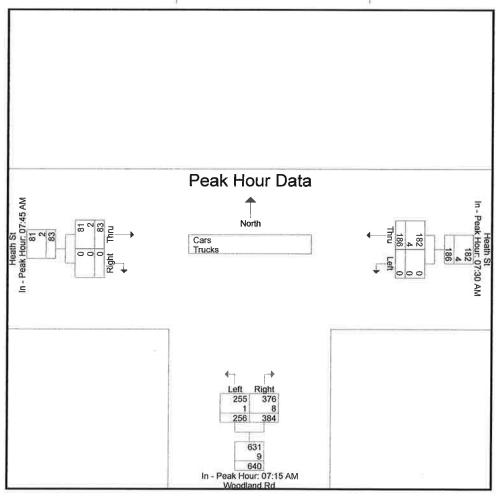
N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 3

		Heath St		V	Voodland Ro	1		Heath St		
Start Time		From East			From South			From West		
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:30 AM			07:15 AM			07:45 AM		
+0 mins.	0	41	41	60	88	148	14	0	14
+15 mins.	0	42	42	61	86	147	22	0	22
+30 mins.	0	46	46	78	123	201	14	0	14
+45 mins.	0	57	57	57	87	144	33	0	33
Total Volume	0	186	186	256	384	640	83	0	83
% App. Total	0	100		40	60		100	0	
PHF	.000	.816	.816	.821	.780	.796	.629	.000	.629
Cars	0	182	182	255	376	631	81	0	81
% Cars	0	97.8	97.8	99.6	97.9	98.6	97.6	0	97.6
Trucks	0	4	4	1	8	9	2	0	2
% Trucks	0	2.2	2.2	0.4	2.1	1.4	2.4	0	2.4



Groups Printed- Cars

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

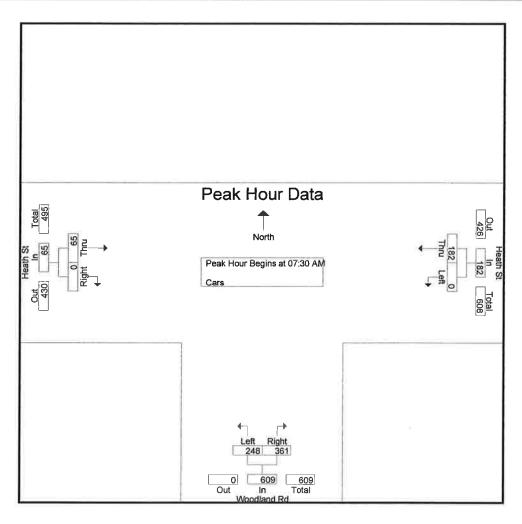
File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 4

		Heath St From West		Woodland Ro		Heath St From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
142	0	10	67	44	21	0	07:00 AM
186	0	9	83	59	35	0	07:15 AM
203	0	16	85	61	41	0	07:30 AM
255	0	14	121	78	42	0	07:45 AM
786	0	49	356	242	139	0	Total
210	o	21	87	57	45	0	08:00 AM
188	o	14	68	52	54	0	08:15 AM
201	О	32	56	72	41	0	08:30 AM
172	О	14	66	55	37	0	08:45 AM
771	0	81	277	236	177	0	Total
146	o	17	63	30	36	0	09:00 AM
117	o	9	45	38	25	0	09:15 AM
1820	0	156	741	546	377	0	Grand Total
	0	100	57.6	42.4	100	0	Apprch %
	0	8.6	40.7	30	20.7	0	Total %

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 5

		Heath St From East		-	/oodland Ro From South			Heath St From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 07	:00 AM to 0	9:15 AM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 07:30 A	M							
07:30 AM	0	41	41	61	85	146	16	0	16	203
07:45 AM	0	42	42	78	121	199	14	0	14	255
08:00 AM	0	45	45	57	87	144	21	0	21	210
08:15 AM	0	54	54	52	68	120	14	0	14	188
Total Volume	0	182	182	248	361	609	65	0	65	856
% App. Total	0	100		40.7	59.3		100	0		
PHF	.000	.843	.843	.795	.746	.765	.774	.000	.774	.839



N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

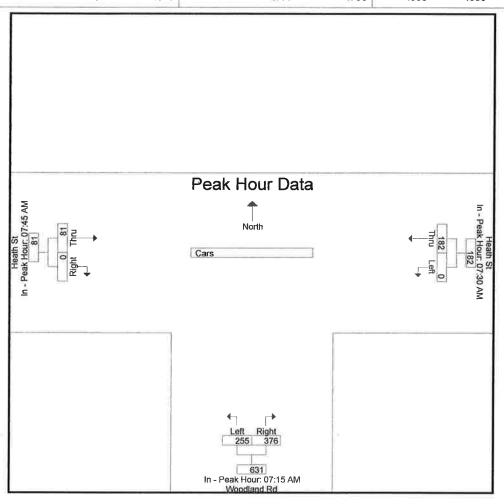
File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016

Page No : 6

		Heath St		٧	Voodland Ro	t		Heath St		
		From East		I	From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:30 AM			07:15 AM			07:45 AM		
+0 mins.	0	41	41	59	83	142	14	0	14
+15 mins.	0	42	42	61	85	146	21	0	21
+30 mins.	0	45	45	78	121	199	14	0	14
+45 mins.	0	54	54	57	87	144	32	0	32
Total Volume	0	182	182	255	376	631	81	0	81
% App. Total	0	100		40.4	59.6		100	0	
PHF	.000	.843	.843	.817	.777	.793	.633	.000	.633



Groups Printed- Trucks

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

Total %

0

36

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 7

0

	Heath St From East		Woodland R From Soutl	h	Heath St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	1	5	1	o	7
07:30 AM	0	0	0	1	0	О	1
07:45 AM	0	0	0	2	0	0	2
Total	0	0	1	8	1	0	10
08:00 AM	0	1	0	0	1	0	2
				0	•		
08:15 AM	0	3	0	1	0	0	4
08:30 AM	0	0	1	0	1	0	2
08:45 AM	0	3	0	0	0	o	3
Total	0	7	1	1	2	0	11
20.00	•	-1				.1	_
09:00 AM	0	1	0	2	0	0	3
09:15 AM	0	1	0	0	0	0	1
Grand Total	0	9	2	11	3	0	25
Apprch %	0	100	15.4	84.6	100	0	

8

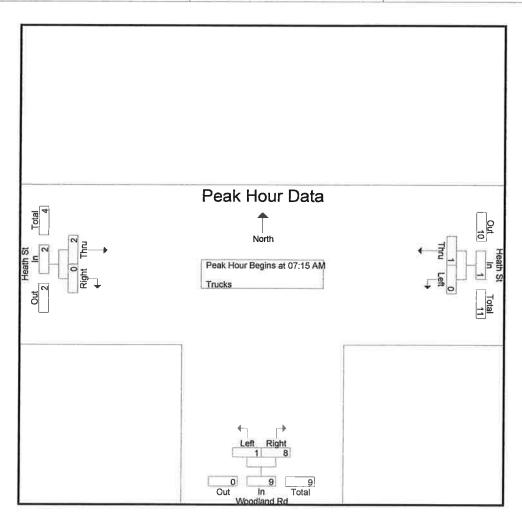
44

12

N/S.Street: Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 8

		Heath St From East			Voodland Ro From South		**	Heath St From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 0	7:00 AM to 0	0 AM to 09:15 AM - Peak 1 of 1								
Peak Hour for Entire Interse	ection Begins	at 07:15 A	M							
07:15 AM	0	0	0	1	5	6	1	0	1	7
07:30 AM	0	0	0	Ö	1	1	0	0	ò	1
07:45 AM	0	0	0	0	2	2	0	0	o	2
08:00 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	1	1	1	8	9	2	0	2	12
% App. Total	0	100		11.1	88.9		100	0		
PHF	.000	.250	.250	.250	.400	.375	.500	.000	.500	.429



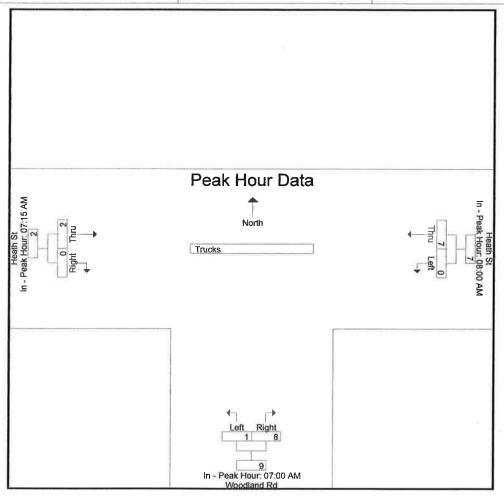
N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 9

	Heath St			V	Woodland Rd			Heath St		
		From East	i. St	1	From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	08:00 AM		0	7:00 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	1	0	
+15 mins.	0	3	3	1	5	6	o	0	(
+30 mins.	0	0	0	0	1	1	0	0	(
+45 mins.	0	3	3	0	2	2	1	0	1
Total Volume	0	7	7	1	8	9	2	0	2
% App. Total	0	100		11.1	88.9		100	0	
PHF	.000	.583	.583	.250	.400	.375	.500	.000	.500



N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

Total %

0

50

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 10

					Groups Pr	inted- Bike	es Peds			p:		
		Heath St From East			oodland Ro			Heath St From West				
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	2	0	0	0	0	0	0	2	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	1	0	1
Total	0	10	3	0	0	0	0	0	0	3	1	4
08:00 AM	0	0	3	О	0	0	o	0	0	3	0	3
08:15 AM	0	0	1	0	0	0	1	0	0	1	1	2
08:30 AM	0	0	1	0	0	0	0	0	0	1	0	1
08:45 AM	0	1	2	0	0	0	1	0	0	2	2	4
Total	0	1	7	0	0	0	2	0	0	7	3	10
09:00 AM	0	0	7	0	0	0	0	0	0	7	0	7
09:15 AM	0	0	2	0	0	0	0	0	0	2	0	2
Grand Total	0	2	19	0	0	0	2	0	0	19	4	23
Apprch %	0	100		0	0		100	0				

50

0

82.6

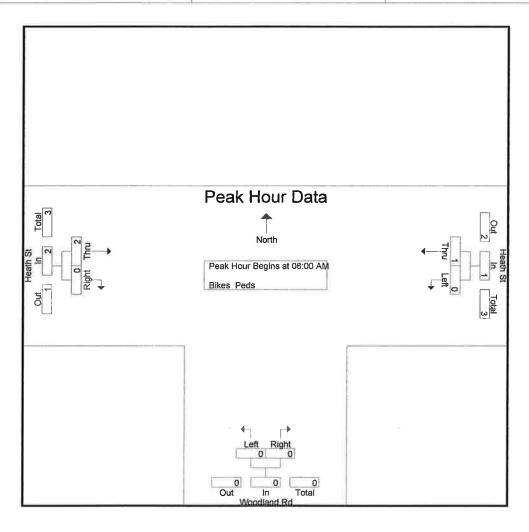
17.4

0 0

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 11

		Heath St From East			Voodland Ro From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
Peak Hour Analysis From (07:00 AM to 0	9:15 AM - F	Peak 1 of 1		-					
Peak Hour for Entire Inters	ection Begins	at 08:00 A	M							
08:00 AM	0	0	0	0	0	0	0	0	0	(
08:15 AM	0	0	0	0	0	0	1	0	1	
08:30 AM	0	0	0	0	0	0	Ö	0	ò	(
08:45 AM	0	1	1	0	0	0	1	0	1	;
Total Volume	0	1	1	0	0	0	2	0	2	
% App. Total	0	100	İ	0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.37



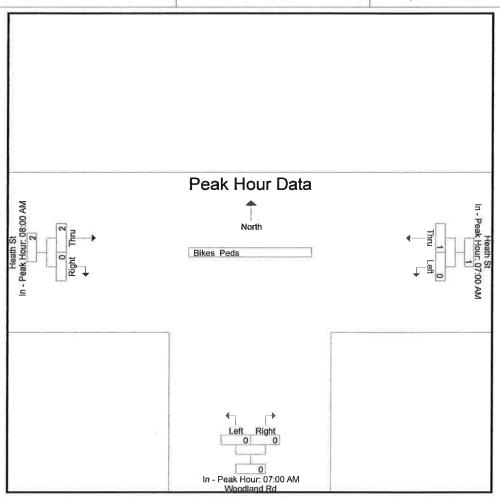
N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 12

		Heath St			Woodland F	Rd		Heath St		
		From East	t i		From Sout	h		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	C
+15 mins.	0	1	1	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	o	0	Ö
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500



N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 1

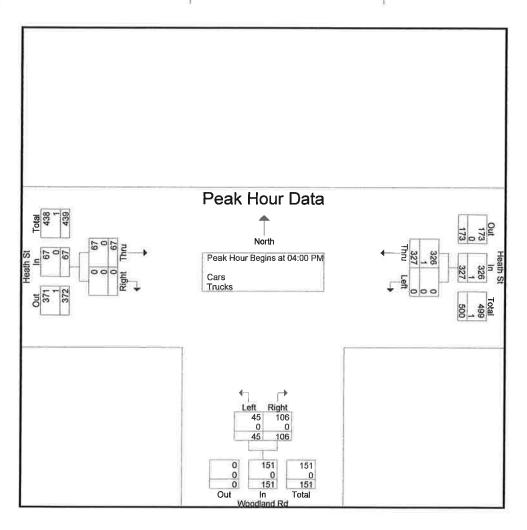
Groups	Printed-	Cars -	Trucks
--------	----------	--------	--------

		Heath St From West		Woodland Rd From South		Heath St From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
90	0	9	23	7	51	0	02:00 PM
99	0	17	22	20	40	0	02:15 PM
84	o	10	20	15	39	0	02:30 PM
113	0	19	28	19	47	0	02:45 PM
386	0	55	93	61	177	0	Total
104	0	10	20	15	59	0	03:00 PM
132	О	22	25	22	63	0	03:15 PM
116	О	19	24	8	65	0	03:30 PM
112	0	16	18	11	67	0	03:45 PM
464	0	67	87	56	254	0	Total
125	o	15	30	7	73	0	04:00 PM
131	o	15	23	12	81	0	04:15 PM
137	0	17	27	14	79	0	04:30 PM
152	0	20	26	12	94	0	04:45 PM
545	0	67	106	45	327	0	Total
1395	0	189	286	162	758	0	Grand Total
	0	100	63.8	36.2	100	0	Apprch %
	0	13.5	20.5	11.6	54.3	0	Total %
1380	0	187	282	162	749	0	Cars
98.9	0	98.9	98.6	100	98.8	0	% Cars
15	0	2	4	0	9	0	Trucks
1.1	0	1,1	1.4	0	1.2	0	% Trucks

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name 3 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 2

		Heath St		٧	Voodland Ro	1		Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
eak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ection Begins	at 04:00 PI	M							
04:00 PM	0	73	73	7	30	37	15	0	15	125
04:15 PM	0	81	81	12	23	35	15	0	15	131
04:30 PM	0	79	79	14	27	41	17	0	17	137
04:45 PM	0	94	94	12	26	38	20	0	20	152
Total Volume	0	327	327	45	106	151	67	0	67	545
% App. Total	0	100		29.8	70.2		100	0		
PHF	.000	.870	.870	.804	.883	.921	.838	.000	.838	.896
Cars	0	326	326	45	106	151	67	0	67	544
% Cars	0	99.7	99.7	100	100	100	100	0	100	99.8
Trucks	0	1	1	0	0	0	0	0	0	1
% Trucks	0	0.3	0.3	0	0	0	0	0	О	0.2



N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA

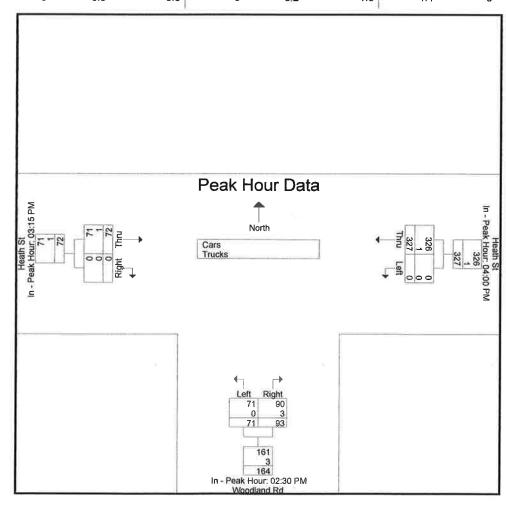
Weather : Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 3

	Heath St				Woodland R	d		Heath St		
		From East			From South			From West	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			02:30 PM			03:15 PM		
+0 mins.	0	73	73	15	20	35	22	0	22
+15 mins.	o	81	81	19	28	47	19	0	19
+30 mins.	0	79	79	15	20	35	16	0	16
+45 mins.	0	94	94	22	25	47	15	0	15
Total Volume	0	327	327	71	93	164	72	0	72
% App. Total	0	100		43.3	56.7		100	0	
PHF	.000	.870	.870	.807	.830	.872	.818	.000	.818
Cars	0	326	326	71	90	161	71	0	71
% Cars	0	99.7	99.7	100	96.8	98.2	98.6	0	98.6
Trucks	0	1	1	0	3	3	1	0	1
% Trucks	0	0.3	0.3	0	3.2	1.8	1.4	0	1.4



N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 4

0

			Groups Printed- C	ars			
	Heath St		Woodlar		Heath S	t	
2, 17	From East		From S	outh	From We	st	
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
02:00 PM	0	50	7	22	9	0	88
02:15 PM	. 0	40	20	22	16	0	98
02:30 PM	0	36	15	20	10	О	81
02:45 PM	0	47	19	27	19	О	112
Total	0	173	61	91	54	0	379
03:00 PM	0	59	15	18	10	o	102
03:15 PM	0	62	22	25	22	o	131
03:30 PM	0	65	8	24	18	О	115
03:45 PM	0	64	11	18	16	О	109
Total	0	250	56	85	66	0	457
04:00 PM	0	72	7	30	15	О	124
04:15 PM	0	81	12	23	15	0	131
04:30 PM	0	79	14	27	17	О	137
04:45 PM	0	94	12	26	20	0	152
Total	0	326	45	106	67	0	544
Grand Total	0	749	162	282	187	0	1380
Apprch %	0	100	36.5	63.5	100	o	

11.7

20.4

13.6

54.3

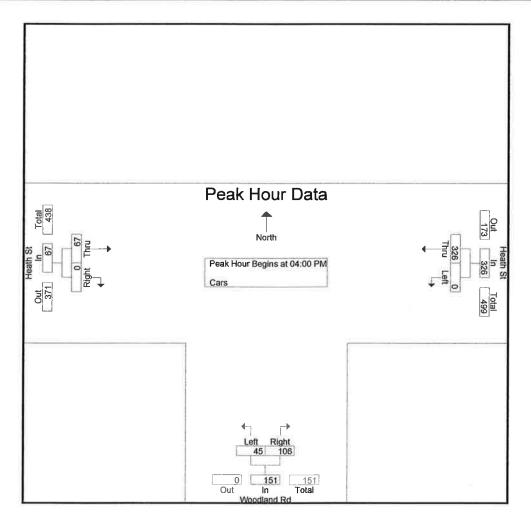
0

Total %

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 5

		Heath St From East			oodland Ro rom South			Heath St rom West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02	2:00 PM to 04	4:45 PM - F	Peak 1 of 1							
Peak Hour for Entire Interse	ction Begins	at 04:00 Pi	М							
04:00 PM	0	72	72	7	30	37	15	0	15	124
04:15 PM	0	81	81	12	23	35	15	0	15	131
04:30 PM	0	79	79	14	27	41	17	0	17	137
04:45 PM	0	94	94	12	26	38	20	0	20	152
Total Volume	0	326	326	45	106	151	67	0	67	544
% App. Total	0	100		29.8	70.2		100	0		
PHF	.000	.867	.867	.804	.883	.921	.838	.000	.838	.895



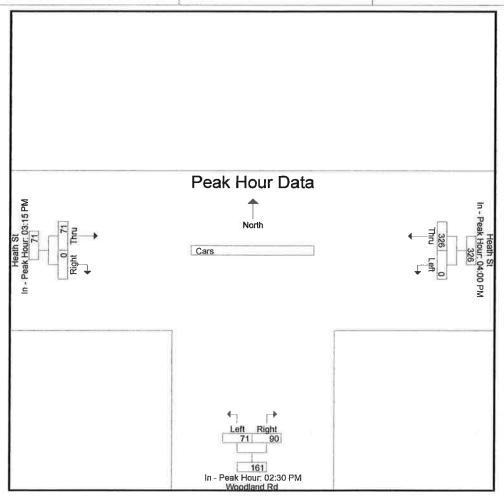
N/S Street: Heath Street E/W Street: Woodland Road City/State: Brookline, MA Weather: Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 6

		Heath St			Woodland Ro	1		Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			02:30 PM			03:15 PM		
+0 mins.	0	72	72	15	20	35	22	0	22
+15 mins.	0	81	81	19	27	46	18	0	18
+30 mins.	0	79	79	15	18	33	16	0	16
+45 mins.	0	94	94	22	25	47	15	0	15
Total Volume	0	326	326	71	90	161	71	0	71
% App. Total	o	100		44.1	55.9		100	0	
PHF	.000	.867	.867	.807	.833	.856	.807	.000	.807



N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 7

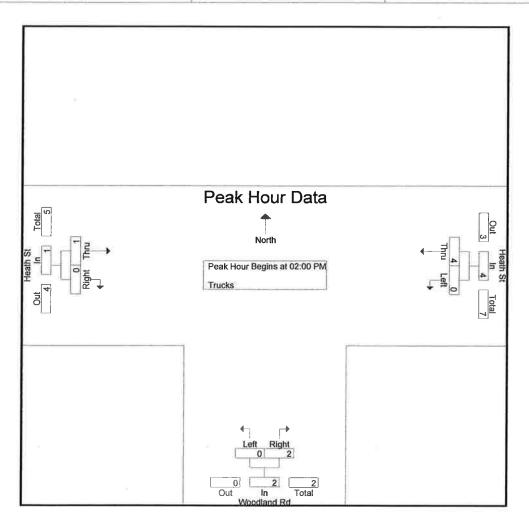
Groups Printed- Trucks

	Heath S From Ea	it et	Woodla From	and Rd South	Heatl From \	h St Mest	
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
02:00 PM	0	1	0	1	0	0	2
02:15 PM	0	0	0	0	1	0	1
02:30 PM	0	3	0	0	0	0	3
02:45 PM	0	0	0	1	0	0	1
Total	0	4	0	2	1	0	7
03:00 PM	0	0	o	2	0	0	2
03:15 PM	0	1	0	0	0	0	1
03:30 PM	0	o	0	0	1	0	1
03:45 PM	0	3	0	0	0	0	3
Total	0	4	0	2	1	0	7
04:00 PM	0	1	0	0	o	o	1
04:15 PM	0	0	0	0	0	О	0
04:30 PM	0	О	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1
Grand Total	0	9	0	4	2	0	15
Apprch %	0	100	0	100	100	0	
Total %	0	60	0	26.7	13.3	0	

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 8

		Heath St From East			Voodland Ro From South			Heath St From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	int. Tota
Peak Hour Analysis From	02:00 PM to 0	4:45 PM - F	Peak 1 of 1							
Peak Hour for Entire Inter	section Begins	at 02:00 P	М							
02:00 PM	0	1	1	0	1	1	0	0	0	2
02:15 PM	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	3	3	0	0	0	Ó	0	0	3
02:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	4	4	0	2	2	1	0	1	7
% App. Total	0	100		0	100		100	0		
PHF	.000	.333	.333	.000	.500	.500	.250	.000	.250	.583



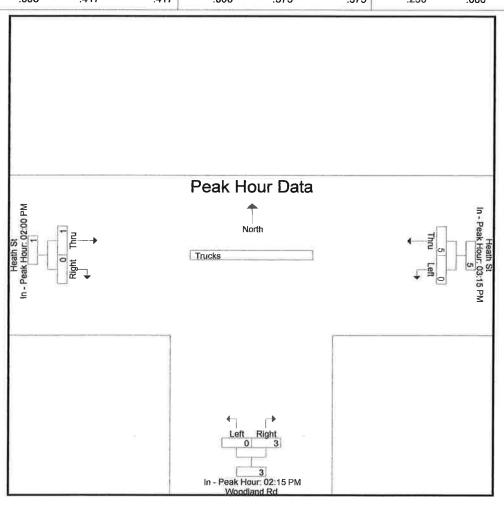
N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 9

		Heath St			Woodland I	₹d		Heath St		
		From East	t		From Sout	h		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:15 PM		0	2:15 PM			02:00 PM		
+0 mins.	0	1	1	0	0	0	0	0	(
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	3	3	0	1	1	o	0	Ċ
+45 mins.	0	1	1	0	2	2	0	0	C
Total Volume	0	5	5	0	3	3	1	0	1
% App. Total	0	100		0	100		100	0	
PHF	.000	.417	.417	.000	.375	.375	.250	.000	.250



N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 10

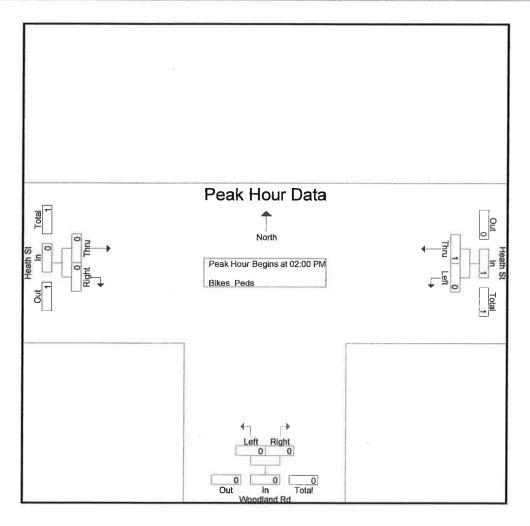
Groups Printed-Bikes Peds

	ا Fi	leath St		Wo	oodland Rd oom South	ited- bikes		Heath St rom West				
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	1	0	0	1	0	0	0	2	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	1	1	0	0	0	0	0	0	1	1	2
02:45 PM	0	0	1	0	0	0	0	0	0	1	0	1
Total	0	1	3	0	0	1	0	0	0	4	1	5
03:00 PM	o	0	2	0	0	0	0	0	0	2	0	2
03:15 PM	0	0	1	0	0	1	0	0	0	2	0	2
03:30 PM	0	0	3	0	0	0	0	0	0	3	0	3
03:45 PM	0	0	12	0	0	0	0	0	0	12	0	12
Total	0	0	18	0	0	1	0	0	0	19	0	19
04:00 PM	0	0	2	0	0	2	0	0	0	4	0	4
04:15 PM	0	0	3	0	0	0	0	0	0	3	0	3
04:30 PM	0	0	1	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	1	0	0	0	0	0	0	1	0	1
Total	0	0	7	0	0	2	0	0	0	9	0	9
Grand Total	0	1	28	0	0	4	0	0	0	32	1	33
Apprch %	0	100		0	0		0	0				
Total %	0	100		0	0		0	0		97	3	

N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name: 7382N009 Site Code: 73820009 Start Date: 11/17/2016 Page No: 11

	ı	Heath St From East			/oodland Ro From South			Heath St From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 02:00 P	M							
02:00 PM	0	0	0	0	0	0	0	0	0	(
02:15 PM	0	0	0	0	0	О	0	0	0	(
02:30 PM	0	1	1	0	0	О	0	0	o	1
02:45 PM	0	0	0	0	0	o	0	0	0	Ċ
Total Volume	0	1	1	0	0	0	0	0	0	84
% App. Total	0	100		0	0	1	0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250



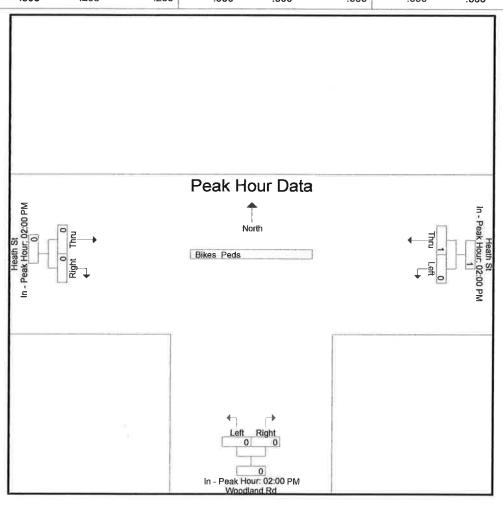
N/S Street : Heath Street E/W Street: Woodland Road City/State : Brookline, MA Weather : Clear

File Name : 7382N009 Site Code : 73820009 Start Date : 11/17/2016 Page No : 12

		Heath St		V	Voodland Ro	t		Heath St		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM	N10-	(02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	C
+15 mins.	0	0	0	0	0	0	0	0	C
+30 mins.	0	1	1	0	0	0	0	0	c
+45 mins.	0	Ö	o	0	0	0	0	0	(
Total Volume	0	1	1	0	0	0	0	0	(
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000



N/S Street : Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA Weather : Rain

File Name: 73820001 Site Code: 73820001 Start Date: 1/18/2017 Page No: 1

Groups Printed- Cars - Trucks

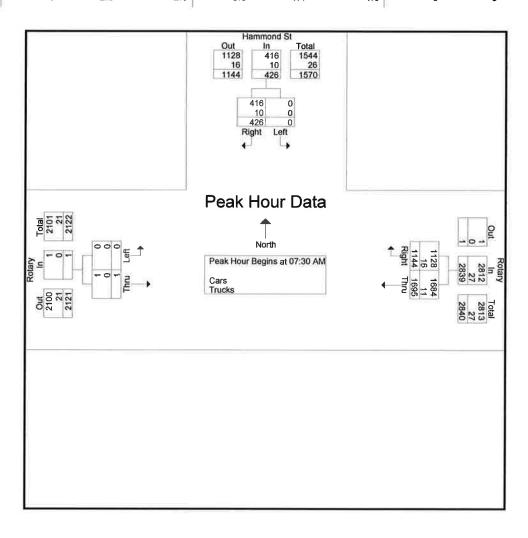
	Hammond S		s Printed- Cars - Tru Rotary	ICKS	Rotary	1	
	From North		From East		From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	56	383	218	0	0	657
07:15 AM	0	96	420	219	0	О	735
07:30 AM	0	101	429	280	0	1	811
07:45 AM	0	118	428	313	0	0	859
Total	0	371	1660	1030	0	1	3062
08:00 AM	0	123	416	285	0	o	824
08.00 AIVI	0	123	410	200	U	٥	024
08:15 AM	0	84	422	266	0	0	772
08:30 AM	0	66	426	228	0	0	720
08:45 AM	0	98	432	222	0	0	752
Total	0	371	1696	1001	0	0	3068
Grand Total	0	742	3356	2031	0	1	6130
Apprch %	0	100	62.3	37.7	0	100	
Total %	0	12.1	54.7	33.1	0	0	
Cars	0	720	3324	2012	0	1	6057
% Cars	0	97	99	99.1	0	100	98.8
Trucks	0	22	32	19	0	0	73
% Trucks	0	3	1	0.9	0	0	1.2

N/S Street: Hammond Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 2

	Н	ammond St			Rotary					
	From North			From East			From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
Peak Hour Analysis From 0	7:00 AM to 0	8:45 AM - F	eak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 07:30 Al	М							
07:30 AM	0	101	101	429	280	709	0	1	1	811
07:45 AM	0	118	118	428	313	741	0	0	0	859
08:00 AM	0	123	123	416	285	701	0	0	0	824
08:15 AM	0	84	84	422	266	688	0	0	0	772
Total Volume	0	426	426	1695	1144	2839	0	1	1	3266
% App. Total	0	100		59.7	40.3		0	100		
PHF	.000	.866	.866	.988	.914	.958	.000	.250	.250	.951
Cars	0	416	416	1684	1128	2812	0	1	1	3229
% Cars	0	97.7	97.7	99.4	98.6	99.0	0	100	100	98.9
Trucks	0	10	10	11	16	27	0	0	0	37
% Trucks	0	2.3	2.3	0.6	1.4	1.0	0	0	0	1.1



N/S Street : Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA

Weather : Rain

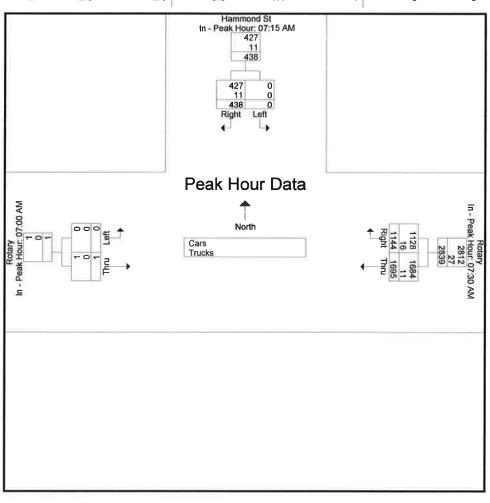
File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017

Page No : 3

	Hammond St				Rotary			Rotary			
		From Nortl	h		From Eas	t		From Wes	st		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total	

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

	07:15 AM			07:30 AM			07:00 AM		
+0 mins.	0	96	96	429	280	709	0	0	0
+15 mins.	0	101	101	428	313	741	0	0	0
+30 mins.	0	118	118	416	285	701	0	1	1
+45 mins.	0	123	123	422	266	688	0	0	0
Total Volume	0	438	438	1695	1144	2839	0	1	1
% App. Total	0	100		59.7	40.3		0	100	
PHF	.000	.890	.890	.988	.914	.958	.000	.250	.250
Cars	0	427	427	1684	1128	2812	0	1	1
% Cars	0	97.5	97.5	99.4	98.6	99	0	100	100
Trucks	0	11	11	11	16	27	0	0	0
% Trucks	0	2.5	2.5	0.6	1.4	1	0	0	0



N/S Street: Hammond Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 4

Groups	Drinto	d Care	
GIUUDS	Lilling	u- Cais	_

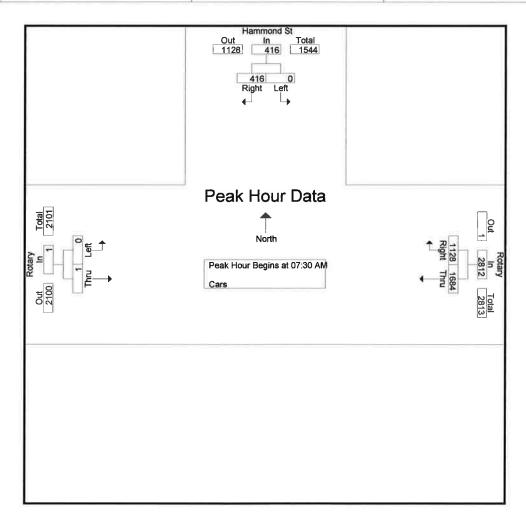
	Hammond From North		Rotary From Eas	t	Rotary From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	55	374	218	0	0	647
07:15 AM	0	92	412	219	0	0	723
07:30 AM	0	98	422	278	0	1	799
07:45 AM	0	116	425	308	0	0	849
Total	0	361	1633	1023	0	1	3018
		9				2	
08:00 AM	0	121	415	282	0	0	818
08:15 AM	0	81	422	260	0	o	763
08:30 AM	0	65	422	226	0	0	713
08:45 AM	0	92	432	221	0	0	745
Total	0	359	1691	989	0	0	3039
Crond Total	0	720	2224	2042	^	a ř	6057
Grand Total	0	720	3324	2012	0	1	6057
Apprch %	0	100	62.3	37.7	0	100	
Total %	0	11.9	54.9	33.2	0	0	

N/S Street: Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA

Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 5

	+	lammond S	t		Rotary					
	1	From North			From East			From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From	07:00 AM to 0	8:45 AM - F	Peak 1 of 1							
eak Hour for Entire Inter	rsection Begins	at 07:30 A	М							
07:30 AM	0	98	98	422	278	700	0	1	1	799
07:45 AM	0	116	116	425	308	733	0	0	0	849
08:00 AM	0	121	121	415	282	697	0	0	0	818
08:15 AM	0	81	81	422	260	682	0	0	0	763
Total Volume	0	416	416	1684	1128	2812	0	1	1	3229
% App. Total	0	100		59.9	40.1		0	100		
PHF	.000	.860	.860	.991	.916	.959	.000	.250	.250	.95



N/S Street: Hammond Street E/W Street: Horace James Circle

City/State : Brookline, MA Weather : Rain Site Star

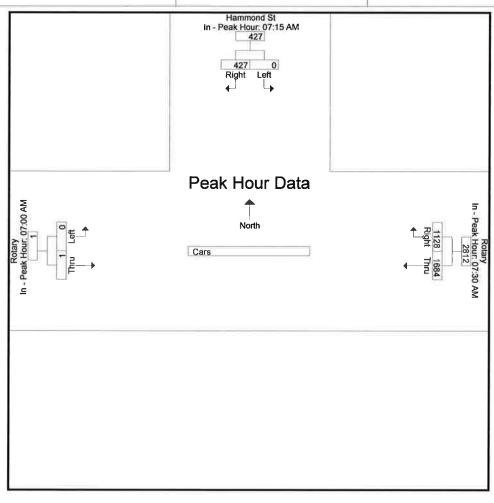
Site Code : 73820001 Start Date : 1/18/2017 Page No : 6

File Name 73820001

		Hammond S			Rotary			Rotary		
		From North			From East		1	From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

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

	07:15 AM			07:30 AM			07:00 AM		
+0 mins.	0	92	92	422	278	700	o	0	0
+15 mins.	0	98	98	425	308	733	0	0	0
+30 mins.	0	116	116	415	282	697	0	1	1
+45 mins.	0	121	121	422	260	682	0	0	0
Total Volume	0	427	427	1684	1128	2812	0	1	1
% App. Total	0	100		59.9	40.1		o	100	
PHF	.000	.882	.882	.991	.916	.959	.000	.250	.250



N/S Street: Hammond Street E/W Street: Horace James Circle City/State: Brookline, MA Weather: Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 7

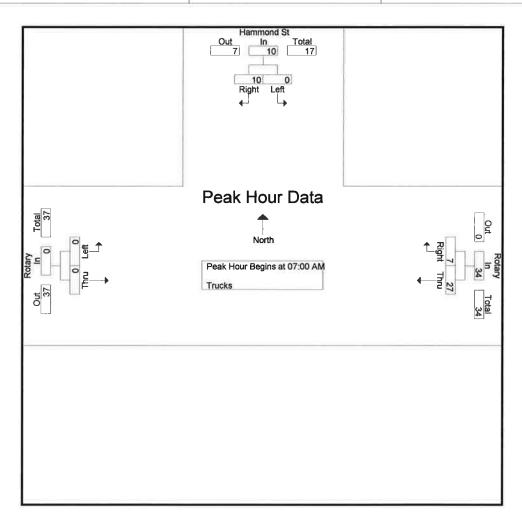
	Groups	Print	ted-	Trucks	
_	argental of the arrangement of the forest		Carlo Carlo Carlo Carlo	Control of the Print of the Pri	

	Hammond S From North		Rotary From East		Rotary From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	1	9	0	0	0	10
07:15 AM	0	4	8	o	0	0	12
07:30 AM	0	3	7	2	0	0	12
07:45 AM	0	2	3	5	0	0	10
Total	0	10	27	7	0	0	44
08:00 AM	0	2	4	3	0	٥	6
08.00 AIVI	U	2	'	3	U	0	0
08:15 AM	0	3	0	6	0	0	9
08:30 AM	0	1	4	2	0	0	7
08:45 AM	0	6	0	1	0	0	7
Total	0	12	5	12	0	0	29
Grand Total	0	22	32	19	0	o i	73
Apprch %	0	100	62.7	37.3	0	0	, 0
Total %	0	30.1	43.8	26	0	0	
i Otali 76	U	30.1	43.0	20	v	٠	

N/S Street: Hammond Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 8

	H	lammond S	t		Rotary						
		From North			From East			From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota	
Peak Hour Analysis From	07:00 AM to 0	08:45 AM - F	Peak 1 of 1								
Peak Hour for Entire Inter	section Begins	s at 07:00 A	М								
07:00 AM	0	1	1	9	0	9	0	0	0	10	
07:15 AM	0	4	4	8	0	8	0	0	0	1:	
07:30 AM	0	3	3	7	2	9	0	0	0	12	
07:45 AM	0	2	2	3	5	8	0	0	0	10	
Total Volume	0	10	10	27	7	34	0	0	0	44	
% App. Total	0	100		79.4	20.6		0	0			
PHF	.000	.625	.625	.750	.350	.944	.000	.000	.000	.917	



N/S Street: Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA

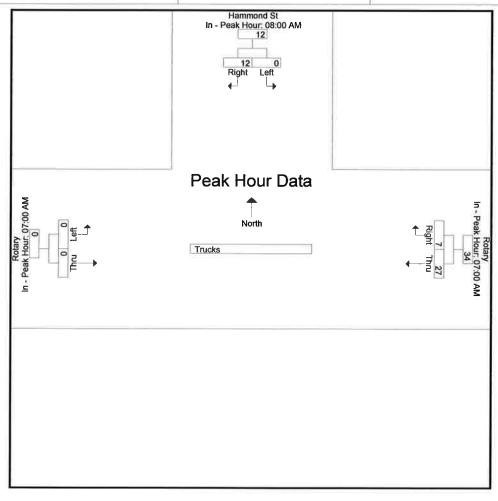
Weather : Rain

File Name: 73820001 Site Code: 73820001 Start Date: 1/18/2017 Page No: 9

	Hammond St From North			Rotary From East			Rotary			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

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

	08:00 AM			07:00 AM			07:00 AM			
+0 mins.	0	2	2	9	0	9	0	0	0	
+15 mins.	o	3	3	8	0	8	0	0	0	
+30 mins.	0	1	1	7	2	9	0	0	0	
+45 mins.	0	6	6	3	5	8	0	0	0	
Total Volume	0	12	12	27	7	34	0	0	0	
% App. Total	0	100		79.4	20.6		0	0		
PHF	.000	.500	.500	.750	.350	.944	.000	.000	.000	



Groups Printed- Bikes Peds

N/S Street: Hammond Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

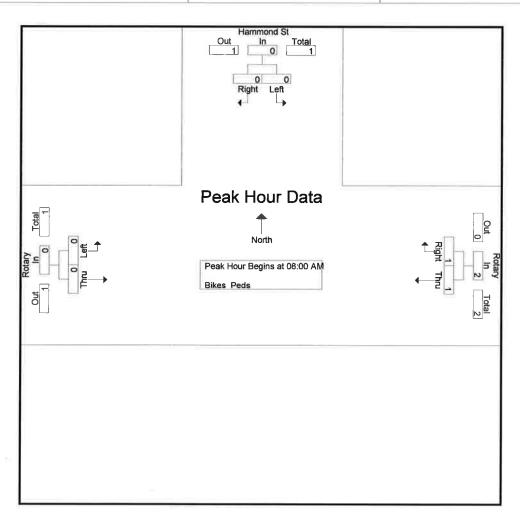
File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 10

						nted- Bikes						
		Hammond St From North			Rotary From East			Rotary From West				
Start Tim	e Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	v) 0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	vI 0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	и о	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	v 0	0	0	0	0	0	0	0	0	0	0	0
Tota	al O	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	o	0	0	o	0	0	0	0	0	0
08:15 AM	и о	0	0	0	0	0	0	0	0	0	0	0
08:30 AN	v 0	0	0	1	0	0	0	0	0	0	1	1
08:45 AN	и о	0	0	0	1	0	0	0	0	0	1	1
Tota	al O	0	0	1	1	0	0	0	0	0	2	2
Grand Tota	at 0	0	0	1	1	0	0	0	0	0	2	2
Apprch %	6 0	0		50	50		0	0				
Total %		0		50	50		0	0		0	100	

N/S Street: Hammond Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain

	H	lammond S	t		Rotary			Rotary		
	From North				From East					
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From	07:00 AM to 0)8:45 AM - F	Peak 1 of 1							
eak Hour for Entire Inter	section Begins	at 08:00 A	М							
08:00 AM	0	0	0	0	0	0	0	0	0	C
08:15 AM	0	0	0	0	0	0	0	0	О	C
08:30 AM	0	0	0	1	0	4	0	0	0	4
08:45 AM	0	0	0	0	1	1	0	0	o	1
Total Volume	0	0	0	1	1	2	0	0	0	2
% App. Total	0	0		50	50		0	0		
PHF	.000	.000	.000	.250	.250	.500	.000	.000	.000	.500



N/S Street: Hammond Street E/W Street : Horace James Circle

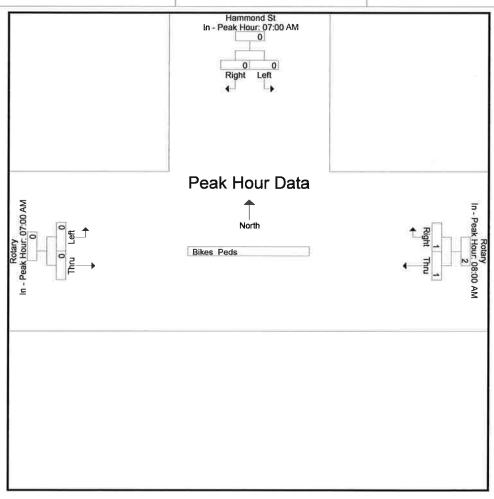
City/State : Brookline, MA Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 12

		Hammond S	St		Rotary			Rotary		
		From North	1		From East			From Wes		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

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

	07:00 AM			08:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	(
+15 mins.	0	0	0	0	0	0	0	0	(
+30 mins.	0	0	0	1	0	1	0	0	(
+45 mins.	0	0	0	0	1	1	0	0	(
Total Volume	0	0	0	1	1	2	0	0	C
% App. Total	0	0		50	50		0	0	
PHF	.000	.000	.000	.250	.250	.500	.000	.000	.000



N/S Street: Hammond Street E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

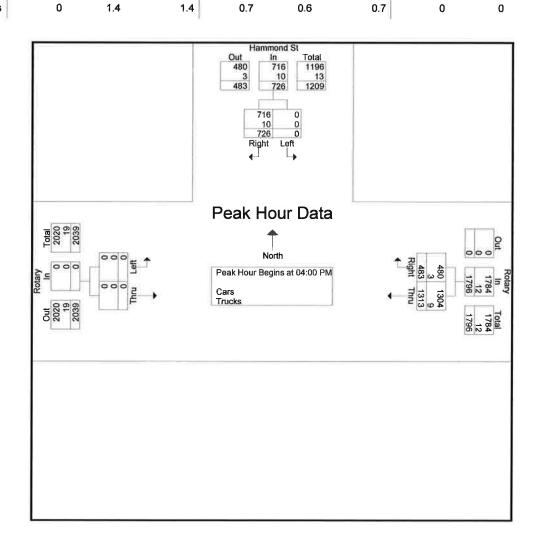
Groups Printed- Cars - Truc

		Rotary From West		Rotary From East		Hammond S From North	
Int. Total	Thru	Left	Right	Thru	Right	Left	Start Time
467	0	0	128	237	102	0	02:00 PM
456	0	0	116	253	87	0	02:15 PM
510	0	0	126	278	104	2	02:30 PM
513	0	0	120	261	130	2	02:45 PM
1946	0	0	490	1029	423	4	Total
591	o	0	108	287	196	0	03:00 PM
594	О	0	109	328	157	0	03:15 PM
562	o	0	114	297	151	0	03:30 PM
599	0	0	121	354	124	0	03:45 PM
2346	0	0	452	1266	628	0	Total
622	0	0	91	327	204	0	04:00 PM
616	О	0	131	298	187	0	04:15 PM
615	0	0	125	325	165	0	04:30 PM
669	o	0	136	363	170	0	04:45 PM
2522	0	0	483	1313	726	0	Total
6814	0	0	1425	3608	1777	4	Grand Total
	О	0	28.3	71.7	99.8	0.2	Apprch %
	0	0	20.9	52.9	26.1	0.1	Total %
6740	0	0	1410	3573	1753	4	Cars
98.9	0	0	98.9	99	98.6	100	% Cars
74	0	0	15	35	24	0	Trucks
1.1	0	0	1.1	1	1.4	0	% Trucks

N/S Street: Hammond Street E/W Street: Horace James Circle

City/State : Brookline, MA Weather : Rain

	Н	lammond St			Rotary			Rotary		
	F	rom North			From East		F	rom West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	eak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 04:00 PI	М							
04:00 PM	0	204	204	327	91	418	0	0	0	622
04:15 PM	0	187	187	298	131	429	0	0	0	616
04:30 PM	0	165	165	325	125	450	0	0	0	615
04:45 PM	0	170	170	363	136	499	0	0	0	669
Total Volume	0	726	726	1313	483	1796	0	0	0	2522
% App. Total	0	100		73.1	26.9		0	0		
PHF	.000	.890	.890	.904	.888	.900	.000	.000	.000	.942
Cars	0	716	716	1304	480	1784	0	0	0	2500
% Cars	0	98.6	98.6	99.3	99.4	99.3	0	0	0	99.1
Trucks	0	10	10	9	3	12	0	0	0	22
% Trucks	0	1.4	1.4	0.7	0.6	0.7	0	0	О	0.9



N/S Street: Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA

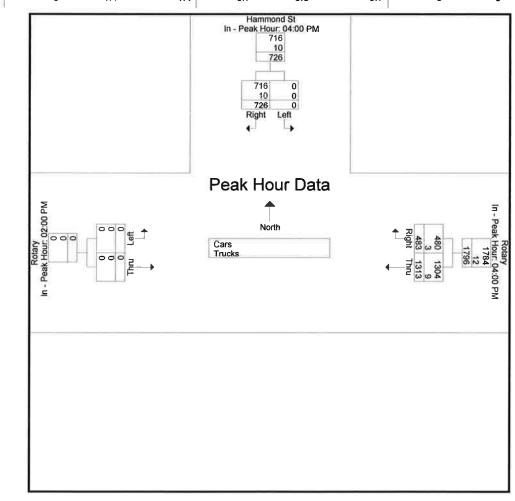
Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 3

	Hammond St				Rotary			Rotary			
		From North			From East			From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

out riour for Euch ripp	oudii bogiilo u								
	04:00 PM			04:00 PM			02:00 PM		
+0 mins.	0	204	204	327	91	418	0	0	0
+15 mins.	0	187	187	298	131	429	0	0	0
+30 mins.	0	165	165	325	125	450	0	0	0
+45 mins.	0	170	170	363	136	499	0	0	0
Total Volume	0	726	726	1313	483	1796	0	0	0
% App. Total	0	100		73.1	26.9		0	0	
PHF	.000	.890	.890	.904	.888	.900	.000	.000	.000
Cars	0	716	716	1304	480	1784	0	0	0
% Cars	0	98.6	98.6	99.3	99.4	99.3	0	0	0
Trucks	0	10	10	9	3	12	0	0	0
% Trucks	0	1.4	1.4	0.7	0.6	0.7	0	0	0



Groups Printed- Cars

N/S Street: Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA

03:45 PM

04:00 PM

04:15 PM

04:30 PM

04:45 PM

Grand Total

Apprch %

Total %

Total

Total

0.2

0.1

99.8

Weather : Rain

File Name 3 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 4

	Hammor From N			tary East		tary West	
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
02:00 PM	o	99	233	127	0	0	459
02:15 PM	0	82	251	115	0	0	448
02:30 PM	2	104	271	123	0	0	500
02:45 PM	2	129	259	116	0	0	506
Total	4	414	1014	481	0	0	1913
03:00 PM	0	196	286	107	0	0	589
03:15 PM	0	157	323	108	0	0	588
03:30 PM	0	149	295	114	0	0	558

71.7

28.3

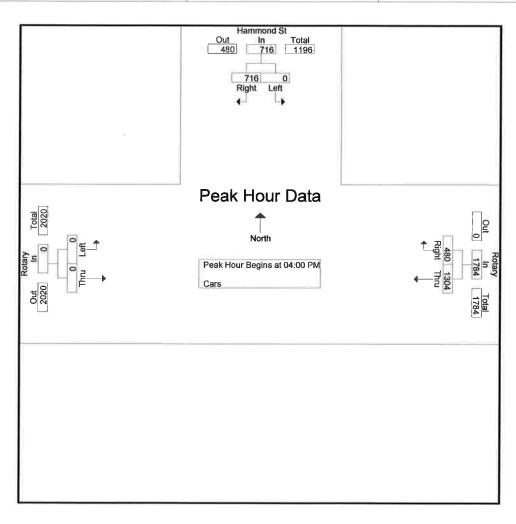
20.9

N/S Street : Hammond Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017

Page No : 5

		Hammond St From North			Rotary From East			Rotary From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota	
eak Hour Analysis From	02:00 PM to 0	04:45 PM - F	Peak 1 of 1								
eak Hour for Entire Inters	ection Begins	s at 04:00 P	М								
04:00 PM	0	200	200	323	91	414	0	0	0	614	
04:15 PM	0	183	183	297	131	428	0	0	0	61	
04:30 PM	0	163	163	323	124	447	0	0	0	610	
04:45 PM	0	170	170	361	134	495	0	0	О	668	
Total Volume	0	716	716	1304	480	1784	0	0	0	2500	
% App. Total	0	100		73.1	26.9		0	0			
PHF	.000	.895	.895	.903	.896	.901	.000	.000	.000	.94	



N/S Street: Hammond Street E/W Street : Horace James Circle

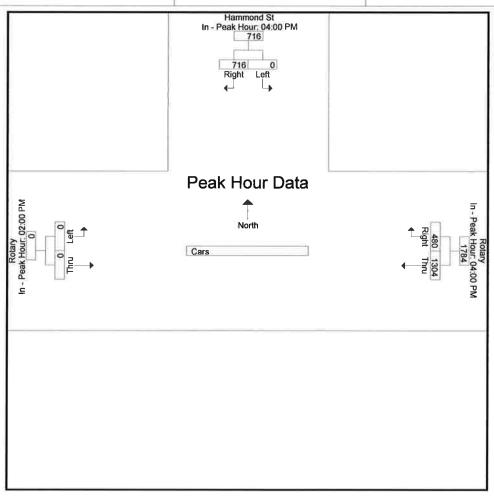
City/State : Brookline, MA Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 6

		Hammond S	t		Rotary			Rotary			
		From North			From East			From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			04:00 PM			02:00 PM		
+0 mins.	0	200	200	323	91	414	0	0	0
+15 mins.	0	183	183	297	131	428	0	0	0
+30 mins.	0	163	163	323	124	447	0	0	0
+45 mins.	0	170	170	361	134	495	0	0	0
Total Volume	0	716	716	1304	480	1784	0	0	0
% App. Total	0	100		73.1	26.9		0	0	
PHF	.000	.895	.895	.903	.896	.901	.000	.000	.000



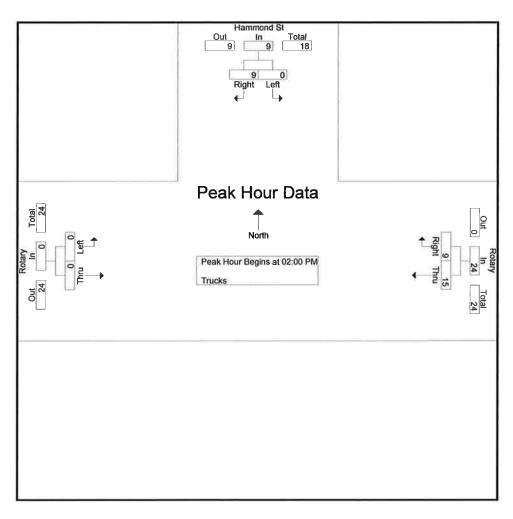
N/S Street: Hammond Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

File Name: 73820001 Site Code: 73820001 Start Date: 1/18/2017 Page No: 7

		Rotary From West		Rotary From East	t	Hammond S From North	
Int. Tota	Thru	Left	Right	Thru	Right	Left	Start Time
8	0	0	1	4	3	0	02:00 PM
ŧ	0	0	1	2	5	0	02:15 PM
10	0	0	3	7	0	0	02:30 PM
-	0	0	4	2	1	0	02:45 PM
33	0	0	9	15	9	0	Total
2	О	0	1	1	0	0	03:00 PM
6	О	0	1	5	o	0	03:15 PM
4	0	0	О	2	2	0	03:30 PM
7	0	0	1	3	3	0	03:45 PM
19	0	0	3	11	5	0	Total
8	О	0	o	4	4	0	04:00 PM
5	О	0	0	1	4	0	04:15 PM
5	О	0	1	2	2	0	04:30 PM
4	0	0	2	2	О	0	04:45 PM
22	0	0	3	9	10	0	Total
74	0	0	15	35	24	0	Grand Total
	О	0	30	70	100	0	Apprch %
	0	0	20.3	47.3	32.4	0	Total %

N/S Street : Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA Weather : Rain

	F	lammond S	t		Rotary			Rotary		
	1	From North	l'		From East					
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1			-				
eak Hour for Entire Interse	ction Begins	at 02:00 Pl	м							
02:00 PM	0	3	3	4	1	5	0	0	0	8
02:15 PM	0	5	5	2	1	3	0	0	0	8
02:30 PM	0	0	0	7	3	10	0	0	0	10
02:45 PM	0	1	1	2	4	6	0	0	0	7
Total Volume	0	9	9	15	9	24	0	0	0	33
% App. Total	0	100		62.5	37.5		0	0		
PHF	.000	.450	.450	.536	.563	.600	.000	.000	.000	.82



N/S Street: Hammond Street E/W Street: Horace James Circle

City/State : Brookline, MA

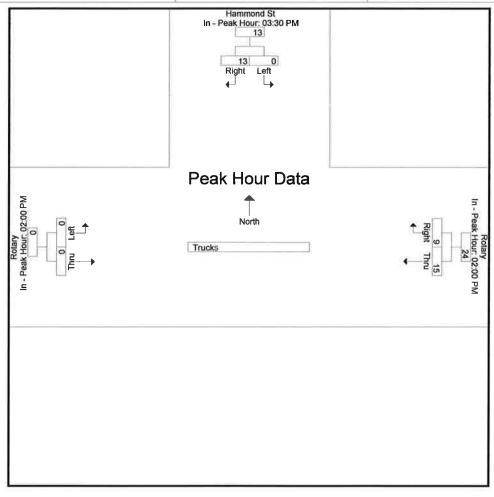
Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 9

		Hammond :	St		Rotary			Rotary		
		From Norti	h		From Eas	t		From Wes	st	
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	03:30 PM			02:00 PM			02:00 PM		
+0 mins.	0	2	2	4	1	5	0	0	0
+15 mins.	0	3	3	2	1	3	0	0	0
+30 mins.	0	4	4	7	3	10	0	0	0
+45 mins.	0	4	4	2	4	6	0	0	0
Total Volume	0	13	13	15	9	24	0	0	0
% App. Total	0	100		62.5	37.5		0	0	
PHF	.000	.813	.813	.536	.563	.600	.000	.000	.000



N/S Street: Hammond Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 10

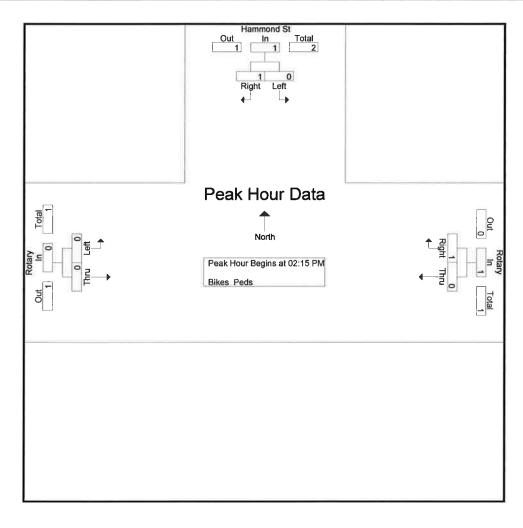
Groups Printed-Bikes Peds

	Fi	mmond St		F	Rotary From East		F	Rotary rom West				
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	o	0	0
02:30 PM	0	1	0	0	0	0	0	0	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	1	1
03:00 PM	o	0	0	0	1	0	0	0	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	1	1
04:00 PM	0	0	o	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	1	1
Grand Total	0	2	0	0	1	0	0	0	0	0	3	3
Apprch %	0	100		0	100		0	0				
Total %	0	66.7		0	33.3		0	0		0	100	

N/S Street: Hammond Street E/W Street : Horace James Circle City/State : Brookline, MA

Weather : Rain

	-	lammond St From North	t	Rotary From East			ı	Rotary From West		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 02:15 PI	М							
02:15 PM	0	0	0	0	0	0	0	0	0	C
02:30 PM	0	1	1	0	0	0	0	0	0	1
02:45 PM	0	0	Ö	0	0	0	0	0	0	(
03:00 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	1	1	0	1	1	0	0	0	2
% App. Total	0	100		0	100		0	0		
PHF	.000	.250	.250	.000	.250	.250	.000	.000	.000	.500



N/S Street: Hammond Street E/W Street: Horace James Circle

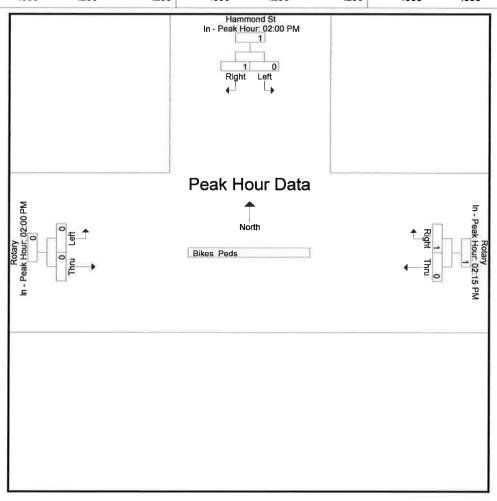
City/State : Brookline, MA Weather : Rain

File Name : 73820001 Site Code : 73820001 Start Date : 1/18/2017 Page No : 12

		Hammond S	St		Rotary			Rotary		
		From North	ו		From Eas			From Wes	t	
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:15 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	
+30 mins.	0	1	1	0	0	0	0	0	
+45 mins.	0	Ö	0	0	1	1	0	0	
Total Volume	0	1	1	0	1	1	0	0	
% App. Total	0	100		0	100		0	0	
PHF	.000	.250	.250	.000	.250	.250	.000	.000	.00



N/S Street: Newton Street E/W Street: Newton Street
E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

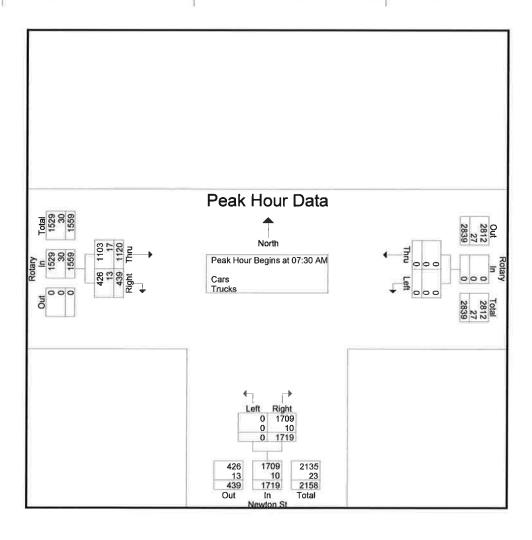
File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017 Page No : 1

Groups Printed- Cars - Trucks

		Rotary From West		Newton St From South		Rotary From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
646	45	303	298	0	0	0	07:00 AM
714	75	304	335	0	O	0	07:15 AM
800	91	299	410	0	О	0	07:30 AM
855	114	277	464	0	0	0	07:45 AM
3015	325	1183	1507	0	0	0	Total
841	140	259	442	0	o	0	08:00 AM
041	140	259	442	O	o	U	08.00 AIVI
782	94	285	403	0	0	0	08:15 AM
721	67	300	354	0	0	0	08:30 AM
725	71	319	335	0	0	0	08:45 AM
3069	372	1163	1534	0	0	0	Total
6084	697	2346	3041	0	0	0	Grand Total
	22.9	77.1	100	0	0	0	Apprch %
	11.5	38.6	50	0	0	0	Total %
6007	671	2325	3011	0	0	0	Cars
98.7	96.3	99.1	99	0	0	0	% Cars
77	26	21	30	0	0	0	Trucks
1.3	3.7	0.9	1	0	0	0	% Trucks

N/S Street: Newton Street E/W Street : Horace James Circle City/State : Brookline, MA Weather : Rain

		Rotary			Newton St			Rotary		
		From East			From South		1	From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From (07:00 AM to 0	8:45 AM - F	Peak 1 of 1							
Peak Hour for Entire Inters	ection Begins	at 07:30 A	М							
07:30 AM	0	0	0	0	410	410	299	91	390	800
07:45 AM	0	0	0	0	464	464	277	114	391	855
08:00 AM	0	0	0	0	442	442	259	140	399	841
08:15 AM	0	0	0	0	403	403	285	94	379	782
Total Volume	0	0	0	0	1719	1719	1120	439	1559	3278
% App. Total	0	0		0	100		71.8	28.2		
PHF	.000	.000	.000	.000	.926	.926	.936	.784	.977	.958
Cars	0	0	0	0	1709	1709	1103	426	1529	3238
% Cars	0	0	0	0	99.4	99.4	98.5	97.0	98.1	98.8
Trucks	0	0	0	0	10	10	17	13	30	40
% Trucks	0	0	0	0	0.6	0.6	1.5	3.0	1.9	1.2



N/S Street: Newton Street E/W Street : Horace James Circle

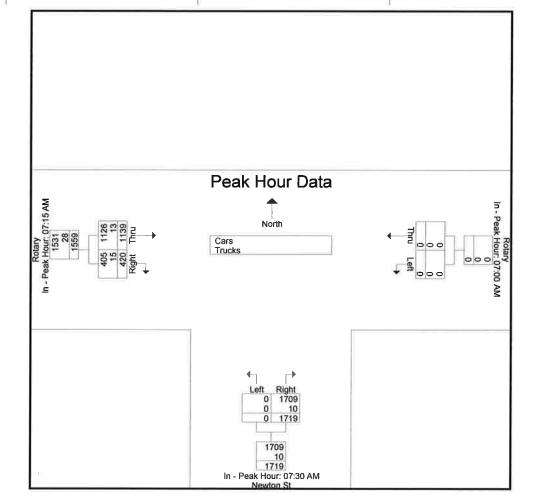
City/State : Brookline, MA Weather : Rain

File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017 Page No : 3

		Rotary			Newton St			Rotary		
		From East	<u> </u>		From Sout	h		From Wes	st	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

	07:00 AM			07:30 AM			07:15 AM		
+0 mins.	0	0	0	0	410	410	304	75	379
+15 mins.	0	0	0	0	464	464	299	91	390
+30 mins.	0	0	0	0	442	442	277	114	391
+45 mins.	0	0	0	0	403	403	259	140	399
Total Volume	0	0	0	0	1719	1719	1139	420	1559
% App. Total	0	0		0	100		73.1	26.9	
PHF	.000	.000	.000	.000	.926	.926	.937	,750	.97
Cars	0	0	0	0	1709	1709	1126	405	1531
% Cars	0	0	0	0	99.4	99.4	98.9	96.4	98.2
Trucks	0	0	0	0	10	10	13	15	28
% Trucks	0	0	0	o	0.6	0.6	1.1	3.6	1.8



N/S Street: Newton Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017 Page No : 4

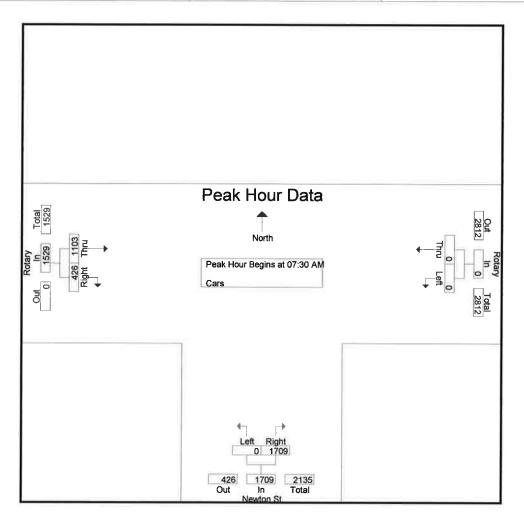
Groups Printed- Cars

	Rotary From East		Newton S From Sout	h	Rotary From Wes		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	0	289	303	40	632
07:15 AM	0	0	0	328	303	73	704
07:30 AM	0	0	0	406	294	86	786
07:45 AM	0	0	0	460	273	108	841
Total	0	0	0	1483	1173	307	2963
		- 1	_	1			
08:00 AM	0	0	0	441	256	138	835
08:15 AM	0	0	0	402	280	94	776
08:30 AM	0	0	0	351	297	65	713
08:45 AM	0	0	0	334	319	67	720
Total	0	0	0	1528	1152	364	3044
Grand Total	0	0	0	3011	2325	671	6007
Apprch %	0	0	0	100	77.6	22.4	0001
Total %	0	0	0	50.1	38.7	11.2	

N/S Street: Newton Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain

	Rotary From East			Newton St From South						
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 0	7:00 AM to 0	8:45 AM - F	Peak 1 of 1							
eak Hour for Entire Interse	ection Begins	at 07:30 A	M							
07:30 AM	0	0	0	0	406	406	294	86	380	786
07:45 AM	0	0	0	0	460	460	273	108	381	841
08:00 AM	0	0	0	0	441	441	256	138	394	83
08:15 AM	0	0	0	0	402	402	280	94	374	776
Total Volume	0	0	0	0	1709	1709	1103	426	1529	3238
% App. Total	0	0		0	100		72.1	27.9		
PHF	.000	.000	.000	.000	.929	.929	.938	.772	.970	.963



N/S Street: Newton Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain

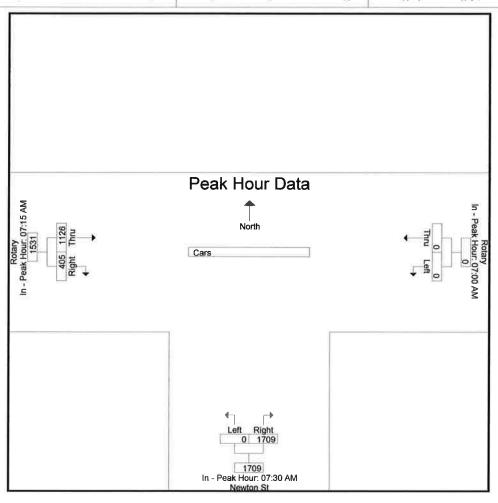
File Name : 73820002 Site Code 73820002

Start Date : 1/18/2017 Page No : 6

	Rotary From East				Newton St					
		From East			From South		Rotary From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

	07:00 AM		0	7:30 AM			07:15 AM		
+0 mins.	0	0	0	0	406	406	303	73	376
+15 mins.	0	0	0	0	460	460	294	86	380
+30 mins.	0	0	0	0	441	441	273	108	381
+45 mins.	0	0	0	0	402	402	256	138	394
Total Volume	0	0	0	0	1709	1709	1126	405	1531
% App. Total	0	0		0	100		73.5	26.5	
PHF	.000	.000	.000	.000	.929	.929	.929	.734	.971



N/S Street: Newton Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

Apprch %

Total %

File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017 Page No : 7

				s Printed- Trucks	Group		
		Rotary From West		Newton St From South		Rotary From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
14	5	0	9	0	0	0	07:00 AM
10	2	1	7	0	0	0	07:15 AM
14	5	5	4	0	0	0	07:30 AM
14	6	4	4	0	0	0	07:45 AM
52	18	10	24	0	0	0	Total
6	2	3	1	0	0	0	08:00 AM
6	О	5	1	0	О	0	08:15 AM
8	2	3	3	0	О	0	08:30 AM
5	4	0	1	0	0	0	08:45 AM
25	8	11	6	0	0	0	Total
77	26	21	30	0	0	0	Grand Total

0

0

100

39

44.7

27.3

55.3

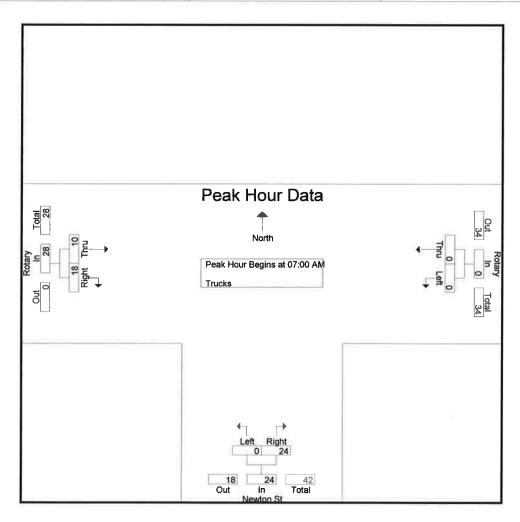
33.8

0

0

N/S Street: Newton Street E/W Street : Horace James Circle City/State : Brookline, MA Weather : Rain

	Rotary From East				Newton St From South	ľ				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
Peak Hour Analysis From 0	7:00 AM to 0	8:45 AM - F	Peak 1 of 1						I.	
Peak Hour for Entire Interse	ction Begins	at 07:00 A	М							
07:00 AM	0	0	0	0	9	9	0	5	5	14
07:15 AM	0	0	0	0	7	7	1	2	3	10
07:30 AM	0	0	0	0	4	4	5	5	10	14
07:45 AM	0	0	0	0	4	4	4	6	10	14
Total Volume	0	0	0	0	24	24	10	18	28	52
% App. Total	0	0		0	100		35.7	64.3		
PHF	.000	.000	.000	.000	.667	.667	.500	.750	.700	.929



N/S Street: Newton Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain

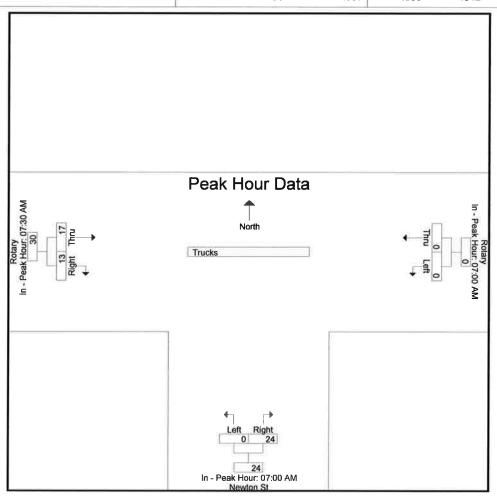
File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017

Page No : 9

		Rotary			Newton St	t		Rotary		
		From East			From Sout	h		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	0	0	0	0	9	9	5	5	10
+15 mins.	o	0	0	0	7	7	4	6	10
+30 mins.	0	0	0	0	4	4	3	2	5
+45 mins.	0	0	0	0	4	4	5	0	5
Total Volume	0	0	0	0	24	24	17	13	30
% App. Total	0	0		0	100		56.7	43.3	
PHF	.000	.000	.000	.000	.667	.667	.850	.542	.750



N/S Street : Newton Street E/W Street : Horace James Circle City/State : Brookline, MA Weather : Rain

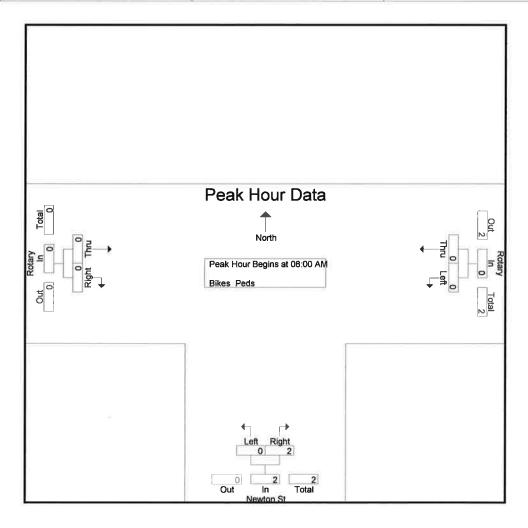
File Name: 73820002 Site Code: 73820002 Start Date: 1/18/2017 Page No: 10

Groups Printed-Bikes Peds

	Fi	Rotary rom East		N	ewton St om South	nou Dinou	Rotary From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	О	0	0	0	0	0	0
07:30 AM	0	0	О	0	0	o	0	0	0	0	0	0
07:45 AM	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
08:00 AM	o	0	О	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	0	0	0	2	0	0	0	0	0	2	2
Grand Total	0	0	0	0	2	0	0	0	0	0	2	2
Apprch %	0	0		0	100		0	0				
Total %	0	0		0	100		0	0		0	100	

N/S Street: Newton Street E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

		Rotary From East			Newton St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From	07:00 AM to 0	8:45 AM - F	Peak 1 of 1							
eak Hour for Entire Inters	section Begins	at 08:00 A	M							
08:00 AM	0	0	0	0	0	0	0	0	0	C
08:15 AM	0	0	0	0	0	0	0	0	0	C
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	0	0	0	0	1	i	0	0	0	1
Total Volume	0	0	0	0	2	2	0	0	0	2
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000	.500



N/S Street: Newton Street E/W Street : Horace James Circle City/State : Brookline, MA

Weather : Rain

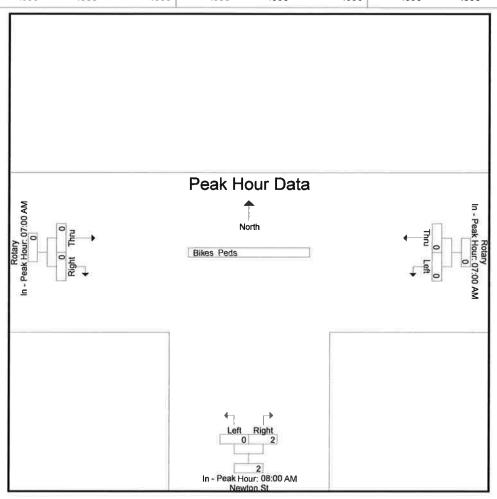
File Name : 73820002 Site Code 73820002

Start Date 1/18/2017 Page No : 12

		Rotary			Newton St			Rotary		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

	07:00 AM			MA 00:80			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	o	0	0	0	0	0	o	0	. 0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000



N/S Street: Newton Street E/W Street: Horace James Circle City/State: Brookline, MA Weather: Rain

File Name: 73820002 Site Code: 73820002 Start Date: 1/18/2017 Page No: 1

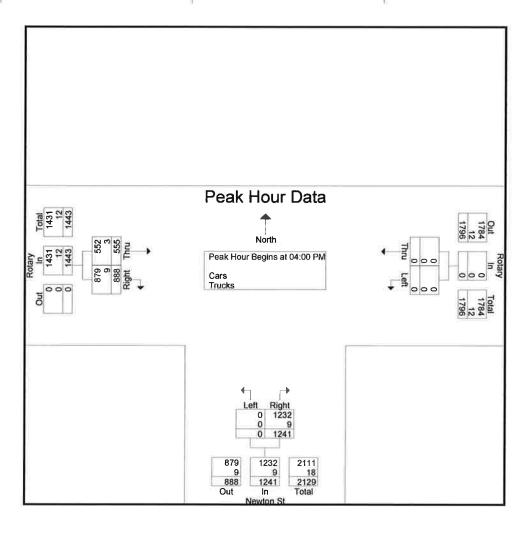
Groups Printed- Cars - Trucks

		Rotary From West		Newton St From South		Rotary From East	
Int. Tota	Right	Thru	Right	Left	Thru	Left	Start Time
514	149	136	229	0	0	0	02:00 PM
485	116	146	223	0	0	0	02:15 PM
573	169	155	249	0	o	0	02:30 PM
569	188	127	254	0	0	0	02:45 PM
2141	622	564	955	0	0	0	Total
650	254	117	279	o	0	0	03:00 PM
651	215	150	286	0	0	0	03:15 PM
588	178	155	255	0	0	0	03:30 PM
655	177	142	336	0	0	0	03:45 PM
2544	824	564	1156	0	0	0	Total
658	240	135	283	0	0	0	04:00 PM
599	169	138	292	0	О	0	04:15 PM
694	244	136	314	0	0	0	04:30 PM
733	235	146	352	0	0	0	04:45 PM
2684	888	555	1241	0	0	0	Total
7369	2334	1683	3352	0	0	0	Grand Total
	58.1	41.9	100	0	0	0	Apprch %
	31.7	22.8	45.5	0	0	0	Total %
7281	2298	1671	3312	0	0	0	Cars
98.8	98.5	99.3	98.8	0	0	0	% Cars
88	36	12	40	0	0	0	Trucks
1.2	1.5	0.7	1.2	0	0	0	% Trucks

N/S Street: Newton Street E/W Street: Horace James Circle

City/State : Brookline, MA Weather : Rain

		Rotary			Newton St			Rotary		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From	02:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Inters	ection Begins	at 04:00 Pi	М							
04:00 PM	0	0	0	0	283	283	135	240	375	658
04:15 PM	0	0	0	0	292	292	138	169	307	599
04:30 PM	0	0	0	0	314	314	136	244	380	694
04:45 PM	0	0	0	0	352	352	146	235	381	733
Total Volume	0	0	0	0	1241	1241	555	888	1443	2684
% App. Total	0	0		0	100		38.5	61.5		
PHF	.000	.000	.000	.000	.881	.881	,950	.910	.947	.915
Cars	0	0	0	0	1232	1232	552	879	1431	2663
% Cars	0	0	0	0	99.3	99.3	99.5	99.0	99.2	99.2
Trucks	0	0	0	0	9	9	3	9	12	2
% Trucks	0	0	0	0	0.7	0.7	0.5	1.0	0.8	0.8



N/S Street: Newton Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain

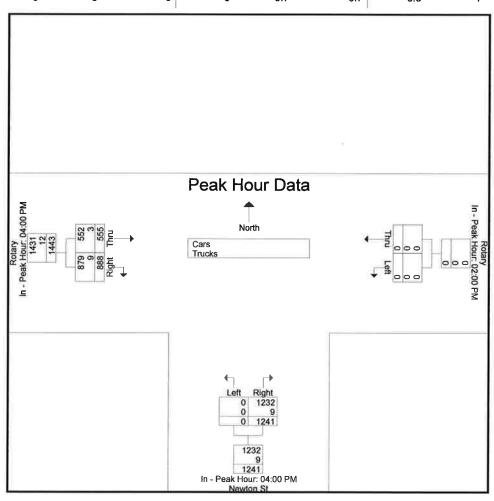
File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017

Page No : 3

		Rotary			Newton St			Rotary		
		From East			From South			From West	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			04:00 PM			04:00 PM		
	02.001101			04.00 T W			04.001101		
+0 mins.	0	0	0	0	283	283	135	240	375
+15 mins.	0	0	0	0	292	292	138	169	307
+30 mins.	0	0	0	0	314	314	136	244	380
+45 mins.	0	0	0	0	352	352	146	235	381
Total Volume	0	0	0	0	1241	1241	555	888	1443
% App. Total	0	0		0	100		38.5	61.5	
PHF	.000	.000	.000	.000	.881	.881	.950	.910	.947
Cars	0	0	0	0	1232	1232	552	879	1431
% Cars	0	0	0	0	99.3	99.3	99.5	99	99.2
Trucks	0	0	0	0	9	9	3	9	12
% Trucks	0	0	0	0	0.7	0.7	0.5	1	3.0



N/S Street: Newton Street E/W Street : Horace James Circle City/State : Brookline, MA Weather : Rain

Grand Total

Apprch %

Total %

0

0

0

0

0

0

File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017 Page No : 4

				ps Printed- Cars	Grou		
		Rotary		Newton St		Rotary	
Int. Total	Right	From West	Right	From South Left	Thru	From East Left	Start Time
503	143	135	225	0	0	0	02:00 PM
000			220	J		•	
479	113	146	220	0	0	0	02:15 PM
563	169	152	242	0	0	0	02:30 PM
560	185	125	250	0	0	0	02:45 PM
2105	610	558	937	0	0	0	Total
							,
644	251	115	278	0	0	0	03:00 PM
644	213	149	282	0	0	0	03:15 PM
581	172	155	254	0	o	0	03:30 PM
644	173	142	329	0	o	0	03:45 PM
2513	809	561	1143	0	0	0	Total
					· ·		
650	236	134	280	0	0	0	04:00 PM
593	165	138	290	0	0	0	04:15 PM
691	244	135	312	0	o	0	04:30 PM
729	234	145	350	0	o	0	04:45 PM
2663	879	552	1232	0	0	0	Total
					-		

0

0

0

3312

100

45.5

1671

42.1

23

2298

57.9

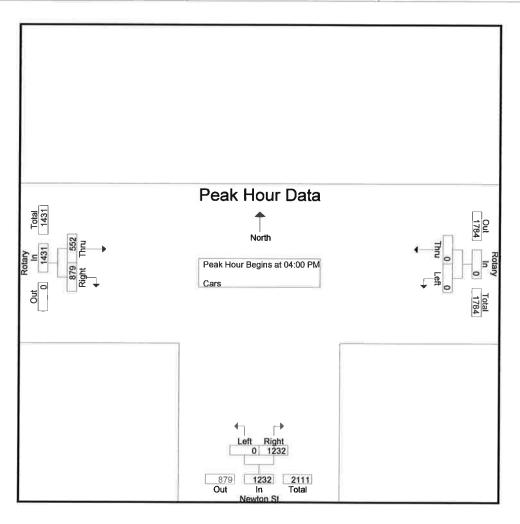
31.6

7281

N/S Street: Newton Street E/W Street : Horace James Circle

City/State : Brookline, MA Weather : Rain

		Rotary From East			Newton St From South			Rotary From West	1	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
Peak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
Peak Hour for Entire Interse	ection Begins	at 04:00 Pl	M							
04:00 PM	0	0	0	0	280	280	134	236	370	650
04:15 PM	0	0	0	0	290	290	138	165	303	593
04:30 PM	0	0	0	0	312	312	135	244	379	69 ⁻
04:45 PM	0	0	0	0	350	350	145	234	379	729
Total Volume	0	0	0	0	1232	1232	552	879	1431	2663
% App. Total	0	0		0	100		38.6	61.4		
PHF	.000	.000	.000	.000	.880	.880	.952	.901	.944	.913



N/S Street: Newton Street E/W Street: Horace James Circle

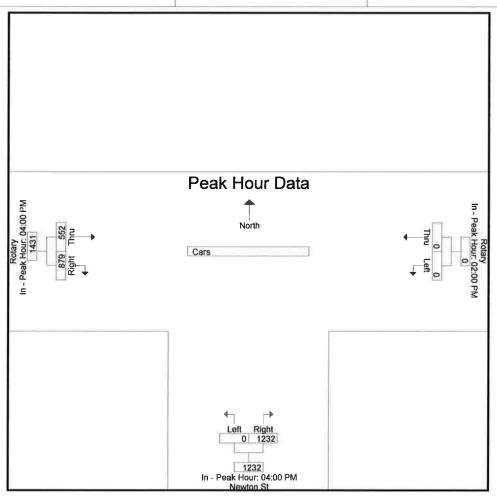
City/State : Brookline, MA Weather : Rain File Name: 73820002 Site Code: 73820002 Start Date: 1/18/2017

Page No : 6

		Rotary			Newton St			Rotary		
		From East			From South	1		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	280	280	134	236	370
+15 mins.	o	0	0	0	290	290	138	165	303
+30 mins.	0	0	0	0	312	312	135	244	379
+45 mins.	0	0	0	0	350	350	145	234	379
Total Volume	0	0	0	0	1232	1232	552	879	1431
% App. Total	0	0		0	100		38.6	61.4	
PHF	.000	.000	.000	.000	.880	.880	.952	.901	.944

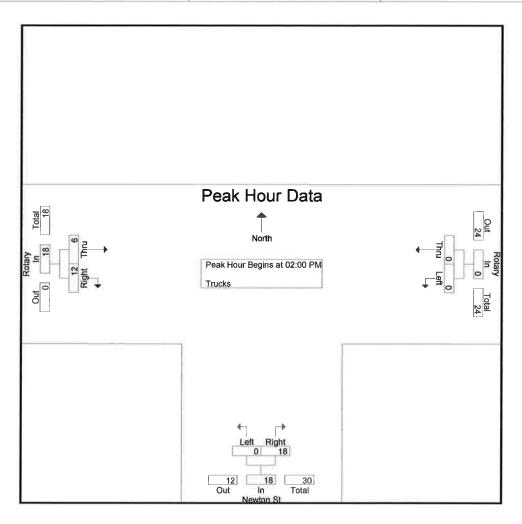


N/S Street: Newton Street E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

		5 .		s Printed- Trucks		D-4	
		Rotary From Wes		Newton St From South		Rotary From East	
Int, Tot	Right	Thru	Right	Left	Thru	Left	Start Time
1	6	1	4	0	0	0	02:00 PM
	3	0	3	0	0	0	02:15 PM
1	0	3	7	0	0	0	02:30 PM
	3	2	4	0	0	0	02:45 PM
3	12	6	18	0	0	0	Total
	3	2	1	0	0	0	03:00 PM
	2	1	4	0	О	0	03:15 PM
	6	0	1	0	0	0	03:30 PM
1	4	0	7	0	0	0	03:45 PM
3	15	3	13	0	0	0	Total
	4	1	3	0	0	0	04:00 PM
	4	0	2	0	0	0	04:15 PM
	О	1	2	0	0	0	04:30 PM
	1	1	2	0	0	0	04:45 PM
2	9	3	9	0	0	0	Total
8	36	12	40	0	0	0	Grand Total
	75	25	100	0	0	0	Apprch %
	40.9	13.6	45.5	0	0	0	Total %

N/S Street: Newton Street E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

		Rotary From East			Newton St From South			Rotary From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From	02:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Inter	section Begins	at 02:00 P	М							
02:00 PM	0	0	0	0	4	4	1	6	7	11
02:15 PM	0	0	0	0	3	3	0	3	3	6
02:30 PM	0	0	0	0	7	7	3	0	3	10
02:45 PM	0	0	0	0	4	4	2	3	5	9
Total Volume	0	0	0	0	18	18	6	12	18	36
% App. Total	0	0		0	100	i i	33.3	66.7		
PHF	.000	.000	.000	.000	.643	.643	.500	.500	.643	.818



N/S Street: Newton Street E/W Street : Horace James Circle City/State : Brookline, MA

Weather : Rain

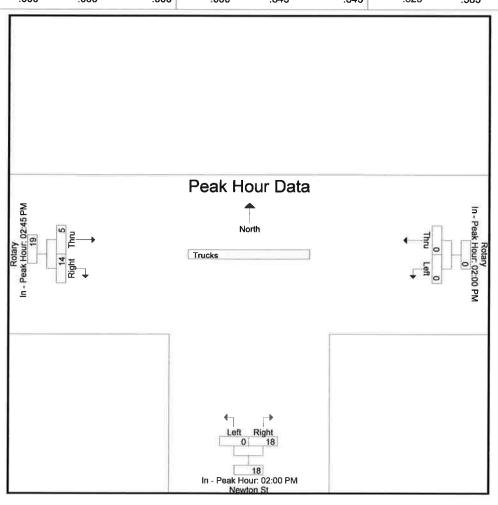
File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017

Page No : 9

		Rotary			Newton St			Rotary		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:00 PM			02:45 PM		
+0 mins.	0	0	0	0	4	4	2	3	5
+15 mins.	0	0	0	0	3	3	2	3	5
+30 mins.	0	0	0	0	7	7	1	2	3
+45 mins.	0	0	0	0	4	4	0	6	6
Total Volume	0	0	0	0	18	18	5	14	19
% App. Total	0	0		0	100		26.3	73.7	
PHF	.000	.000	.000	.000	.643	.643	.625	.583	.792



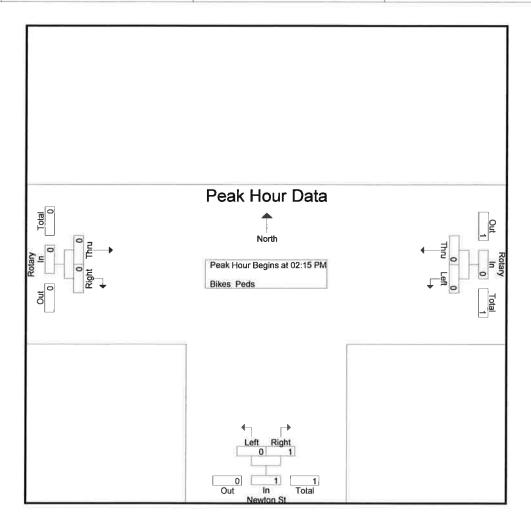
N/S Street: Newton Street E/W Street : Horace James Circle
City/State : Brookline, MA
Weather : Rain

Groups Printed- Rikes Pade

					Groups Prin	nted- Bike	es Peds					
	_	Rotary		Newton St			Rotary					
Start Time	Left	rom East Thru	Peds	Left	rom South Right	Peds	Thru	From West Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	O O	0	0	0	0	O	O	0
02.00 FW	0	U	· ·	U	U	U	U	U	U	0	U	U
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	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
03:00 PM	0	0	0	0	1	0	0	0	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	1	1
	ř		Ŷ			1			i			
04:00 PM	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	1	0	1	0	0	0	2	2
Apprch %	0	0		0	100		100	0				
Total %	0	0		0	50		50	0		0	100	

N/S Street: Newton Street E/W Street : Horace James Circle City/State : Brookline, MA Weather : Rain

	Rotary From East				Newton St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
ak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
ak Hour for Entire Interse	ction Begins	at 02:15 PI	M							
02:15 PM	0	0	0	0	0	0	0	0	0	(
02:30 PM	0	0	0	0	0	0	0	0	О	(
02:45 PM	0	0	0	0	0	0	0	0	o	1
03:00 PM	0	0	0	0	1	4	0	0	О	
Total Volume	0	0	0	0	1	1	0	0	0	
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.25



N/S Street: Newton Street E/W Street : Horace James Circle City/State : Brookline, MA

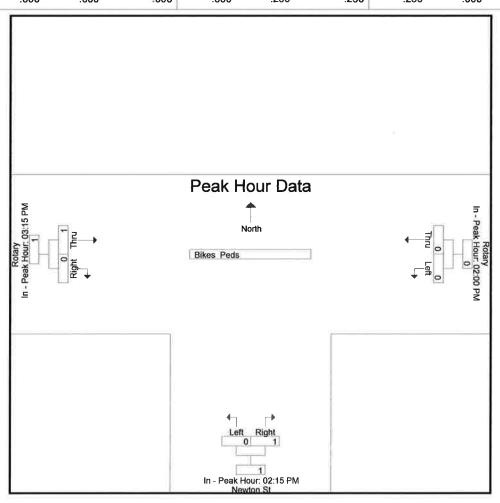
Weather : Rain

File Name : 73820002 Site Code : 73820002 Start Date : 1/18/2017 Page No : 12

		Rotary			Newton S	t		Rotary		
		From East	:		From Sout	h		From Wes	it	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:15 PM			03:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	1	0	1
Total Volume	0	0	0	0	1	1	1	0	1
% App. Total	0	0		0	100		100	0	
PHF	.000	.000	.000	.000	.250	.250	.250	.000	.250



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

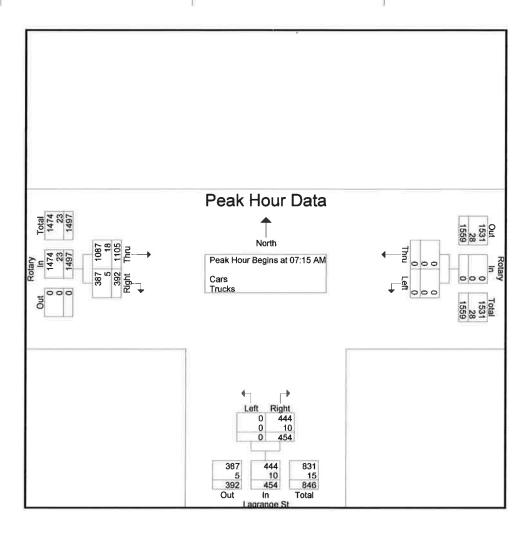
File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 1

Groups Printed- Cars - Trucks

	Rotary		Lagrange S		Rotary		
	From East		From Sout		From Wes		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	0	121	227	47	395
07:15 AM	0	0	0	136	243	85	464
07:30 AM	0	0	0	110	280	105	495
07:45 AM	0	0	0	106	285	115	506
Total	0	0	0	473	1035	352	1860
		1		ï		Ÿ.	
08:00 AM	0	0	0	102	297	87	486
08:15 AM	0	0	0	102	274	63	439
08:30 AM	0	0	0	91	276	49	416
08:45 AM	0	0	0	109	281	61	451
Total	0	0	0	404	1128	260	1792
				1/4		10°	
Grand Total	0	0	0	877	2163	612	3652
Apprch %	0	0	0	100	77.9	22.1	
Total %	0	0	0	24	59.2	16.8	
Cars	0	0	0	860	2136	599	3595
% Cars	0	0	0	98.1	98.8	97.9	98.4
Trucks	0	0	0	17	27	13	57
% Trucks	0	0	0	1.9	1.2	2.1	1.6

N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

		Rotary			Lagrange St			Rotary		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
eak Hour Analysis From 07	7:00 AM to 08:4	15 AM - Peak	1 of 1							
eak Hour for Entire Interse	ction Begins at	07:15 AM								
07:15 AM	0	0	0	0	136	136	243	85	328	464
07:30 AM	0	0	0	0	110	110	280	105	385	495
07:45 AM	0	0	0	0	106	106	285	115	400	506
08:00 AM	0	0	0	0	102	102	297	87	384	486
Total Volume	0	0	0	0	454	454	1105	392	1497	1951
% App. Total	0	0		0	100		73.8	26.2		
PHF	.000	,,000	.000	.000	.835	.835	.930	.852	.936	.964
Cars	0	0	0	0	444	444	1087	387	1474	1918
% Cars	0	0	0	0	97.8	97.8	98.4	98.7	98.5	98.3
Trucks	0	0	0	0	10	10	18	5	23	33
% Trucks	0	0	0	0	2.2	2.2	1.6	1.3	1.5	1.7



N/S Street : Lagrange Street E/W Street: Horace James Circle

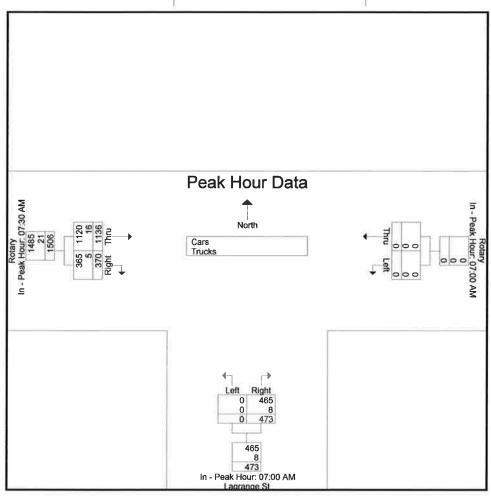
City/State : Brookline, MA Weather : Rain

File Name : 73820003 Site Code 73820003 Start Date : 1/18/2017 Page No : 3

		Rotary			Lagrange S	t		Rotary		
		From East			From South	1		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	0	0	0	0	121	121	280	105	385
+15 mins.	0	0	0	0	136	136	285	115	400
+30 mins.	0	0	0	0	110	110	297	87	384
+45 mins.	0	0	0	0	106	106	274	63	337
Total Volume	0	0	0	0	473	473	1136	370	1506
% App. Total	0	0		0	100		75.4	24.6	
PHF	.000	.000	.000	.000	,869	.869	,956	.804	.941
Cars	0	0	0	0	465	465	1120	365	1485
% Cars	0	0	0	0	98.3	98.3	98.6	98.6	98.6
Trucks	0	0	0	0	8	8	16	5	21
% Trucks	0	0	0	0	1.7	1.7	1.4	1.4	1.4
						19			



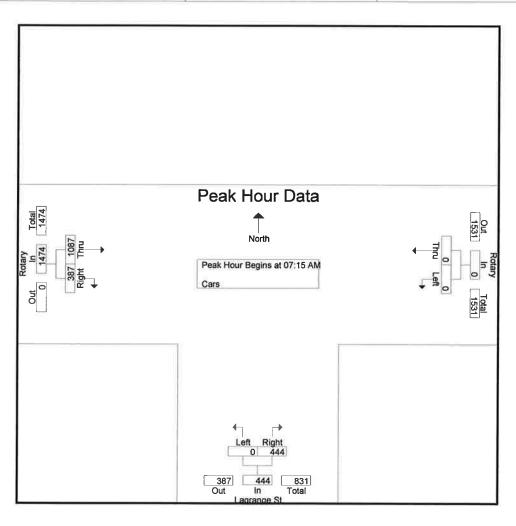
N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

0	D	1 0	
Groups	Printed	- Cars	

	Rotary From East		Lagrange St From South		Rotary From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	0	120	223	47	390
07:15 AM	0	0	0	135	241	82	458
07:30 AM	0	o	0	107	273	105	485
07:45 AM	0	0	0	103	278	114	495
Total	0	0	0	465	1015	348	1828
		90				7	
08:00 AM	0	0	0	99	295	86	480
08:15 AM	0	0	0	100	274	60	434
08:30 AM	0	0	0	87	275	46	408
08:45 AM	0	0	0	109	277	59	445
Total	0	0	0	395	1121	251	1767
					2	1	
Grand Total	0	0	0	860	2136	599	3595
Apprch %	0	0	0	100	78.1	21.9	
Total %	0	0	0	23.9	59.4	16.7	

N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

		Rotary From East			Lagrange St From South			Rotary From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 0					Tug.ii	7.pp. 70tal	770.0	Kigiti	тър. тощт	III. Tota
eak Hour for Entire Interse										
07:15 AM	0	0	0	0	135	135	241	82	323	458
07:30 AM	0	0	0	0	107	107	273	105	378	485
07:45 AM	0	0	0	0	103	103	278	114	392	495
08:00 AM	0	0	0	0	99	99	295	86	381	480
Total Volume	0	0	0	0	444	444	1087	387	1474	1918
% App. Total	0	0		0	100		73.7	26.3		
PHF	.000	.000	.000	.000	.822	.822	.921	.849	.940	.969



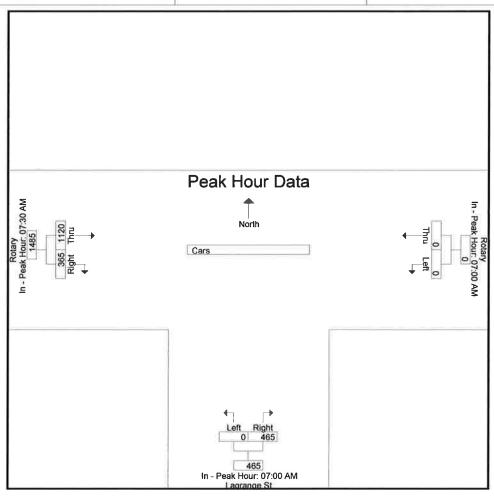
N/S Street : Lagrange Street E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

File Name :: 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 6

Γ			Rotary			Lagrange S	lt		Rotary		
			From East			From Sout	h		From Wes	st	
	Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

	07:00 AM		(7:00 AM			07:30 AM		
+0 mins.	0	0	0	0	120	120	273	105	378
+15 mins.	0	0	0	0	135	135	278	114	392
. 20	_								
+30 mins.	0	0	0	0	107	107	295	86	381
+45 mins.	0	0	0	0	103	103	274	60	334
Total Volume	0	0	0	0	465	465	1120	365	1485
% App. Total	0	0		0	100		75.4	24.6	
PHF	.000	.000	.000	.000	.861	.861	.949	.800	.947



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

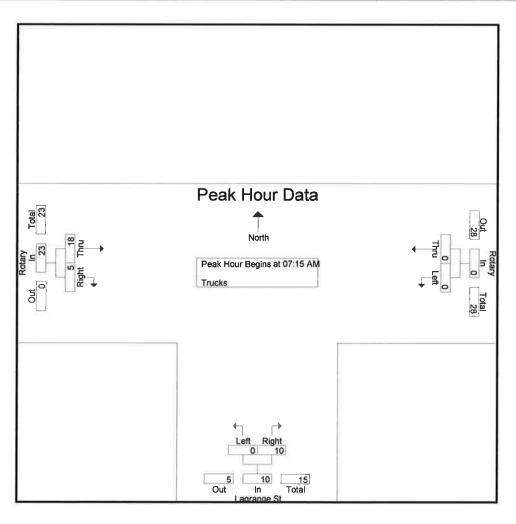
File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 7

Groups Printed- Trucks

	Rotary From East		Lagrange From Sou	St th	Rota From V	ry West	
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM		0	0	1	4	0	5
07:15 AM	0	0	0	1	2	3	6
07:30 AM	0	0	0	3	7	0	10
07:45 AM	0	0	0	3	7	1	11
Total	0	0	0	8	20	4	32
	ť	1				1	
08:00 AM	0	0	0	3	2	1	6
08:15 AM	0	0	0	2	0	3	5
08:30 AM	o	0	0	4	1.	3	8
08:45 AM	0	0	0	0	4	2	6
Total	0	0	0	9	7	9	25
	i .			0	ν		
Grand Total	0	0	0	17	27	13	57
Appreh %	0	0	0	100	67.5	32.5	
Total %	0	0	0	29.8	47.4	22.8	

N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

		Rotary From East			Lagrange St From South			Rotary From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
ak Hour Analysis From 07:	:00 AM to 08:4	5 AM - Peak	1 of 1	-						
eak Hour for Entire Intersec	tion Begins at 0	7:15 AM								
07:15 AM	0	0	0	0	1	1	2	3	5	ć
07:30 AM	0	0	0	0	3	3	7	0	7	10
07:45 AM	0	0	0	0	3	3	7	1	8	11
08:00 AM	0	0	0	0	3	3	2	1	3	6
Total Volume	0	0	0	0	10	10	18	5	23	33
% App. Total	0	0		0	100		78.3	21.7		
PHF	.000	,000	.000	.000	.833	.833	.643	.417	.719	.750



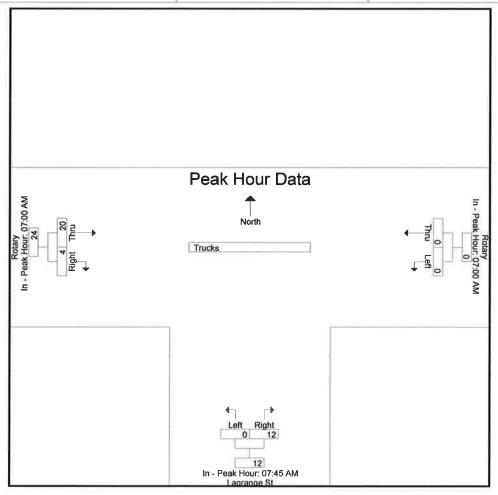
N/S Street : Lagrange Street E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 9

		Rotary			Lagrange S	it		Rotary		
		From East			From Sout	h		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	0	0	0	0	3	3	4	0	4
+15 mins.	0	0	0	0	3	3	2	3	5
+30 mins.	0	0	0	0	2	2	7	0	7
+45 mins.	0	0	0	0	4	4	7	1	8
Total Volume	0	0	0	0	12	12	20	4	24
% App Total	0	0		0	100		83.3	16.7	
PHF	.000	.000	.000	.000	.750	.750	.714	.333	750



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

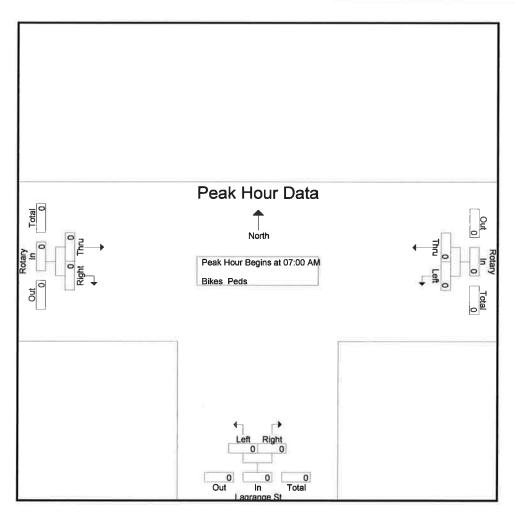
File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 10

Groups Printed- Bikes Peds

		Rotary rom East			agrange St rom South		F	Rotary rom West				
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	O	0	0	0	0	0	0
07:30 AM	o	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	o	0	0	0
TA	*:					14			,			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

		Rotary			Lagrange St			Rotary		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 07:0	00 AM to 08:4:	AM - Peak	1 of 1					-		
eak Hour for Entire Intersecti	on Begins at 0	7:00 AM								
07:00 AM	0	0	0	0	0	0	0	0	0	(
07:15 AM	0	0	0	0	0	0	0	0	0	(
07:30 AM	0	0	0	0	0	0	0	0	0	(
07:45 AM	0	0	0	0	0	0	0	0	0	(
Total Volume	0	0	0	0	0	0	0	0	0	(
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

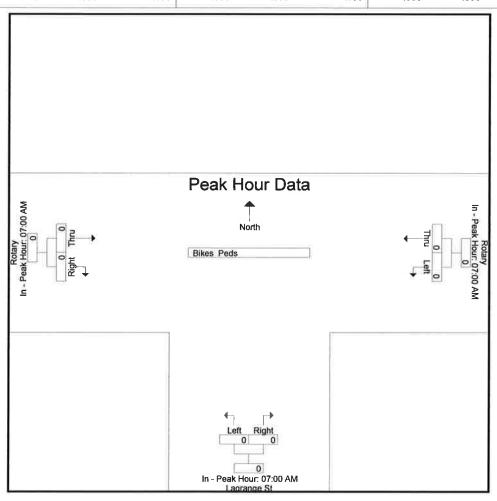
File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017

Page No 12

			Rotary			Lagrange S	t		Rotary		
			From East			From Sout	1		From Wes	t	
Sta	rt Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

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



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 1

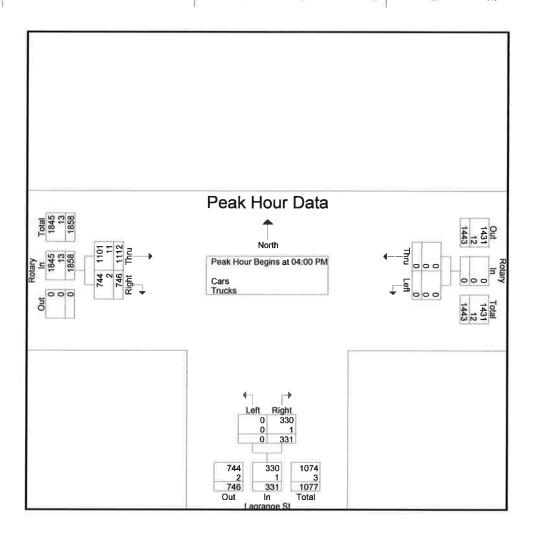
Groups Printed- Cars - Trucks

	Rotary From East	3.00	Lagrange S From South	t	Rotary From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
02:00 PM	0	0	0	83	202	98	383
02:15 PM	o	0	0	88	174	111	373
02:30 PM	0	0	0	110	212	117	439
02:45 PM	0	0	0	82	233	140	455
Total	0	0	0	363	821	466	1650
03:00 PM	0	o	0	61	310	175	546
03:15 PM	0	0	0	92	273	180	545
03:30 PM	0	0	0	75	258	150	483
03:45 PM	0	0	0	87	232	167	486
Total	0	0	0	315	1073	672	2060
04:00 PM	0	0	0	80	295	175	550
04:15 PM	0	0	0	73	234	188	495
04:30 PM	0	0	0	83	297	198	578
04:45 PM	0	0	0	95	286	185	566
Total	0	0	0	331	1112	746	2189
Grand Total	0	0	0	1009	3006	1884	5899
Appreh %	0	0	0	100	61.5	38.5	
Total %	0	0	0	17.1	51	31.9	
Cars	0	0	0	1004	2965	1875	5844
% Cars	0	0	0	99.5	98.6	99.5	99.1
Trucks	0	0	0	5	41	9	55
% Trucks	0	0	0	0.5	1.4	0.5	0.9

N/S Street : Lagrange Street E/W Street: Horace James Circle

City/State : Brookline, MA Weather : Rain

		Rotary			Lagrange St			Rotary		
		From East			From South			From West		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02	2:00 PM to 04:4	5 PM - Peak	l of l							
eak Hour for Entire Intersec	ction Begins at (04:00 PM								
04:00 PM	0	0	0	0	80	80	295	175	470	550
04:15 PM	0	0	0	0	73	73	234	188	422	495
04:30 PM	0	0	0	0	83	83	297	198	495	578
04:45 PM	0	0	O	0	95	95	286	185	471	566
Total Volume	0	0	0	0	331	331	1112	746	1858	2189
% App. Total	0	0		0	100		59.8	40.2		
PHF	.000	.000	.000	.000	.871	.871	.936	.942	.938	.947
Cars	0	0	0	0	330	330	1101	744	1845	2175
% Cars	0	0	0	0	99.7	99.7	99.0	99.7	99.3	99.4
Trucks	0	0	0	0	1	1	11	2	13	14
% Trucks	0	0	0	0	0,3	0.3	1.0	0.3	0.7	0,6



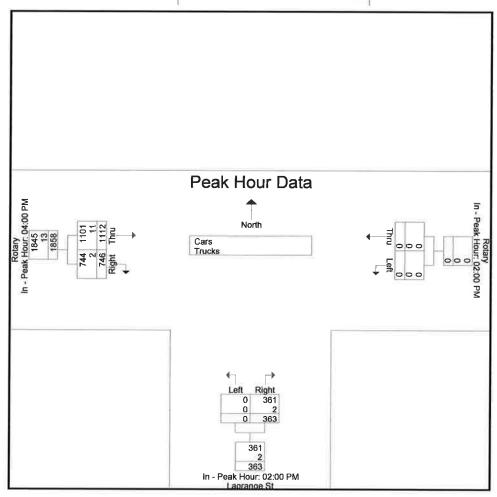
N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 3

		Rotary			Lagrange S	lt		Rotary		
		From East			From Sout	h		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:00 PM			04:00 PM		
+0 mins.	0	0	0	0	83	83	295	175	470
+15 mins.	0	0	0	0	88	88	234	188	422
+30 mins.	0	0	0	0	110	110	297	198	495
+45 mins.	0	0	0	0	82	82	286	185	471
Total Volume	0	0	0	0	363	363	1112	746	1858
% App. Total	0	0		0	100		59.8	40.2	
PHF	,000	.000	.000	.000	.825	.825	.936	.942	.938
Cars	0	0	0	0	361	361	1101	744	1845
% Cars	0	0	0	0	99.4	99.4	99	99.7	99.3
Trucks	0	0	0	0	2	2	11	2	13
% Trucks	0	0	0	0	0.6	0.6	1	0.3	0.7



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

File Name : 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 4

1811		Gre	oups Printed- Cars				
	Rotary		Lagrange St		Rotary		
Start Time	From East Left	Thru	From South Left		From West		T.A. T. A. T.
				Right	Thru	Right	Int. Total
02:00 PM	0	0	0	82	196	97	375
02:15 PM	0	0	0	88	171	109	368
02:30 PM	0	0	0	110	211	117	438
02:45 PM	0	0	0	81	229	139	449
Total	0	0	0	361	807	462	1630
03:00 PM	0	0	0	59	307	175	541
03:15 PM	0	0	0	92	270	180	542
03:30 PM	0	0	0	75	252	148	475
03:45 PM	0	0	0	87	228	166	481
Total	0	0	0	313	1057	669	2039
						*	
04:00 PM	0	0	0	80	290	175	545
04:15 PM	0	0	0	73	230	187	490
04:30 PM	0	0	0	82	297	197	576
04:45 PM	0	0	0	95	284	185	564
Total	0	0	0	330	1101	744	2175
Grand Total	0	0	0	1004	2965	1875	5844

0

100

17.2

61.3

50.7

38.7

32.1

0

Apprch %

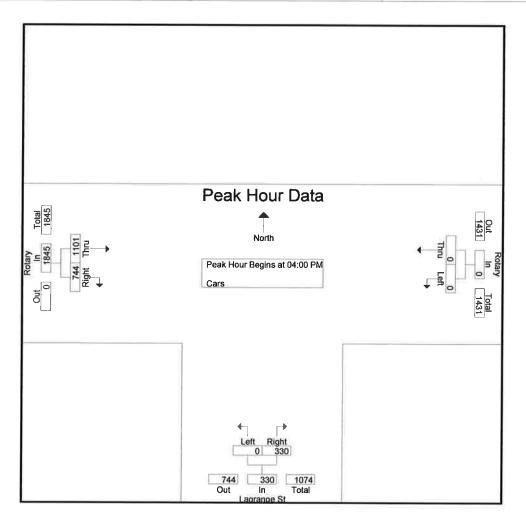
Total %

0

0

N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

	Rotary From East				Lagrange St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02	:00 PM to 04:4	5 PM - Peak	1 of 1							
eak Hour for Entire Intersec	tion Begins at	04:00 PM								
04:00 PM	0	0	0	0	80	80	290	175	465	545
04:15 PM	0	0	0	0	73	73	230	187	417	490
04:30 PM	0	0	0	0	82	82	297	197	494	570
04:45 PM	0	0	0	0	95	95	284	185	469	564
Total Volume	0	0	0	0	330	330	1101	744	1845	2175
% App. Total	0	0		0	100		59.7	40.3		
PHF	.000	.000	.000	.000	.868	.868	.927	.944	.934	.944



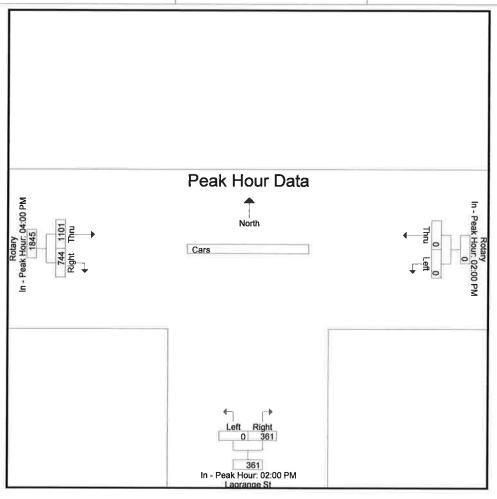
N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

File Name ? 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 6

		Rotary			Lagrange St			Rotary			
		From East			From Sout	h	From West				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM	02:00 PM					04:00 PM			
+0 mins.	0	0	0	0	82	82	290	175	465	
+15 mins.	0	0	0	0	88	88	230	187	417	
+30 mins.	0	0	0	0	110	110	297	197	494	
+45 mins.	0	0	0	0	81	81	284	185	469	
Total Volume	0	0	0	0	361	361	1101	744	1845	
% App. Total	0	0		0	100		59.7	40.3		
PHF	.000	.000	.000	.000	.820	.820	927	.944	.934	



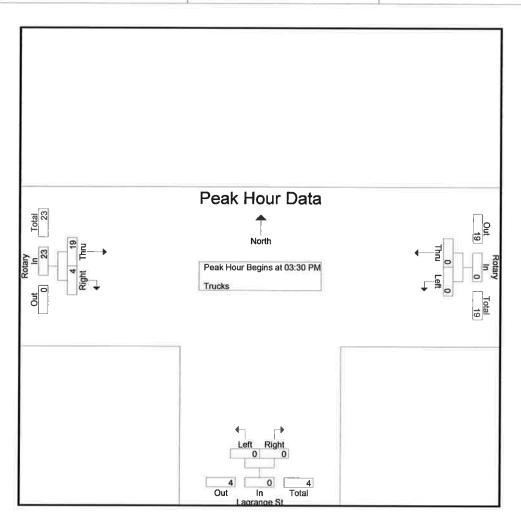
N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

	FR	PR15	
Crrouns	Frinted	- Trucks	

	it	Rotary From West		Lagrange St From South		Rotary From East	
Int. Total	Right	Thru	Right	Left	Thru	Left	Start Time
8	1	6	1	0	0	0	02:00 PM
5	2	3	0	0	0	0	02:15 PM
1	0	I	0	0	0	0	02:30 PM
6	1	4	1	0	0	0	02:45 PM
20	4	14	2	0	0	0	Total
	ř.				Y Y		¥
5	0	3	2	0	0	0	03:00 PM
3	0	3	0	0	0	0	03:15 PM
8	2	6	0	0	0	0	03:30 PM
5	1	4	0	0	0	0	03:45 PM
21	3	16	2	0	0	0	Total
	- 86		4		- I		
5	0	5	0	0	0	0	04:00 PM
5	1	4	0	0	0	0	04:15 PM
2	1	0	1	0	0	0	04:30 PM
2	0	2	0	0	0	0	04:45 PM
14	2	11	1	0	0	0	Total
55	9	41	5	0	0	0	Grand Total
33	-				0	0	Apprch %
	18	82	100	0			
	16.4	74.5	9.1	0	0	0	Total %

N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

		Rotary From East			Lagrange St From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02	:00 PM to 04:45	PM - Peak	1 of 1							
eak Hour for Entire Intersec	tion Begins at 0	3:30 PM								
03:30 PM	0	0	0	0	0	0	6	2		
03:45 PM	0	0	0	0	0	0	4	1	5	
04:00 PM	0	0	0	0	0	0	5	0	5	:
04:15 PM	0	0	0	0	0	0	4	1	5	4
Total Volume	0	0	0	0	0	0	19	4	23	23
% App. Total	0	0		0	0		82.6	17.4		
PHF	,000	.000	.000	.000	.000	.000	.792	.500	.719	.719



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State: Brookline, MA

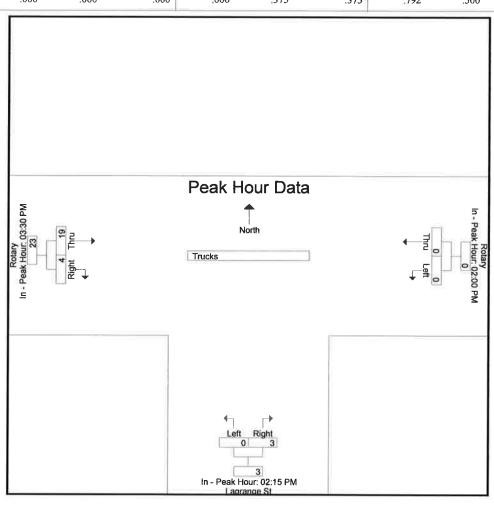
Weather : Rain

File Name 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 9

Rotary			Lagrange St						
	From East		From South From West						
Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
	Left	From East	From East	From East	From East From South	From East From South	From East From South	From East From South From West	From East From South From West

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

- 11	-8								
	02:00 PM			02:15 PM			03:30 PM		
+0 mins.	0	0	0	0	0	0	6	2	8
+15 mins.	0	0	0	0	0	0	4	1	5
+30 mins.	0	0	0	0	1	1	5	0	5
+45 mins.	0	0	0	0	2	2	4	1	5
Total Volume	0	0	0	0	3	3	19	4	23
% App. Total	0	0		0	100		82,6	17.4	
PHF	.000	.000	.000	.000	.375	.375	.792	.500	.719



N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

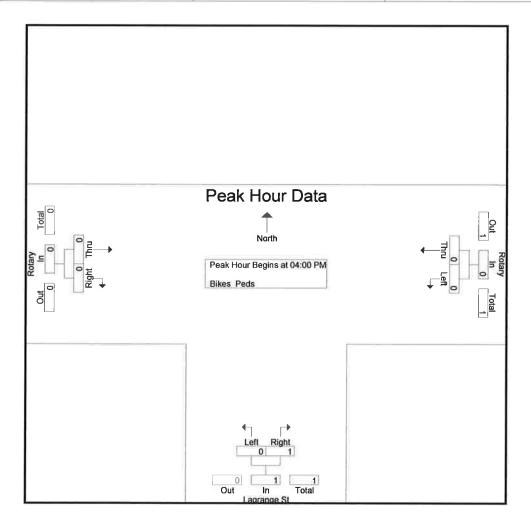
		Rotary		т.	Groups Prin	ted- Bikes	Peds	D-4				
	F	rom East		La Fi	grange St om South		F	Rotary rom West				
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	o	0	0	0
02:45 PM	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
03:00 PM	0	0	0	0	0	0	0	0	o	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	Ī	1
Total	0	0	0	0	1	1	0	0	0	1	1	2
Grand Total	0	0	0	0	1	1	0	0	0	1	1	2
Apprch %	0	0		0	100		0	0				
Total %	0	0		0	100		0	0		50	50	

N/S Street : Lagrange Street E/W Street: Horace James Circle City/State : Brookline, MA Weather : Rain

File Name : 73820003 Site Code : 73820003

Start Date	1/18/2017
Page No	‡11

		Rotary]	Lagrange St					
	From East				From South					
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tota
eak Hour Analysis From 02:0	00 PM to 04:45	5 PM - Peak	1 of 1		-					
eak Hour for Entire Intersect	ion Begins at 0	04:00 PM								
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	(
04:30 PM	0	0	0	0	0	0	0	0	0	(
04:45 PM	0	0	0	0	1	1	0	0	0	
Total Volume	0	0	0	0	1	1	0	0	0	i
% App, Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250



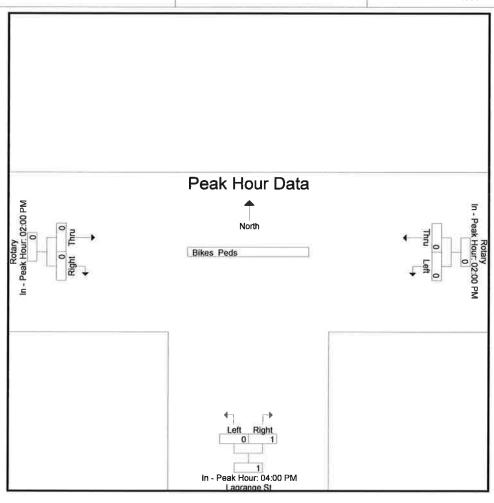
N/S Street : Lagrange Street E/W Street: Horace James Circle
City/State: Brookline, MA
Weather: Rain

File Name: 73820003 Site Code : 73820003 Start Date : 1/18/2017 Page No : 12

		Rotary			Lagrange S	it		Rotary		
		From East			From Sout	h		From Wes	t	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			04:00 PM			02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	1	0	0	0	
Total Volume	0	0	0	0	1	1	0	0	0	
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	



N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

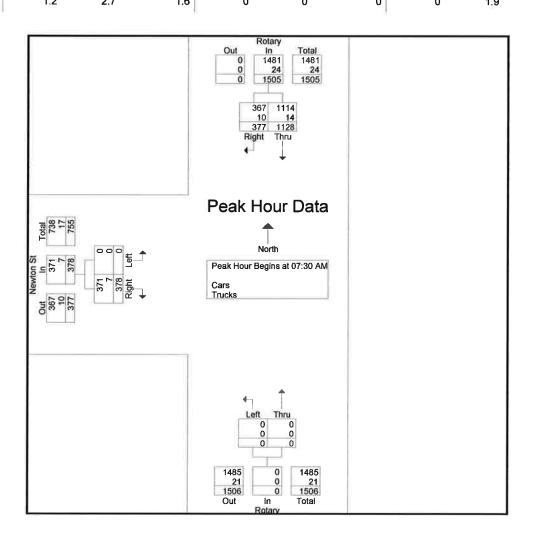
File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 1

Groups Printed- Cars - Trucks

		Newton St From West		Rotary From South		Rotary From North	
Int. Total	Right	Left	Thru	Left	Right	Thru	Start Time
331	105	0	0	0	57	169	07:00 AM
414	91	0	0	0	86	237	07:15 AM
468	95	0	0	0	83	290	07:30 AM
506	87	0	0	0	106	313	07:45 AM
1719	378	0	0	0	332	1009	Total
488	94	0	o	0	104	290	08:00 AM
421	102	0	0	0	84	235	08:15 AM
419	101	0	o	0	94	224	08:30 AM
437	98	0	О	0	95	244	08:45 AM
1765	395	0	0	0	377	993	Total
3484	773	0	0	0	709	2002	Grand Total
0.0.	100	0	0	0	26.2	73.8	Apprch %
	22.2	0	0	0	20.4	57.5	Total %
3422	762	0	0	0	687	1973	Cars
98.2	98.6	0	0	0	96.9	98.6	% Cars
62	11	0	0	0	22	29	Trucks
1.8	1.4	0	0	0	3.1	1.4	% Trucks

N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

		Rotary			Rotary			Newton St		
	F	From North		F	rom South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 0	7:00 AM to 0	8:45 AM - F	Peak 1 of 1							
Peak Hour for Entire Interse	ection Begins	at 07:30 Al	M							
07:30 AM	290	83	373	0	0	0	0	95	95	468
07:45 AM	313	106	419	0	0	0	0	87	87	506
08:00 AM	290	104	394	0	0	О	0	94	94	488
08:15 AM	235	84	319	0	0	o	0	102	102	421
Total Volume	1128	377	1505	0	0	0	0	378	378	1883
% App. Total	75	25		0	0		0	100		
PHF	.901	.889	.898	.000	.000	.000	.000	.926	.926	.930
Cars	1114	367	1481	0	0	0	0	371	371	1852
% Cars	98.8	97.3	98.4	0	0	0	0	98.1	98.1	98.4
Trucks	14	10	24	0	0	0	0	7	7	31
% Trucks	1.2	2.7	1.6	0	0	0	0	1.9	1.9	1.6



N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA

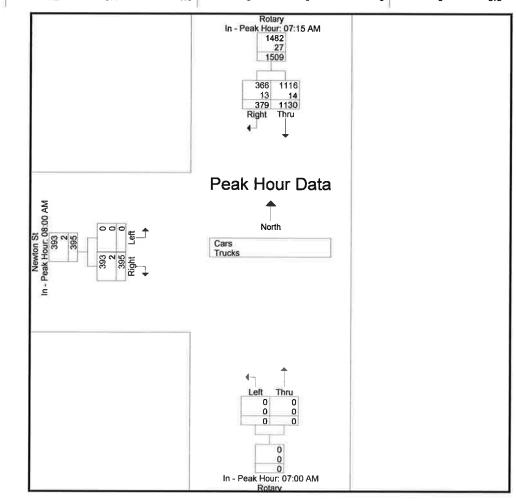
Weather : Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 3

		Rotary			Rotary			Newton St		
		From North			From South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

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

	07:15 AM			07.00 444			00.00 444		
	07:15 AIVI			07:00 AM			08:00 AM		
+0 mins.	237	86	323	0	0	0	0	94	94
+15 mins.	290	83	373	0	0	0	0	102	102
+30 mins.	313	106	419	0	0	0	0	101	101
+45 mins.	290	104	394	0	0	0	0	98	98
Total Volume	1130	379	1509	0	0	0	0	395	395
% App. Total	74.9	25.1		0	0		0	100	
PHF	.903	.894	.900	.000	.000	.000	.000	.968	.968
Cars	1116	366	1482	0	0	0	0	393	393
% Cars	98.8	96.6	98.2	0	0	0	0	99.5	99.5
Trucks	14	13	27	0	0	0	0	2	2
% Trucks	1.2	3.4	1.8	0	0	0	0	0.5	0.5
	J.			1					



N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

Total %

57.7

20.1

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 4

		Gr	oups Printed- Cars				
	Rotary From North		Rotary		Newton St		
Start Time	Thru	Right	From South Left	Thru	From Wes	Right	Int. Total
07:00 AM	166	53	0	0	0	104	323
07:15 AM	234	81	0	О	0	89	404
07:30 AM	285	80	0	0	0	93	458
07:45 AM	309	104	0	0	0	83	496
Total	994	318	0	0	0	369	1681
08:00 AM	288	101	0	0	0	93	482
08:15 AM	232	82	0	0	0	102	416
08:30 AM	220	93	0	0	0	101	414
08:45 AM	239	93	0	o	0	97	429
Total	979	369	0	0	0	393	1741
		,		£1		,	
Grand Total	1973	687	0	0	0	762	3422
Apprch %	74.2	25.8	0	0	0	100	

0

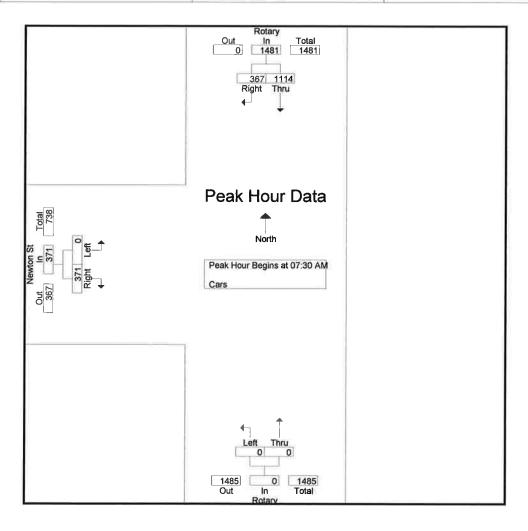
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0

22.3

N/S Street: Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

		Rotary			Rotary			Newton St		
		From North		F	From South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From	07:00 AM to 0	8:45 AM - F	Peak 1 of 1		-			-		
eak Hour for Entire Inter	section Begins	at 07:30 A	М							
07:30 AM	285	80	365	0	0	0	0	93	93	458
07:45 AM	309	104	413	0	0	0	0	83	83	496
08:00 AM	288	101	389	0	0	0	0	93	93	482
08:15 AM	232	82	314	0	0	0	0	102	102	416
Total Volume	1114	367	1481	0	0	0	0	371	371	1852
% App. Total	75.2	24.8		0	0		0	100		
PHF	.901	.882	.896	.000	.000	.000	.000	.909	.909	.933



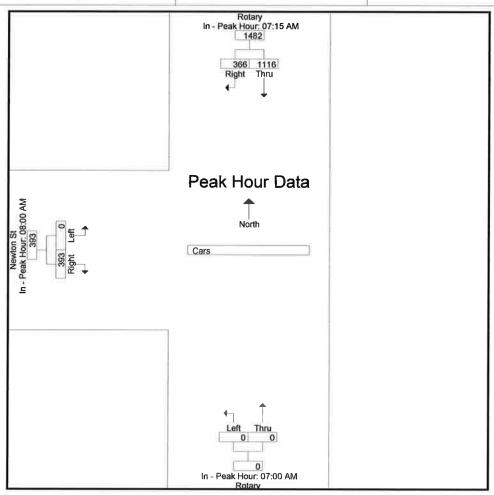
N/S Street : Horace James Circle E/W Street: Newton Street
City/State: Brookline, MA
Weather: Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 6

		Rotary			Rotary			Newton St		
	ı	From North		F	From South		ļ	From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

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

	07:15 AM			07:00 AM			08:00 AM		
+0 mins.	234	81	315	0	0	0	0	93	93
+15 mins.	285	80	365	0	0	0	0	102	102
+30 mins.	309	104	413	0	0	0	0	101	101
+45 mins.	288	101	389	0	0	0	0	97	97
Total Volume	1116	366	1482	0	0	0	0	393	393
% App. Total	75.3	24.7		0	0		0	100	
PHF	.903	.880	.897	.000	.000	.000	.000	.963	.96



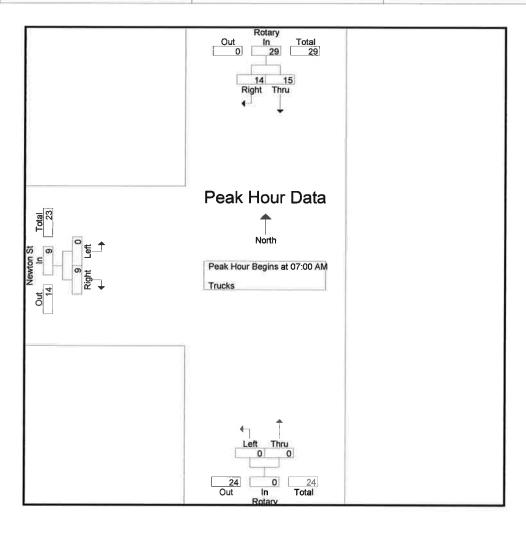
N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

File Name: 73820004 Site Code: 73820004 Start Date: 1/18/2017 Page No: 7

			Groups Printed- T	rucks			
	Rota From N	lorth	From	tary South	Fron	vton St n West	
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	3	4	0	0	0	1	8
07:15 AM	3	5	0	0	o	2	10
07:30 AM	5	3	0	0	O	2	10
07:45 AM	4	2	0	0	o	4	10
Total	15	14	0	0	0	9	38
	E _		1		E.		T
08:00 AM	2	3	0	0	0	1	6
08:15 AM	3	2	0	0	0	0	5
08:30 AM	4	1	0	0	0	0	5
08:45 AM	5	2	o	0	0	1	8
Total	14	8	0	0	0	2	24
Grand Total	29	22	0	0	0	11	62
Apprch %	56.9	43.1	0	0	0		
Total %	46.8	35.5	0	0	0	17.7	

N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

	F	Rotary From North		F	Rotary From South					
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From 0	7:00 AM to 0	8:45 AM - F	Peak 1 of 1							
eak Hour for Entire Interse	ection Begins	at 07:00 Al	м							
07:00 AM	3	4	7	0	0	0	0	1	1	8
07:15 AM	3	5	8	0	0	0	0	2	2	10
07:30 AM	5	3	8	0	0	0	0	2	2	10
07:45 AM	4	2	6	0	0	0	0	4	4	10
Total Volume	15	14	29	0	0	0	0	9	9	38
% App. Total	51.7	48.3		0	0		0	100		
PHF	.750	.700	.906	.000	.000	.000	.000	.563	.563	.950



N/S Street : Horace James Circle E/W Street : Newton Street

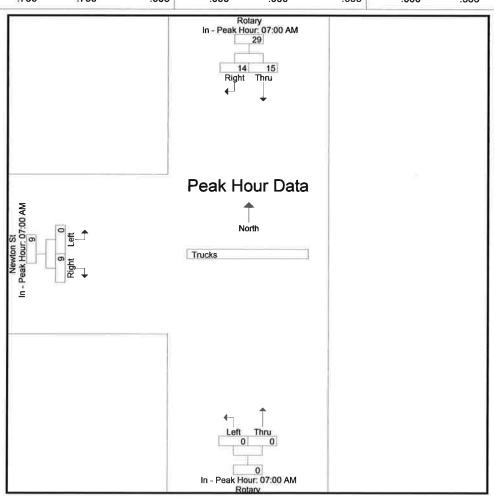
City/State : Brookline, MA Weather : Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 9

	Rotary From North				Rotary			Newton St		
				From South						
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

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

	07:00 AM			07:00 AM			07:00 AM			
+0 mins.	3	4	7	0	0	0	0	1	1	
+15 mins.	3	5	8	0	0	0	0	2	2	
+30 mins.	5	3	8	0	0	0	0	2	2	
+45 mins.	4	2	6	0	0	0	0	4	4	
Total Volume	15	14	29	0	0	0	0	9	9	
% App. Total	51.7	48.3		0	0		0	100		
PHF	.750	700	.906	.000	.000	.000	.000	.563	.563	



N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

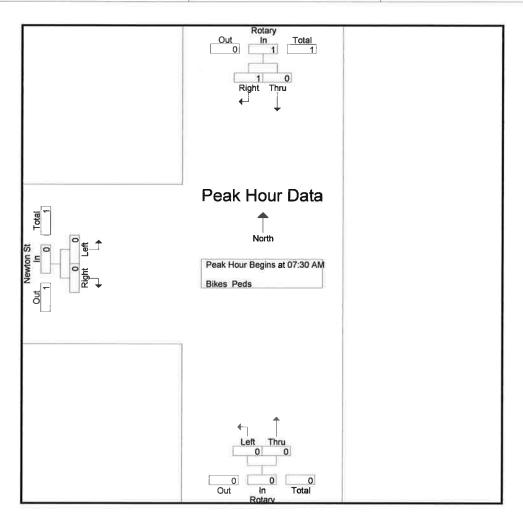
File Name ; 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 10

Groups Printed- Bikes Peds

	Rotary From North			Rotary From South			Newton St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	О	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	o	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	О	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	1	1
Grand Total	0	1	0	0	0	0	0	0	0	0	1	1
Apprch %	0	100		0	0		0	0				
Total %	0	100		0	0		0	0		0	100	

N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

		Rotary			Rotary			Newton St			
		From North		-	From South			From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
eak Hour Analysis From	07:00 AM to 0	08:45 AM - F	Peak 1 of 1								
eak Hour for Entire Inter	section Begins	s at 07:30 A	М								
07:30 AM	0	0	0	0	0	0	0	0	0	C	
07:45 AM	0	0	0	0	0	0	0	0	0	C	
08:00 AM	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	1	1	0	0	0	0	0	0	1	
Total Volume	0	1	1	0	0	0	0	0	0	1	
% App. Total	0	100		0	0		0	0			
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250	



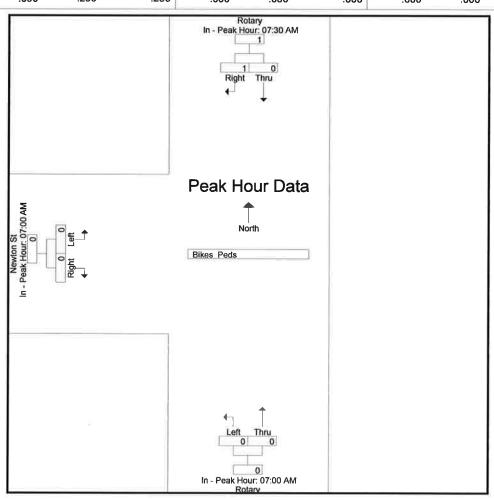
N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 12

	Rotary			Rotary						
	f	From North		From South						
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

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

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



N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

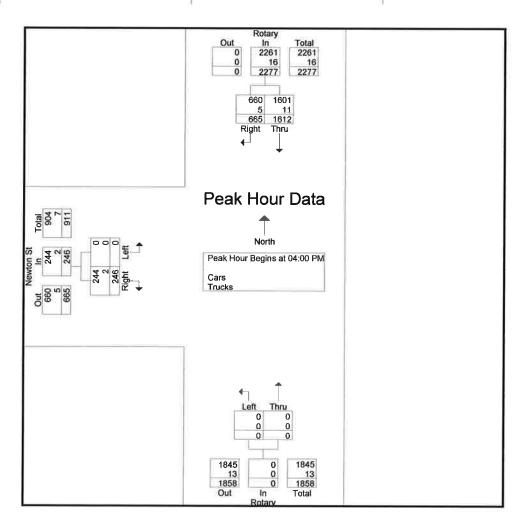
File Name: 73820004 Site Code: 73820004 Start Date: 1/18/2017 Page No: 1

Groups Printed- Cars - Trucks

	Rotary From Norti	1	Rotary From South		Newton St From Wes		
Start Time	Thru	Right	Left	Thru	Left	Right	int. Total
02:00 PM	254	141	0	0	0	46	441
02:15 PM	235	131	0	0	0	50	416
02:30 PM	275	151	0	0	0	54	480
02:45 PM	308	182	0	0	0	65	555
Total	1072	605	0	0	0	215	1892
03:00 PM	422	159	0	0	0	63	644
03:15 PM	390	165	0	0	0	63	618
03:30 PM	328	177	0	0	0	80	585
03:45 PM	331	200	0	О	0	68	599
Total	1471	701	0	0	0	274	2446
04:00 PM	414	163	0	0	0	56	633
04:15 PM	362	186	0	О	0	60	608
04:30 PM	424	164	0	0	0	71	659
04:45 PM	412	152	0	0	0	59	623
Total	1612	665	0	0	0	246	2523
Grand Total	4155	1971	0	0	0	735	6861
Apprch %	67.8	32.2	0	О	0	100	
Total %	60.6	28.7	0	0	0	10.7	
Cars	4117	1945	0	0	0	723	6785
% Cars	99.1	98.7	0	0	0	98.4	98.9
Trucks	38	26	0	0	0	12	76
% Trucks	0.9	1.3	0	0	0	1.6	1.1

N/S Street: Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

		Rotary			Rotary					
		From North		F	rom South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From	02:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Inters	section Begins	at 04:00 P	М							
04:00 PM	414	163	577	0	0	0	0	56	56	633
04:15 PM	362	186	548	0	0	0	0	60	60	608
04:30 PM	424	164	588	0	0	0	0	71	71	659
04:45 PM	412	152	564	0	0	0	0	59	59	623
Total Volume	1612	665	2277	0	0	0	0	246	246	2523
% App. Total	70.8	29.2		0	0		0	100		
PHF	.950	.894	.968	.000	.000	.000	.000	.866	.866	.957
Cars	1601	660	2261	0	0	0	0	244	244	2505
% Cars	99.3	99.2	99.3	0	0	0	0	99.2	99.2	99.3
Trucks	11	5	16	0	0	0	0	2	2	18
% Trucks	0.7	0.8	0.7	0	0	0	0	0.8	0.8	0.7



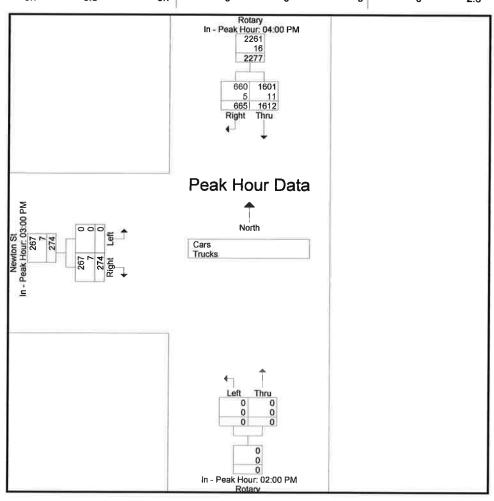
N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 3

From North			From South					
			-ioin South	1		From West		
Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
		Right App. Total			3 1 1 pp. 1 std.	5	J. Trans.	J. P. P. Colar

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			02:00 PM			03:00 PM		
+0 mins.	414	163	577	0	0	0	0	63	63
+15 mins.	362	186	548	0	0	0	0	63	63
+30 mins.	424	164	588	0	0	0	0	80	80
+45 mins.	412	152	564	0	0	0	0	68	68
Total Volume	1612	665	2277	0	0	0	0	274	274
% App. Total	70.8	29.2		0	0		0	100	
PHF	.950	.894	.968	.000	.000	.000	.000	.856	.856
Cars	1601	660	2261	0	0	0	0	267	267
% Cars	99.3	99.2	99.3	0	0	0	0	97.4	97.4
Trucks	11	5	16	0	0	0	0	7	7
% Trucks	0.7	8.0	0.7	0	0	0	0	2.6	2.6
				6		10			



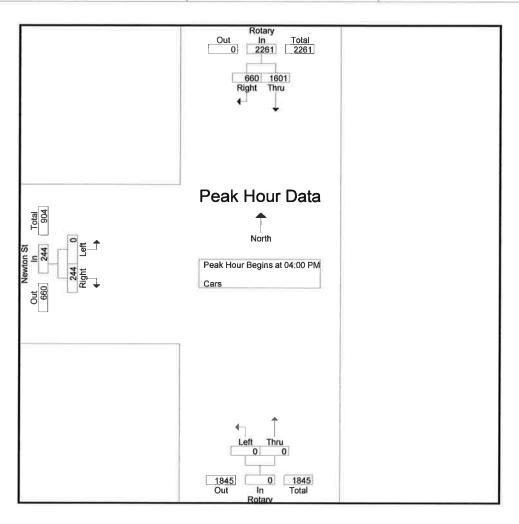
N/S Street : Horace James Circle E/W Street: Newton Street
City/State: Brookline, MA
Weather: Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 4

			Groups Printed- Cars				
	Rotary		Rotary		Newton St		
	From Nor	th	From South	1	From Wes		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
02:00 PM	248	139	0	0	0	45	432
02:15 PM	231	127	0	0	0	49	407
02:30 PM	275	147	0	0	0	53	475
02:45 PM	303	179	0	0	0	65	547
Total	1057	592	0	0	0	212	1861
03:00 PM	420	158	0	0	0	62	640
03:15 PM	388	163	0	0	0	62	613
03:30 PM	325	174	0	0	0	75	574
03:45 PM	326	198	0	0	0	68	592
Total	1459	693	0	0	0	267	2419
		8	_	_ 1	_	1	
04:00 PM	410	160	0	0	0	55	625
04:15 PM	357	184	0	0	0	60	601
04:30 PM	423	164	0	0	0	71	658
04:45 PM	411	152	0	0	0	58	621
Total	1601	660	0	0	0	244	2505
Grand Total	4117	1945	0	0	0	723	6785
Apprch %	67.9	32.1	0	0	0	100	
Total %	60.7	28.7	0	0	0	10.7	

N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

	Rotary From North			Rotary From South						
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ection Begins	at 04:00 Pi	М							
04:00 PM	410	160	570	0	0	0	0	55	55	625
04:15 PM	357	184	541	0	0	0	0	60	60	601
04:30 PM	423	164	587	0	0	0	0	71	71	658
04:45 PM	411	152	563	0	0	0	0	58	58	621
Total Volume	1601	660	2261	0	0	0	0	244	244	2505
% App. Total	70.8	29.2		0	0		0	100		
PHF	.946	.897	.963	.000	.000	.000	.000	.859	.859	.952



N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA

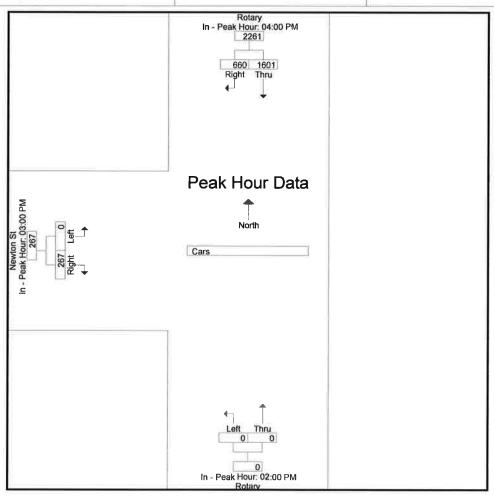
Weather : Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 6

	Rotary			Rotary						
	İ	From North		F	From South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			02:00 PM			03:00 PM		
+0 mins.	410	160	570	0	0	0	0	62	62
+15 mins.	357	184	541	0	0	0	0	62	62
+30 mins.	423	164	587	0	0	0	0	75	75
+45 mins.	411	152	563	0	0	0	0	68	68
Total Volume	1601	660	2261	0	0	0	0	267	26
% App. Total	70.8	29.2		0	0		0	100	
PHF	.946	.897	.963	.000	.000	.000	.000	.890	.89



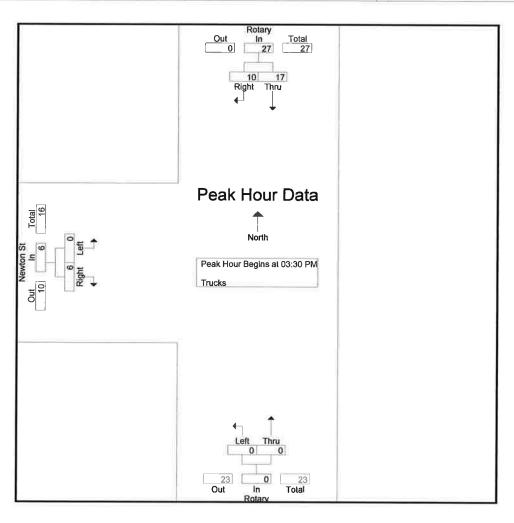
N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

Group	os Prin	ted-T	rucks

	St	Newton St From West		Rotary From South		Rotary From North	
Int. Total	Right	Left	Thru	Left	Right	Thru	Start Time
9	1	0	0	0	2	6	02:00 PM
9	1	0	0	0	4	4	02:15 PM
5	1	0	o	0	4	0	02:30 PM
8	0	0	0	0	3	5	02:45 PM
31	3	0	0	0	13	15	Total
4	1	0	0	0	1	2	03:00 PM
5	1	0	0	0	2	2	03:15 PM
11	5	0	О	0	3	3	03:30 PM
7	0	0	0	0	2	5	03:45 PM
27	7	0	0	0	8	12	Total
8	1	0	o	0	3	4	04:00 PM
7	0	0	o	0	2	5	04:15 PM
1	0	0	0	0	o	1	04:30 PM
2	1	0	0	0	0	1	04:45 PM
18	2	0	0	0	5	11	Total
70	12	0	0	0	26	38	Grand Total
76		0	1		40.6	59.4	Apprch %
	100	0	0	0	34.2	59.4 50	Total %
	15.8	0	0	0	34.2	90	Total %

N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

	Rotary From North			Rotary From South									
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota			
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	eak 1 of 1										
eak Hour for Entire Interse	ction Begins	at 03:30 PI	M										
03:30 PM	3	3	6	0	0	0	0	5	5	11			
03:45 PM	5	2	7	0	0	0	0	0	ő	'-			
04:00 PM	4	3	7	0	0	0	0	1	1	8			
04:15 PM	5	2	7	0	0	o	0	0	0	17			
Total Volume	17	10	27	0	0	0	0	6	6	33			
% App. Total	63	37		0	0		0	100					
PHF	.850	.833	.964	.000	.000	.000	.000	.300	.300	.750			



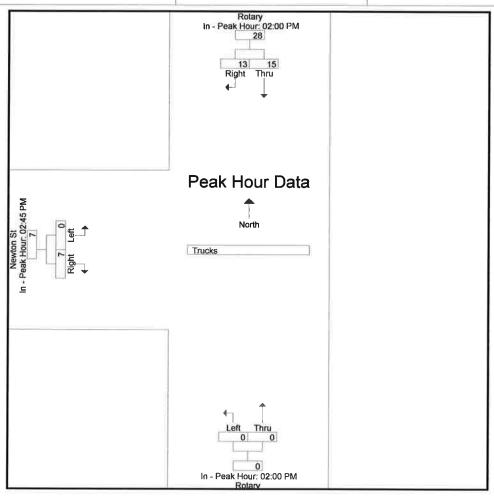
N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 9

		Rotary		Rotary			Newton St			
		From North		From South From West		From South From West				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:00 PM			02:45 PM		
+0 mins.	6	2	8	0	0	0	0	0	0
+15 mins.	4	4	8	0	0	0	0	1	1
+30 mins.	0	4	4	0	0	0	0	1	1
+45 mins.	5	3	8	0	0	0	0	5	5
Total Volume	15	13	28	0	0	0	0	7	7
% App. Total	53.6	46.4		0	0		0	100	
PHF	.625	.813	.875	.000	.000	.000	.000	.350	.350



N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

Total %

0

50

File Name: 73820004 Site Code: 73820004 Start Date: 1/18/2017 Page No: 10

				4	Groups Prir	nted- Bike	s Peds			17		
	Fr	Rotary om North		Fr	Rotary om South			Newton St From West				
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	1	0	0	0	0	0	0	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	1	1
03:00 PM	О	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	О	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	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
04:00 PM	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	О	0	0	o	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	o	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	1,	0	0	0	0	0	1	0	0	2	2
Apprch %	0	100		0	0		0	100				

0 0

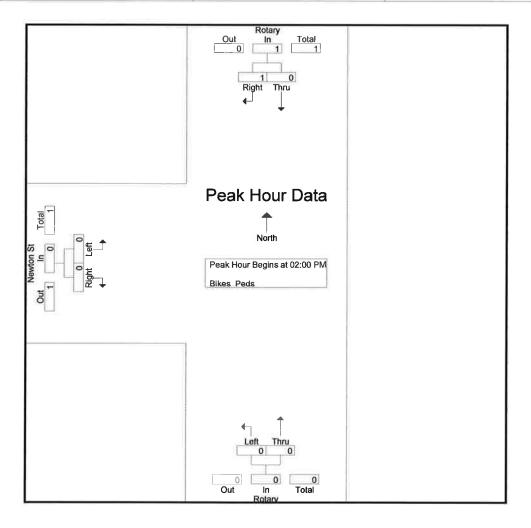
0 50

0

100

N/S Street : Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

		Rotary			Rotary			Newton St		
	F	From North			From South	rom South From West			From West	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From 02	2:00 PM to 0	4:45 PM - F	Peak 1 of 1				-			
ak Hour for Entire Interse	ction Begins	at 02:00 Pl	M							
02:00 PM	0	0	0	0	0	0	0	0	0	C
02:15 PM	0	0	0	0	0	0	0	0	0	(
02:30 PM	0	1	1	0	0	0	0	0	0	
02:45 PM	0	0	o	0	0	0	0	0	o	Ċ
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250



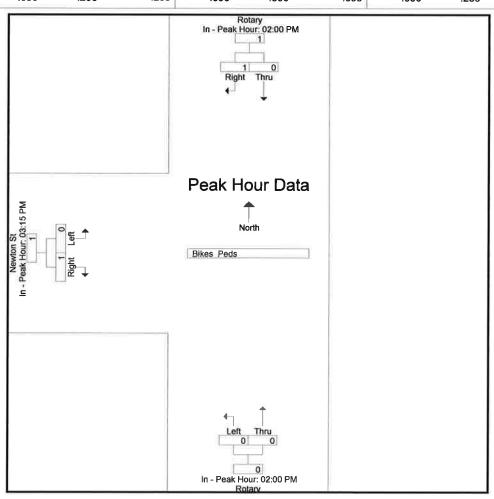
N/S Street: Horace James Circle E/W Street : Newton Street City/State : Brookline, MA Weather : Rain

File Name : 73820004 Site Code : 73820004 Start Date : 1/18/2017 Page No : 12

		Rotary			Rotary			Newton St		
		From North		F	From South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:00 PM			03:15 PM		
+0 mins.	0	0	0	0	0	0	o	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	1	1	0	0	0	0	1	1
% App. Total	o	100		0	0		0	100	
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250



N/S Street : Horace James Circle E/W Street : Hammond Pond Parkway City/State : Brookline, MA Weather : Rain

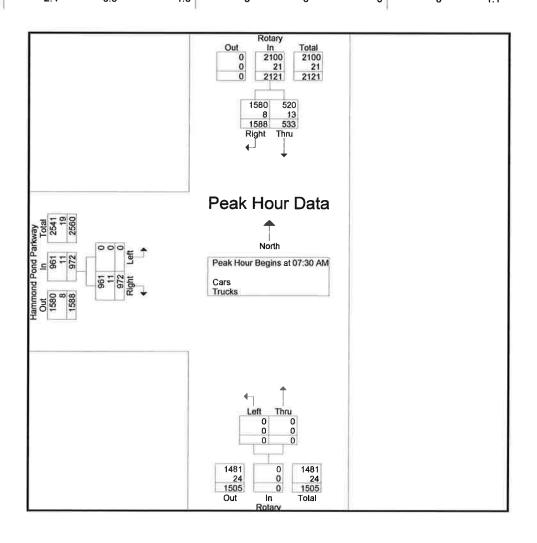
File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 1

Groups Printed- Cars - Trucks

	Rotary From Nortl	n	Rotary From South		Hammond Pond From Wes		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	67	372	0	0	0	159	598
07:15 AM	125	391	0	0	0	198	714
07:30 AM	130	400	0	0	0	243	773
07:45 AM	161	385	0	o	0	258	804
Total	483	1548	0	0	0	858	2889
08:00 AM	137	402	0	o	0	257	796
08:15 AM	105	401	0	0	0	214	720
08:30 AM	122	370	0	0	0	196	688
08:45 AM	145	385	0	0	0	194	724
Total	509	1558	0	0	0	861	2928
Grand Total	992	3106	0	o l	0	1719	5817
Apprch %	24.2	75.8	0	0	0	100	0011
Total %	17.1	53.4	0	0	0	29.6	
Cars	958	3086	0	0	0	1702	5746
% Cars	96.6	99.4	0	0	0	99	98.8
Trucks	34	20	0	0	0	17	71
% Trucks	3.4	0.6					
76 I TUCKS	3.4	0.0	0	0	0	1	1.2

N/S Street : Horace James Circle E/W Street : Hammond Pond Parkway
City/State : Brookline, MA
Weather : Rain

		Rotary From North			Rotary From South			and Pond Pa From West	arkway	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From 0	7:00 AM to 0	8:45 AM - P	eak 1 of 1							
eak Hour for Entire Interse	ection Begins	at 07:30 AM	1							
07:30 AM	130	400	530	0	0	0	0	243	243	773
07:45 AM	161	385	546	0	0	0	0	258	258	804
08:00 AM	137	402	539	0	0	0	0	257	257	79
08:15 AM	105	401	506	0	0	o	0	214	214	72
Total Volume	533	1588	2121	0	0	0	0	972	972	309
% App. Total	25.1	74.9		0	0		0	100		
PHF	.828	.988	.971	.000	.000	.000	.000	.942	.942	.96
Cars	520	1580	2100	0	0	0	0	961	961	306
% Cars	97.6	99.5	99.0	0	0	0	0	98.9	98.9	99.
Trucks	13	8	21	0	0	0	0	11	11	3
% Trucks	2.4	0.5	1.0	0	0	0	0	1.1	1.1	1.0



N/S Street: Horace James Circle E/W Street: Hammond Pond Parkway

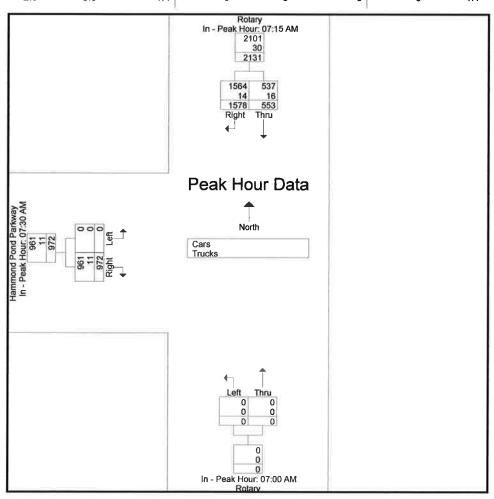
City/State : Brookline, MA Weather : Rain

File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 3

		Rotary			Rotary		Hammo	ond Pond Pa	arkway	
		From North			From South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

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

. iou. io. Lucii ripp	rodon Bogino di	••							
	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	125	391	516	0	0	0	0	243	243
+15 mins.	130	400	530	0	0	0	0	258	258
+30 mins.	161	385	546	0	0	0	0	257	257
+45 mins.	137	402	539	0	0	0	0	214	214
Total Volume	553	1578	2131	0	0	0	0	972	972
% App. Total	26	74		0	0		0	100	
PHF	.859	.981	.976	.000	.000	.000	.000	.942	.942
Cars	537	1564	2101	0	0	0	0	961	961
% Cars	97.1	99.1	98.6	0	0	0	0	98.9	98.9
Trucks	16	14	30	0	0	0	0	11	11
% Trucks	2.9	0.9	1.4	0	0	0	o	1.1	1.1
	1								



N/S Street : Horace James Circle E/W Street : Hammond Pond Parkway City/State : Brookline, MA Weather : Rain

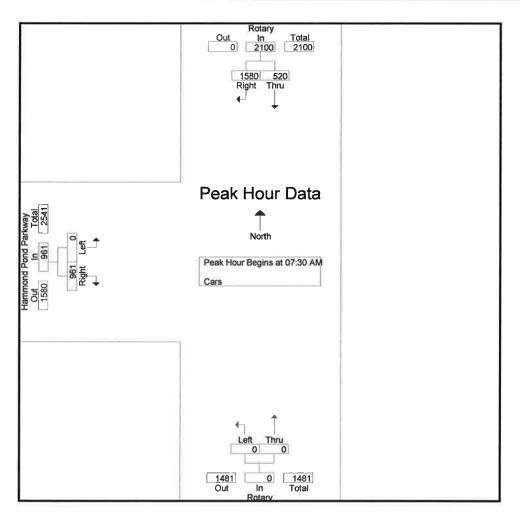
File Name: 73820005 Site Code: 73820005 Start Date: 1/18/2017 Page No: 4

				ps Printed- Cars	Grou		
	⊃arkway t	Hammond Pond P From West		Rotary From South		Rotary From North	
Int. Total	Right	Left	Thru	Left	Right	Thru	Start Time
587	158	0	0	0	368	61	07:00 AM
700	196	0	0	0	385	119	07:15 AM
761	241	0	0	0	396	124	07:30 AM
796	255	0	0	0	383	158	07:45 AM
2844	850	0	0	0	1532	462	Total
	Y						
789	253	0	0	0	400	136	MA 00:80
715	212	0	0	0	401	102	08:15 AM
681	194	0	0	0	368	119	08:30 AM
717	193	0	0	0	385	139	08:45 AM
2902	852	0	0	0	1554	496	Total
5746	1702	0	0	0	3086	958	Grand Total
	100	0	0	0	76.3	23.7	Apprch %
	29.6	0	0	0	53.7	16.7	Total %

N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway

City/State : Brookline, MA Weather : Rain

	Rotary From North				Rotary			ond Pond Pa	arkway		
	'	-rom Nonn			From South From West			From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota	
eak Hour Analysis From 07	7:00 AM to 0	8:45 AM - F	Peak 1 of 1					-			
eak Hour for Entire Interse	ction Begins	at 07:30 A	М								
07:30 AM	124	396	520	0	0	0	0	241	241	76	
07:45 AM	158	383	541	0	0	0	0	255	255	79	
08:00 AM	136	400	536	0	0	0	0	253	253	78	
08:15 AM	102	401	503	0	0	0	0	212	212	71:	
Total Volume	520	1580	2100	0	0	0	0	961	961	306	
% App. Total	24.8	75.2		0	0		0	100			
PHF	.823	.985	.970	.000	.000	.000	.000	.942	.942	.96	



N/S Street: Horace James Circle E/W Street: Hammond Pond Parkway

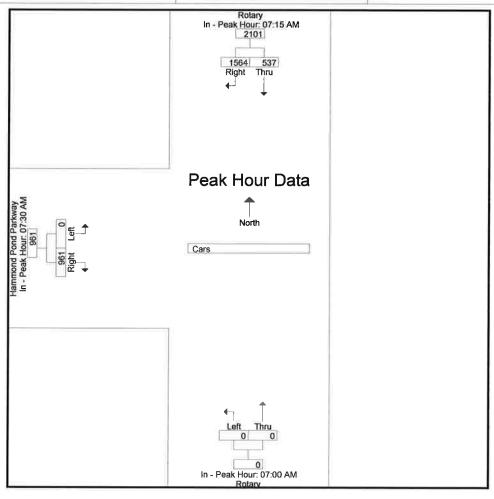
City/State : Brookline, MA Weather : Rain

File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No :: 6

	Rotary			Rotary		Hammond Pond Parkway			
	From North		From South				From West		
Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
	Thru	From North	From North	From North I	From North From South	From North From South	From North From South	From North From South From West	From North From South From West

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

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	119	385	504	0	0	0	0	241	241
+15 mins.	124	396	520	0	0	0	0	255	255
+30 mins.	158	383	541	O	0	0	0	253	253
+45 mins.	136	400	536	0	0	0	0	212	212
Total Volume	537	1564	2101	0	0	0	0	961	961
% App. Total	25.6	74.4		0	0		o	100	
PHF	.850	.978	.971	.000	.000	.000	.000	.942	.942



N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway

Grand Total

Apprch %

Total %

34

63

47.9

20

37

28.2

City/State : Brookline, MA Weather : Rain

File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 7

		Hammond Pond P From West		Rotary From South		Rotary From North	
Int. Total	Right	Left	Thru	Left	Right	Thru	Start Time
11	1	0	0	0	4	6	07:00 AM
14	2	0	О	0	6	6	07:15 AM
12	2	0	o	0	4	6	07:30 AM
8	3	0	0	0	2	3	07:45 AM
45	8	0	0	0	16	21	Total
	V		1		,		
7	4	0	0	0	2	1	MA 00:80
5	2	0	0	0	0	3	08:15 AM
7	2	0	О	0	2	3	08:30 AM
7	1	0	o	0	0	6	08:45 AM
26	9	0	0	0	4	13	Total

0

0

0

0

0

0

0

0

17

100

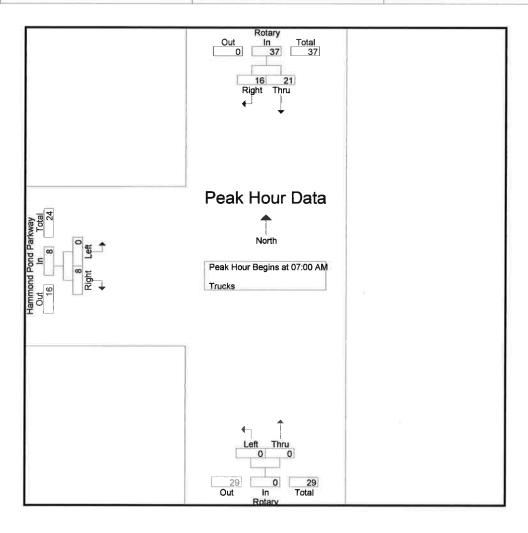
23.9

71

N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway

City/State : Brookline, MA Weather : Rain

	Rotary From North				Rotary From South		Hammo	arkway		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From	07:00 AM to 0)8:45 AM - F	Peak 1 of 1							
eak Hour for Entire Inter	section Begins	at 07:00 A	М							
07:00 AM	6	4	10	0	0	0	0	1	1	1
07:15 AM	6	6	12	0	0	0	0	2	2	1
07:30 AM	6	4	10	0	0	0	0	2	2	1:
07:45 AM	3	2	5	0	0	0	0	3	3	
Total Volume	21	16	37	0	0	0	0	8	8	4:
% App. Total	56.8	43.2		0	0		0	100		
PHF	.875	.667	.771	.000	.000	.000	.000	.667	.667	.804



N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway

City/State : Brookline, MA Weather : Rain

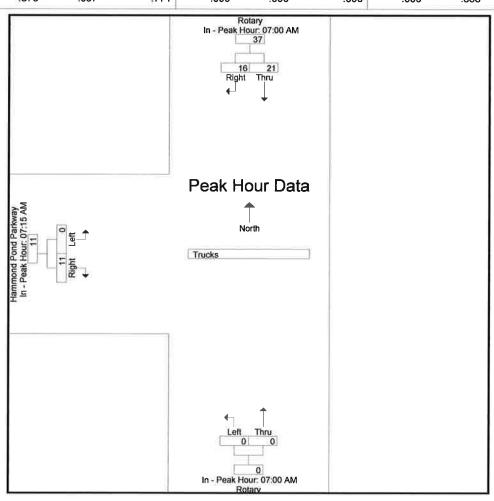
File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017

Page No : 9

		Rotary From North			Rotary		Hamı	Parkway		
	1	From North		From South						
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

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

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	6	4	10	0	0	0	0	2	2
+15 mins.	6	6	12	0	0	0	0	2	2
+30 mins.	6	4	10	0	0	0	0	3	3
+45 mins.	3	2	5	0	0	0	0	4	4
Total Volume	21	16	37	0	0	0	0	11	11
% App. Total	56.8	43.2		0	0		0	100	
PHF	.875	.667	.771	.000	.000	.000	.000	.688	.688



N/S Street : Horace James Circle E/W Street : Hammond Pond Parkway City/State : Brookline, MA Weather : Rain

File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 10

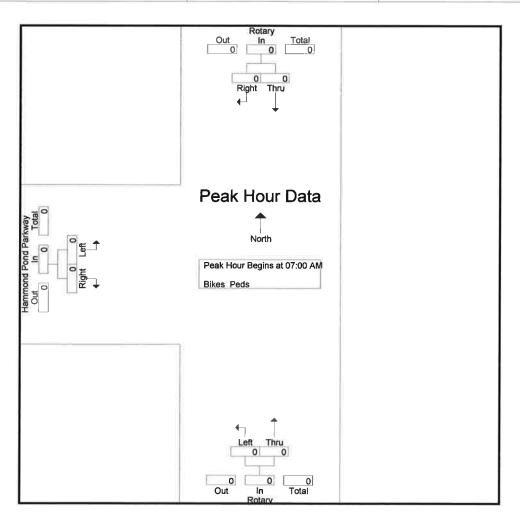
Groups Printed- Bikes Peds

	Fr	Rotary om North			Rotary om South		Hammon	d Pond Par	kway			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	o	0	0
07:45 AM	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
08:00 AM	0	0	o	0	0	o	0	0	o	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	o	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway
City/State: Brookline, MA
Weather: Rain

ian Date		17	0/2
age No	٠	11	

	F	Rotary From North			Rotary From South		Hammo	arkway		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From 0	07:00 AM to 0	8:45 AM - F	Peak 1 of 1							
eak Hour for Entire Inters	ection Begins	at 07:00 Al	М							
07:00 AM	0	0	0	0	0	0	0	0	0	(
07:15 AM	0	0	0	0	0	0	0	0	О	(
07:30 AM	0	0	0	0	0	0	0	0	0	(
07:45 AM	0	0	0	0	0	0	0	0	0	(
Total Volume	0	0	0	0	0	0	0	0	0	
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.00



N/S Street: Horace James Circle E/W Street: Hammond Pond Parkway

City/State : Brookline, MA Weather : Rain

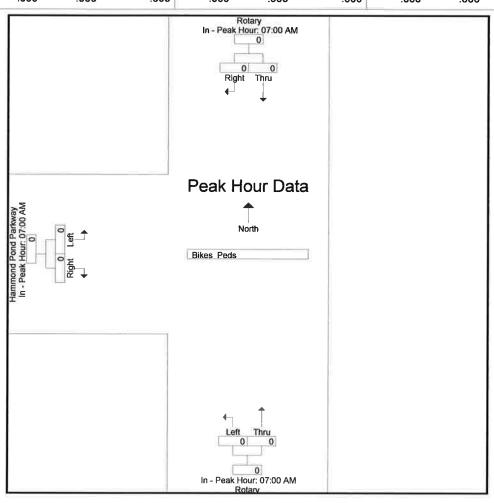
File Name: 73820005 Site Code : 73820005 Start Date : 1/18/2017

Page No : 12

	Rotary				Rotary Ha			Hammond Pond Parkway			
	From North		From South								
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	

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

	07:00 AM		C	7:00 AM			07:00 AM	07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	C		
+15 mins.	0	0	0	0	0	0	0	0	C		
+30 mins.	0	0	0	0	0	0	0	0	C		
+45 mins.	0	0	0	0	0	0	0	0	C		
Total Volume	0	0	0	0	0	0	0	0	0		
% App. Total	0	0		0	0		0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000		



N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway City/State: Brookline, MA Weather: Rain

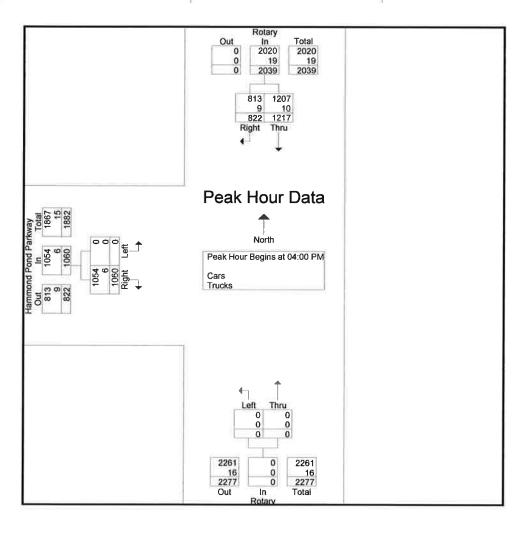
Gro	ups Printed- Cars - Trucks
	Rotary
	Franc Caudh

			3	ups Printed- Cars - Truck	Group		1
	ond Parkway	Hammond Po		Rotary		Rotary	
	West	From		From South	1	From Nort	
Int. Total	Right	Left	Thru	Left	Right	Thru	Start Time
593	254	0	0	0	198	141	02:00 PM
552	212	0	0	0	186	154	02:15 PM
644	262	0	0	0	220	162	02:30 PM
677	286	0	0	0	187	204	02:45 PM
2466	1014	0	0	0	791	661	Total
792	309	0	o	0	211	272	03:00 PM
785	300	0	0	0	230	255	03:15 PM
706	258	0	0	0	201	247	03:30 PM
762	284	0	0	0	231	247	03:45 PM
3045	1151	0	0	0	873	1021	Total
808	277	0	0	0	231	300	04:00 PM
748	263	0	0	0	200	285	04:15 PM
767	277	0	0	0	179	311	04:30 PM
776	243	0	0	0	212	321	04:45 PM
3099	1060	0	0	0	822	1217	Total
8610	3225	0	0	0	2486	2899	Grand Total
	100	0	0	0	46.2	53.8	Apprch %
	37.5	0	0	0	28.9	33.7	Total %
8528	3202	0	0	0	2466	2860	Cars
99	99.3	0	0	0	99.2	98.7	% Cars
82	23	0	0	0	20	39	Trucks
1	0.7	0	0	0	0.8	1.3	% Trucks
					- 2		3)

N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway

City/State : Brookline, MA Weather : Rain

		Rotary			Rotary		Hammo	ond Pond Pa	arkway	
	F	From North			From South			From West		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
Peak Hour Analysis From 0	02:00 PM to 0	4:45 PM - F	Peak 1 of 1							
Peak Hour for Entire Interse	ection Begins	at 04:00 Pl	М							
04:00 PM	300	231	531	0	0	0	0	277	277	808
04:15 PM	285	200	485	0	0	0	0	263	263	748
04:30 PM	311	179	490	0	0	0	0	277	277	767
04:45 PM	321	212	533	0	0	0	0	243	243	776
Total Volume	1217	822	2039	0	0	0	0	1060	1060	3099
% App. Total	59.7	40.3		0	0		0	100		
PHF	.948	.890	.956	.000	.000	.000	.000	.957	.957	.959
Cars	1207	813	2020	0	0	0	0	1054	1054	3074
% Cars	99.2	98.9	99.1	0	0	0	0	99.4	99.4	99.2
Trucks	10	9	19	0	0	0	0	6	6	25
% Trucks	0.8	1.1	0.9	0	0	0	0	0.6	0.6	0.8



N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway

City/State : Brookline, MA Weather : Rain

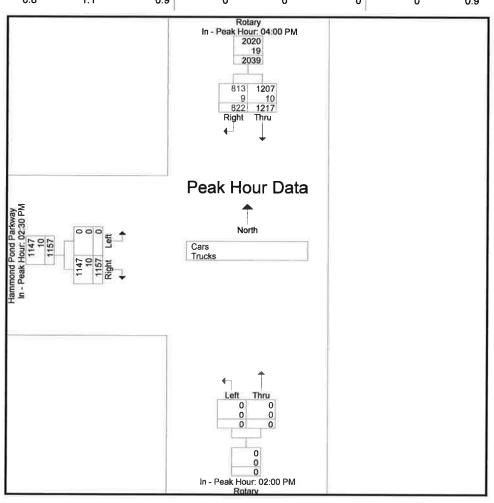
File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017

Page No : 3

	Rotary				Rotary			Hammond Pond Parkway			
	From North From South		1								
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			02:00 PM			02:30 PM		
+0 mins.	300	231	531	0	0	0	0	262	262
+15 mins.	285	200	485	0	0	0	0	286	286
+30 mins.	311	179	490	0	0	0	0	309	309
+45 mins.	321	212	533	0	0	0	0	300	300
Total Volume	1217	822	2039	0	0	0	0	1157	1157
% App. Total	59.7	40.3		0	0		0	100	
PHF	.948	.890	.956	.000	.000	.000	.000	.936	.936
Cars	1207	813	2020	0	0	0	0	1147	1147
% Cars	99.2	98.9	99.1	0	0	0	0	99.1	99.1
Trucks	10	9	19	0	0	0	0	10	10
% Trucks	8.0	1.1	0.9	0	0	0	0	0.9	0.9

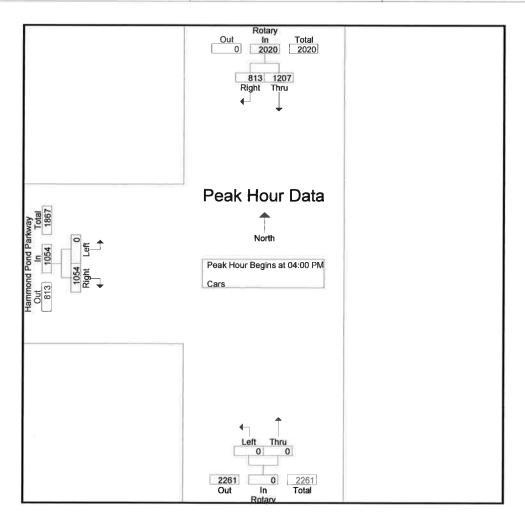


N/S Street : Horace James Circle E/W Street : Hammond Pond Parkway City/State : Brookline, MA Weather : Rain

			Groups Printed- Ca	rs			
	Rotary From No	rth	Rotar From So	y outh	Hammond Po	nd Parkway	
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
02:00 PM	135	197	0	0	0	252	584
02:15 PM	147	186	0	0	0	211	544
02:30 PM	160	215	0	0	0	262	637
02:45 PM	202	186	0	0	0	280	668
Total	644	784	0	0	0	1005	2433
03:00 PM	271	211	0	0	0	307	789
03:15 PM	253	227	0	o	0	298	778
03:30 PM	243	201	0	o	0	256	700
03:45 PM	242	230	0	0	0	282	754
Total	1009	869	0	0	0	1143	3021
04:00 PM	295	228	o	0	0	275	798
04:15 PM	281	199	0	0	0	260	740
04:30 PM	310	176	0	0	0	277	763
04:45 PM	321	210	0	0	0	242	773
Total	1207	813	0	0	0	1054	3074
Grand Total	2860	2466	0	0	0	3202	8528
Apprch %	53.7	46.3	0	0	0	100	
Total %	33.5	28.9	0	0	0	37.5	

N/S Street: Horace James Circle E/W Street: Hammond Pond Parkway
City/State: Brookline, MA
Weather: Rain

	Rotary From North			Rotary From South			Hammo	arkway		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
eak Hour Analysis From 0	2:00 PM to 0	4:45 PM - F	Peak 1 of 1							
eak Hour for Entire Interse	ction Begins	at 04:00 P	М							
04:00 PM	295	228	523	0	0	0	0	275	275	798
04:15 PM	281	199	480	0	0	О	0	260	260	740
04:30 PM	310	176	486	0	0	0	0	277	277	763
04:45 PM	321	210	531	0	0	0	0	242	242	773
Total Volume	1207	813	2020	0	0	0	0	1054	1054	3074
% App. Total	59.8	40.2		0	0		0	100		
PHF	.940	.891	.951	.000	.000	.000	.000	.951	.951	.963



N/S Street: Horace James Circle E/W Street: Hammond Pond Parkway

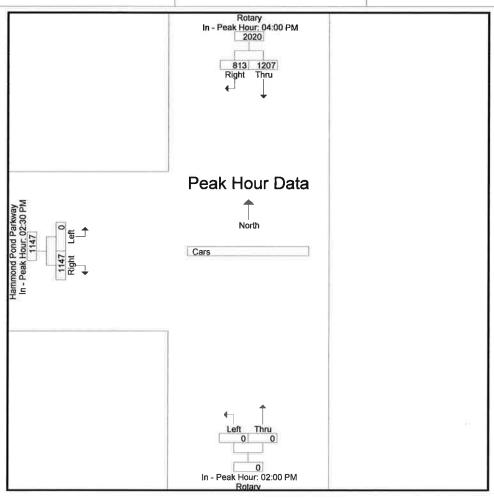
City/State : Brookline, MA Weather : Rain

File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 6

	Rotary				Rotary			Hammond Pond Parkway			
	From North		From South			From West					
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	04:00 PM			02:00 PM			02:30 PM		
+0 mins.	295	228	523	0	0	0	0	262	262
+15 mins.	281	199	480	0	0	0	0	280	280
+30 mins.	310	176	486	0	0	0	0	307	307
+45 mins.	321	210	531	0	0	0	0	298	298
Total Volume	1207	813	2020	0	0	0	0	1147	1147
% App. Total	59.8	40.2		0	0		0	100	
PHF	.940	.891	.951	.000	.000	.000	.000	.934	.934



N/S Street : Horace James Circle E/W Street : Hammond Pond Parkway City/State : Brookline, MA Weather : Rain

Total %

47.6

File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 7

	arkwav	Hammond Pond P		s Printed- Trucks Rotary		Rotary	
		From West		From South		From North	
Int. Total	Right	Left	Thru	Left	Right	Thru	Start Time
9	2	0	0	0	1	6	02:00 PM
8	1	0	0	0	0	7	02:15 PM
7	0	0	0	0	5	2	02:30 PM
9	6	0	0	0	1	2	02:45 PM
33	9	0	0	0	7	17	Total
3	2	0	0	0	О	1	03:00 PM
7	2	0	o	0	3	2	03:15 PM
6	2	0	О	0	О	4	03:30 PM
8	2	0	o	0	1	5	03:45 PM
24	8	0	0	0	4	12	Total
10	2	0	0	0	3	5	04:00 PM
8	3	0	0	0	1	4	04:15 PM
							04:30 PM
4	0	0	0	0	3	1	
3	1	0	0	0	2	0	04:45 PM
25	6	0	0	0	9	10	Total
82	23	0	0	0	20	39	Grand Total
	100	0	0	0	33.9	66.1	Apprch %

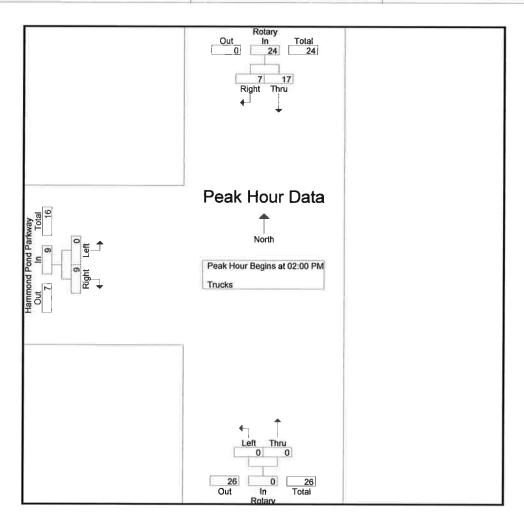
24.4

0

28

N/S Street: Horace James Circle E/W Street: Hammond Pond Parkway
City/State: Brookline, MA
Weather: Rain

	Rotary From North			F	Rotary From South			Hammond Pond Parkway From West			
Start Time	Thru	Right	App. Total	Left	Thru App. Total		Left	Right	App. Total	Int. Total	
Peak Hour Analysis From	02:00 PM to 0)4:45 PM - F	Peak 1 of 1				-				
Peak Hour for Entire Inters	ection Begins	at 02:00 P	М								
02:00 PM	6	1	7	0	0	0	0	2	2	9	
02:15 PM	7	0	7	0	0	0	0	1	1	8	
02:30 PM	2	5	7	0	0	0	0	0	0	7	
02:45 PM	2	1	3	0	0	0	0	6	6	9	
Total Volume	17	7	24	0	0	0	0	9	9	33	
% App. Total	70.8	29.2		0	0		0	100			
PHF	.607	.350	.857	.000	.000	.000	.000	.375	.375	.917	



N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway
City/State: Brookline, MA
Weather: Rain

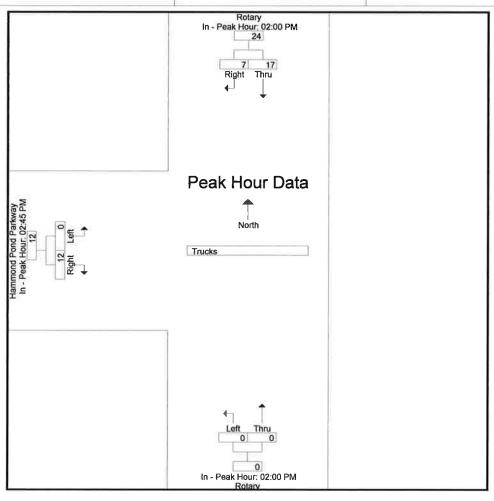
File Name : 73820005 Site Code : 73820005 Start Date ; 1/18/2017

Page No : 9

	Rotary From North			Rotary			Hami			
					From South	ו				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

	02:00 PM			02:00 PM			02:45 PM			
+0 mins.	6	1	7	0	0	0	0	6	(
+15 mins.	7	0	7	0	0	0	0	2	:	
+30 mins.	2	5	7	0	0	0	0	2	:	
+45 mins.	2	1	3	0	0	0	0	2		
Total Volume	17	7	24	0	0	0	0	12	12	
% App. Total	70.8	29.2		0	0		0	100		
PHF	.607	.350	.857	.000	.000	.000	.000	.500	.50	



N/S Street : Horace James Circle E/W Street : Hammond Pond Parkway
City/State : Brookline, MA
Weather : Rain

Groups Printed- Bikes Pe	No.	

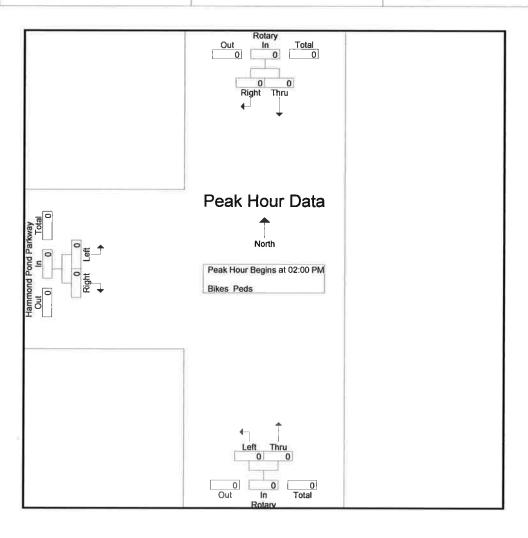
	Rotary From North			Rotary From South			Hammond Pond Parkway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	О	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	О	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	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
04:00 PM	0	0	o	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	1	1	0	1
Apprch %	0	0		0	0		0	0				
Total %										100	0	

Accurate Counts 978-664-2565

N/S Street : Horace James Circle E/W Street: Hammond Pond Parkway
City/State: Brookline, MA
Weather: Rain

File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 11

		Rotary From North			Rotary From South			ond Pond Pa From West	arkway	
Start Time	Thru		Ann Total						A T-4-1	1.1 7.1.1
Start Time	mu	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tota
Peak Hour Analysis From 0	02:00 PM to 0	14:45 PM - F	Peak 1 of 1						•	
Peak Hour for Entire Interse	ection Begins	at 02:00 PI	М							
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	C
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	О	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



N/S Street: Horace James Circle E/W Street : Hammond Pond Parkway

City/State : Brookline, MA Weather : Rain

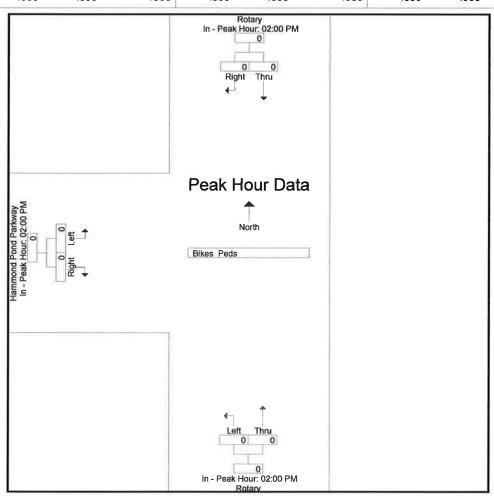
File Name : 73820005 Site Code : 73820005 Start Date : 1/18/2017 Page No : 12

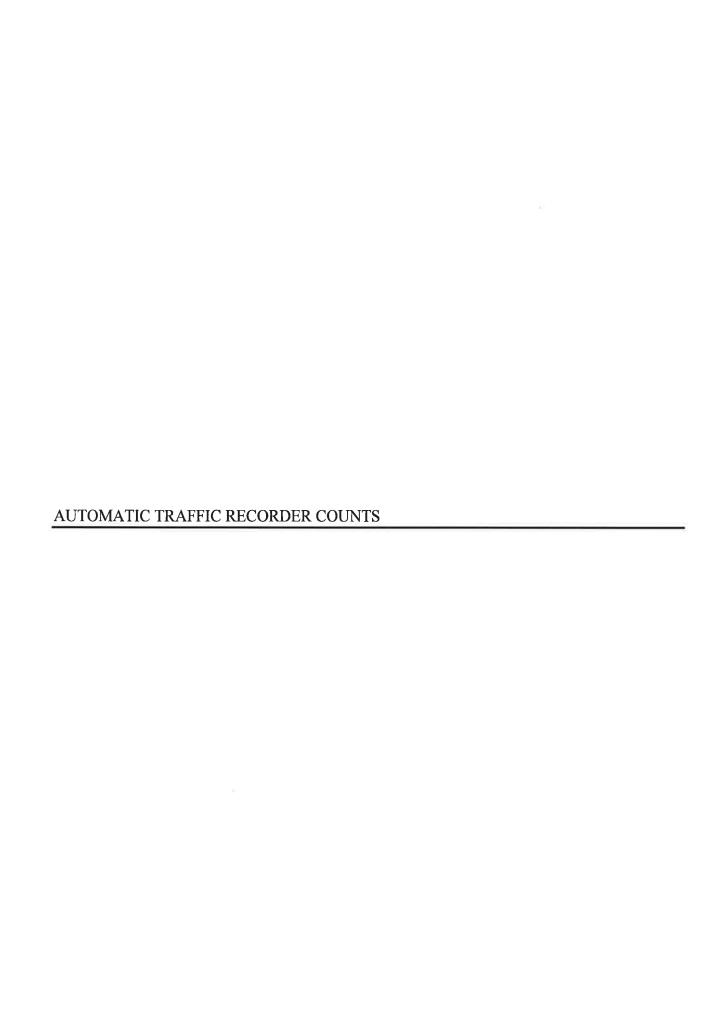
		Rotary			Rotary		Ham	mond Pond	Parkway	
		From Norti	h		From Sout	h		From Wes	t	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000





Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy City: Brookline, MA

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Vanasse & Associates Location: Beverly Rd Location: SE of Baker School City: Brookline, MA

35 New England Business Center Dr, Suite 140 Andover, MA 01810

Start	07-Dec-16		tbound	Hour	Totals		bound	Hour	Totals	Combin	ed Totals
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00		*	* 1			*	*				
12:15		*	*		1	*	*				
12:30		*	*		1	*	*		T I		
12:45		*	*	0	0	*	*	0	0	0	
01:00		*	*			*	*	•	•	·	
01:15		*	*		- 1		*				
01:30		*	*		1	*	*				
01:45		*	9	0	9		8	0	8	0	1
02:00		*	28			*	19	·	٦	·	
02:15		*	17				26		- 1		
02:30		*	17			*	29				
02:45		*	9	0	71	3 ★ 33	21	0	95	0	16
03:00		*	8				23	U	35	U	10
03:15		*	13		- 1	*	21				
03:30		*	15			*	22				
03:45		*	13	0	49		17	0	83	0	429
04:00		*	11	•	75	*	23	U	63	U	13
04:15		*	12				19				
04:30		*	19			*	24				
04:45		*	11	0	53		23		00		
05:00		*	16	U	55		23	0	89	0	14.
05:15		*	28		1	-	19		1		
05:30		*	29			2	21				
05:45		*	15	^	00	2	48	_		_	
06:00		*	15	0	88	- 1	37	0	125	0	213
06:00			9		1	2	28		1		
06:30			4		- 1	1	15				
06:30		-	10			- 3	21		_ 1		
06:45		<u> </u>	13	0	36	- 5	19	0	83	0	119
07:00 07:15		1075 1026	7				9				
07:10		- 1	6				12				
07:30		-	3	_		:**	8				
07:45			7	0	23	*	14	0	43	0	66
08:00			7			:180	18				
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08:45		958	3	0	13	*	2	0	36	0	49
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09:15		*	2		- 1	*	9 3 7				
09:30		*	1		1		3		1		
09:45		*	2	0	7		7	0	27	0	34
10:00		·	1		- 1		5				
10:15		*	1		1		3				
10:30		*	1		- 1	9₩2	1				
10:45		*	0	0	3	*	3	0	12	0	15
11:00		*	0			*	1	•		Ū	10
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Total		0	355 100.0%	<u>`</u> -	9]	0	603	U	41.	0	958
ercent		0.0%	400.000			0.0%	100.0%			0.0%	100.0%

Vanasse & Associates Location: Beverly Rd Location: SE of Baker School

City: Brookline, MA

35 New England Business Center Dr, Suite 140 Andover, MA 01810

Start 08-Dec-16			bound		Totals		bound	Hour	Totals	Combin	ed Totals
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoor
12:00		0	3			1	10				
12:15		0	4			0	10		1		
12:30		1	12			2	9		1		
12:45		0	10	1	29	2 0	18	3	47	4	76
01:00		0	6			0	8			•	
01:15		1	6		1	0	11		4		
01:30		0	11		1	0	8				
01:45		0	10	1	33	0	11	0	38	1	7
02:00		1	22			0 0	10			•	·
02:15		0	26		1	0	8				
02:30		0	18		i i	0	45				
02:45		0	15	1	81	0	31	0	94	1	175
03:00		0	9			Ö	27	·	04		173
03:15		0	15			Ō	18		- 4		
03:30		0	13			Ö	29		1		
03:45		0	13	0	50	Ŏ	27	0	101	0	151
04:00		0	12			Ö	16	Ū	101	U	13
04:15		0	_14			Ŏ	18				
04:30		0	15			Ö	14				
04:45		0	12	0	53	ŏ	16	0	64	0	447
05:00		1	15	·	00	2	27	U	04	0	117
05:15		3	30			2	21				
05:30		ŏ	16		1	0	39		1		
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06:00		2	10		٥, ا	1	33	4	132	8	219
06:15		2 5	10			4	23				
06:30		5	5			4					
06:45		5 7	7	_ 19	32	8 8	26	04	0.7	4.0	
07:00		8	5	19	32	8	15	21	97	40	129
07:15		25	13			14	15				
07:30		35	7			14					
07:45		76	3	144	28	48 72	16	4.40			
08:00		70	2	144	20	72	10	142	47	286	75
08:15		8 7	4			39	13				
08:30		0			1	14	12				
08:45		8	8	26	10	13 9	3				
09:00		9	5	20	18	9	5	75	33	101	51
09:15		6	5		- 1	8 7	13				
09:30					1	/	10				
09:45		2 3	2	00	40	8	5				
10:00		3	1	20	13	10 5	8	33	36	53	49
10:00		6	2		- 1	5	1				
10:30		13	1			11	3				
10:30		8 8	1		-	10	2				
11.40		8	1	35	5	10	1	36	7	71	12
11:00		7	0			11	2				
11:15		8	0			8	1				
11:30		7	0			10	1				
11:45		9	3	31	3	9	2	38	6	69	9
Total		282	432			352	702			634	1134
Percent		39.5%	60.5%			33.4%	66.6%			35.9%	64.1%

Vanasse & Associates Location: Beverly Rd Location: SE of Baker School City: Brookline, MA 35 New England Business Center Dr, Suite 140 Andover, MA 01810

ADT

ADT 1,731

AADT 1,731

Start	09-Dec-16	West	bound		Totals		bound	Hour	Totals	Combin	ed Totals
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00		0	*			Ö	*		7.11.01.11.00.11	monning	7 1110711100
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01:15		ő	*		1	i	*		1		
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01:45		ŏ	*	0	0	0				_	
02:00		0	*	U	١	Ü	- 1	2	0	2	
02:00		0			- 1	0	- a		1		
02:15		0			- 4	0			- 1		
02.30		0		_	- 1	0					
02:45		0	-	0	0	0	*	0	0	0	
03:00		0	*			0	:*:		~ [
03:15		0	*			0	*		1		
03:30		0	*			0	*				
03:45		0	*	0	0	0	*	0	0	0	
04:00		0	*		- 4	Ö	*			Ŭ	
04:15		0	*			Ö	*				
04:30		Ö	*		- 1	Õ	*				
04:45		1	*	1	0	ő		0	0		
05:00		ò	*	8	۰	ŏ	*	U	U	1	
05:15		1	*		- 1	0					
05:30		2	*		1	•	*				
05:45		0	*	•		1	*	2	20		
		•	*	3	0	3 2	(C)	4	0	7	(
06:00		0	*		1	2	*				
06:15		5				7	*				
06:30		4	*		1	2 9	*				
06:45		6	*	15	0	9	*	20	0	35	(
07:00		14	*			6	*				
07:15		17	*			10	*				
07:30		35	*			41	*		1		
07:45		63	*	129	0	64	•	121	0	250	(
08:00		13	*		-	28	*			200	,
08:15		11	*			11					
08:30		9	*		1	28	*				
08:45		4	*	37	0	13	*	80	0	447	_
09:00		9	*	3,	١	10		00	0	117	C
09:15		4	*			16					
09:30		9				9					
						9	2.00	22000			
09:45		15		37	0	18	*	52	0	89	C
10:00		7			1	9	*		1		
10:15		6 9	*		-	9			1		
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11:00		14	:₩:		1	10	**				-
11:15		12			- 1	10	*				
11:30		6			1	7	*				
11:45		*		32	0	*		27	0	59	
Total		285	0			345			0		0
Percent		100.0%	0.0%			100.0%	0			630	0
Grand						100.0%	0.0%			100.0%	0.0%
		567	787			697	1305			1264	2092
Total											
Percent		41.9%	58.1%			34.8%	65.2%			37.7%	62.3%

Vannase & Associates Location: Beverly Rd Location: NW of Baker School 35 New England Business Center Dr, Suite 140 Andover, MA 01810

City: Brookline, MA

Start	07-Dec-16	Westl	ound		Totals		bound	Hour	Totals	Combin	ed Totals
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00			18.0				*				
12:15		*	*		I		*		1		
12:30			*			*	*		1		
12:45		*	*	0	0	*	*	0	0	0	
01:00		*	*			*	*		- 1	_	
01:15		•	*		1	*	*		ł		
01:30			*		1	*	*				
01:45			*	0	0	*	*	0	0	0	
02:00		*	27		1	*	23		- 1	-	
02:15			10		1	*	33		- 0		
02:30			34		- 1	*	17		i i		
02:45		*	23	0	94	*	17	0	90	0	18
03:00		•	12			*	16	_	00	·	''
03:15			14			*	10				
03:30		*	21			*	21				
03:45			23	0	70	*	18	0	65	0	13
04:00		*	15			*	14	ŭ	00	Ū	1,
04:15		10.00	10			*	18		1		
04:30		*	20			*	25				
04:45			17	0	62	*	27	0	84	0	14
05:00		*	17	_		*	11	·	04	J	1.
05:15			13		- 1	*	26				
05:30		*	20		1	*	32				
05:45		*	15	0	65	*	19	0	88	0	15
06:00		*	21		-	*	22	J	00	U	13
06:15			9			*	19				
06:30		*	11			*	15				
06:45			9	0	50	*	20	0	76	0	12
07:00		*	4	•	00	*	12	U	70	U	12
07:15			8		- 1	*	14				
07:30		*	6			*	6				
07:45			5	0	23	*	16	0	48	0	7
08:00			12	·	20	*	14	U	40	U	/
08:15			3			*	17		- 1		
08:30		*	3		1	*	8		1		
08:45			2	0	20	*	3	0	36	0	5
09:00		*	3	J	20	*	8	ų,	30	U	5
09:15		A VIII *	3			*	9				
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09:45			- 1	0	8	*	10	0	32	•	4
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Total		0	397	U	2		0	0	1	0	
ercent		0.0%	100.0%			0 0.0%	531			0	92
J. 0011L		0.070	100.070			0.0%	100.0%			0.0%	100.0

Vannase & Associates Location: Beverly Rd Location: NW of Baker School City: Brookline, MA

35 New England Business Center Dr, Suite 140 Andover, MA 01810

Start	08-Dec-16	West	bound		Totals		bound	Hour	Totals	Combin	ed Totals
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00		0	7			1	13				
12:15		0	6		- 1	0	8				
12:30		0	5		1	0 2 0	22		1		
12:45		0	12	0	30	0	20	3	63	3	9
01:00		0	6			0	11	-	**	Ū	•
01:15		1	6			0	13				
01:30		0	7		1	0	9				
01:45		1	9	2	28	1	17	1	50	3	78
02:00		1	7			Ó	4		00	3	,
02:15		0	17			ŏ	22				
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02:45		Ö	23	1	71	0 0 0	21	0	71	1	14:
03:00		ŏ	15		/ .	Ö	18	U	(1)	500	14,
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03:30		ő	32		1	0	13		1		
03:45		ŏ	20	- 0	86	0	13	•	0.4	•	4
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04:15		0	24			0	15				
04:30		0	18				14				
04:45						0	9				
05:00		0	14	0	74	0	19	0	57	0	131
05:00		1	9			2	19				
05:30		4	12			0	18				
05:30		0	16	_		0	41				
05:45		1	15	6	52	2	24	4	102	10	154
06:00		1	22			0 2 2 5	24		1		
06:15		/	13			5	23				
06:30		4	9			10	25		1		
06:45		4	8	16	52	20	23	37	95	53	147
07:00		5	3			21	18		- 1		
07:15		12	9			33	3				
07:30		14	10			64	8				
07:45		22	5	53	27	77	12	195	41	248	68
08:00		24	3			35	12			-	
08:15		10	1			35 22	13				
08:30		12	4		I	21	7				
08:45		6	6	52	14	14	9	92	41	144	55
09:00		11	6		1	10	10	-			
09:15		6 5 5 7	9			10	15				
09:30		5				8	7		- 1		
09:45		5	2 2	27	19	8 9	8	37	40	64	59
10:00		7	1			7	2	0,	70	04	39
10:15		13	Ö			11	4		- 1		
10:30		13 9	1			11	2		- 1		
10:45		10	2	39	4	7	3	36	11	7.5	4
11:00		10	1	39	4	12		30	11	75	15
11:15		9	ó			12	3		1		
11:30		10				10	1				
11:45			0	24		15	1	4=	_1		
Total		5	4	34	5	10	2	47	7	81	12
Poroset		230	462			452	642			682	1104
Percent		33.2%	66.8%			41.3%	58.7%			38.2%	61.8%

Vannase & Associates Location: Beverly Rd Location: NW of Baker School City: Brookline, MA

35 New England Business Center Dr, Suite 140 Andover, MA 01810

Site Code: 00738205

Start 09-Dec-16		vvesi	bound		Totals	East	bound	Hour	Totals	Combin	ed Totals
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afterno
12:00		0	*			Ö	*		1	Monning	7 (10)1110
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02:15		0	•			.0	*		7.7		
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02:45		0	*	0	0	0	*	0	0	0	
03:00		Ō	*	_	•	ő	*	Ū	١	U	
03:15		ő	: **			· 0					
03:30		ő			1						
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03.45		0		0	0	0		0	0	0	
04:00		0				0	*				
04:15		0	*			0	skr				
04:30		0	*			0	*				
04:45		1	*	1	0	0		0	0	1	
05:00		0	*			0	*				
05:15		1	*			0			1		
05:30		2	*			2	*		i		
05:45		2	*	5	0	2 2		4			
06:00		ō	*	3	١			4	0	9	
06:15		•				4					
00.15		6				9	*		- 1		
06:30		2				4	*				
06:45		6	*	14	0	17	*	34	0	48	
07:00		8	*			16	*		1		
07:15		8	*			21	*				
07:30		17	*		1	69	*				
07:45		17		50	0	62	*	168	0	218	
08:00		12	*		-	36	*		•	210	
08:15		17				14					
08:30		12	*			19					
08:45		14		- 55		18			_		
00.45		14		55	0	9	7.1	77	0	132	
09:00		9 12				13	*			14	
09:15		12				14	*				
09:30		11	*		1	9	*				
09:45		_ 13	*	45	0	23	*	59	0	104	
10:00		12 11	*			11	*		- 1		
10:15		11	*			5	*				
10:30		5	*			5 5 17	*				
10:45		9	*	37	0	47		0.0			
11:00		13		31	٥	17	- 1	38	0	75	
11.00		13			1	9			- 1		
11:15		13	*		i	9	*				
11:30		8	*			12	*				
11:45		*	*	*		*	*	*	*	*	
Total		243	0			411	0			590	
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	
Grand											0.0
Total		473	859			863	1173			1272	203
Percent		35.5%	64.5%								
		33.370	04.5%			42.4%	57.6%			38.5%	61.59

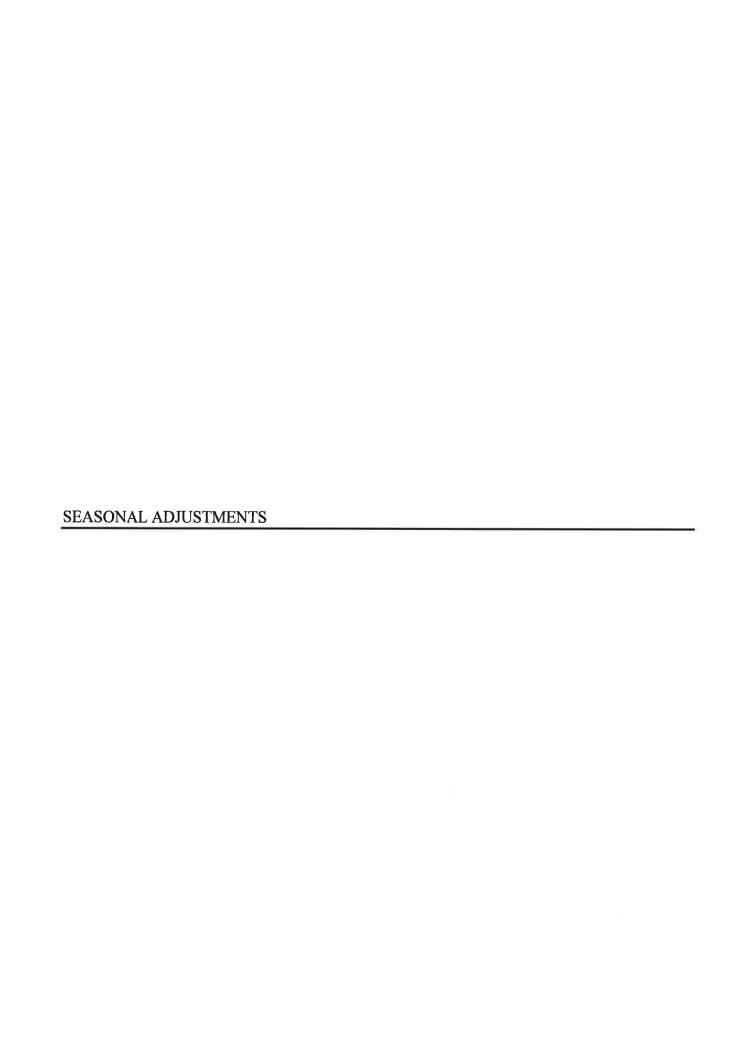


Table 2.1: MassDOT Highway Division - Statewide Traffic Data Collection: 2013
Adjustment Factors

		W										
2013 Weekday Seasonal Factors Factor Group	Jan	Feb	Mar	Apr lv	lay .	Jon	Jul	Aug	Sep	Oet	Nov	Dec
Group 2: Rural Major Collector, R5, R6 & R0	1.12	1.12	1.07	0.99 0.	91 0).90	0.86	0.86	0.92	0.93	1.01	1.05
Group F.4-495 Interstate	-1,02	1 00	1 00	0.96-0	92 0	9.89	0.85	0.85	0.93	0.96	1.011	Sacra Real
Group 6: Urban Arterials, Collectors, & Rural Arterials, U2, U3, U5, U6, R2,R3										0.92/	0.97	0.97
	u	1	-								\mathcal{L}	
Regional Traffic Volume Report: 20	143 Ed	ition										Page 2
	/										1	
	30	66	elon	((8)	5% a	bore
	3°/	reve	age								are	nage



Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy City: Brookline, MA

Number	in Dage	3	•		* •	H	¥¢	41 1	k i	k -1		• •	N 4	* 1	137	10,	0 0	000	2 4 5 6 7	202 185	5 5	₹ &	ያ ኢ	3 6	2 6	24				
Pace	Spead	*		C 3	* 1	ĸ -	k ·	* 1	k 4	• *	: +			٠ ,	26.35	26.35	20-02	20-02	26.30	26-35	26,35	26-35	21-30	25.34	25.34	50.03	İ			
	Total	*	*	+	٠ +	. +	k -	k 1	. +	: +:		•	. 44		185	2 6	377	444	† - † - †	23.5	12	5 6	84	34	a c	2108	3		18.00	414
9/	666	*	*	,	c +		* -	k +		: *	*		: +			0 0	o c	0 0	o c	o c		, c	0	o C	o c	0	%00			
71	75	*	*	*	: #4		: +	· +	: *	*	*	*	*	*	c	o c	o c	0 0	o c	0	0	0	0	c	o c	0	%00			
99	70	*	*	*	: #4	•	. +	: 40	: #	*	*	*	*	*	o	o c	o c	o c	> C	0	0	0	0	C	c	c	%0.0			
61	65	*	*	*	*	*	: 44	ı *	*	*	11	*	*	*	0	c) C	o c	o c	0	0	0	0	0	· c	o	%0.0			
56	90	*	*	*	*	*	*	*	*	*	*	*	*	*	0	C	c	· C	, c	0	0	0	0	0	0	0	0.0%			
51	22	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	· c	• •	0	0	0	0	0	0	0	%0.0			
46	20	ĸ	*	ĸ	: (*	*	e •	*		*	*	*	*	*	0	0	0	c	0	0	0	0	0	0	0	0	%0.0			
4	45	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	-	c	0	0	0	-	0	0	0	2	0.1%		15:00	•
36	40	*	ŧ	*	*	*	*	*	*	*	*	*	*	*	S.	7	က	n	4	7	0	7	-	-	ო	36	1.7%		14:00	7
3.7	32	*	٠	*	*	*	*	*	*	*	*	*	٠	*	45	4	81	22	99	49	35	13	7	თ	7	411	19.5%		15:00	8
50 50 50 50 50 50 50 50 50 50 50 50 50	30	*	*	*	*	*	*	*	*	*	*	*	*	*	92	135	224	274	237	136	69	49	24	16	13	1269	60.2%		16:00	274
21	22	*	*	*	٠	*	٠	*	*	*	*	*	*	*	36	37	55	80	22	47	15	œ	=	7	သ	358	17.0%		16:00	8
91	22	*	*	*	*	*	*	*	*	*	*	*	*	*	ις	-	œ	7	က	_	2	-		-	0	25	1.2%		15:00	œ
- 1	5	¥	*	*	*	*	*	*	*	*	*	*	*	*	2	0	ĸ	0	0	0	0	0	0	0	0	7	0.3%		15:00	က
Start	eme	11/21/16	01:00	05:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	Percent	AM Peak Vol.	PM Peak	Vol.

Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy City: Brookline, MA

Number	in Pace	3 "	7	4 •	- 1	n	က	4	104	305	391	212	140	129	176	152	186	300	169	305	231	122	73	53	27	i ^o					
Pace	Speed	25-34	26 35	10-00	19-28	24-33	25-34	25-34	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	26-35	26-35	26-35	26-35	26-35	21-30					
	Total	4	- w	7 C	- (ν.	4	18	120	368	441	265	181	174	223	195	244	399	329	397	282	163	88	65	32	16	4018		08.00	441	15:00
92	666	c	c	0 0	> 0	0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0	E L DOM		
71	75	0	· c	o c	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	%0.0	DOLLAR.		
99	20	0	C	o c	o c	> 0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0			
61	65	0	C	o c	o c	0	o (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0	(1000)		
56	9	0	0	· C	o c	0 0	o (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0			
51	55	0	•	· C	o c	0 0	0 0	Э,	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	τ-	%0.0	01:00	+	
46	20	0	0	C	o c	o c	o (0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0			
41	45	0	0	0	· c	o c	> c	۰ د	-	-	0	-	0	0	0	0	0	0	0	0	0	- ι	Э,	- (0	0	S	0.1%	00:90	-	19:00
36	40	0	0	0	· C	o c	0	۰ د	- '	4	- 1	6	က	0	ო (2	ო 1	(-	7	4	ကဖ	71 (7 (N	ო	47	1.2%	00:60	9	15:00 5
31	35	2	-	0	· -	۰ ۳	วน	٥;	= 1	e e	မ္တ ၂	37	34	9 5	98.	37	44	86	0 1	37	<u>ج</u> ا	S 3	- 7	<u>o</u> ;	2	4	593	14.8%	00:20	53	15:00 58
56	30	-	ო	-	2	ı C	> 0	0 7	4 c	185	213	136	103	7 ;	114	92	13/	210	8/ ,	183	1/6	, 2	27) í	_ '	S	1968	49.0%	08:00	213	15:00 210
77	25	0	-	0	0	-	- <	1 6	S (27	8/1	9 !	3/	55	2 6	2 6	4 c	9 2	- Ç	22:	4 6	4 5	<u>.</u> 0	0 0	n .	4	1082	26.9%	08:00	178	17:00 122
91	20	•	0	0	0	c	o c	, c	o (5 0	ه د	ນ [1,	ი -	4 (2 5	2 5	4	4 .	- c	V C	, c	- c	0 (0	169	4.2%	11:00	17	16:00 47
- ţ	15	0	0	0	0	0	o c	o c) c	V (> 6		- (.7 0	n c	⊃ ₹	- 5	4 5	7 (7	7 (7 -	- c	0	0 0	> 0	0	153	3.8%	00:60	က	16:00 102
Start	Lime	11/22/16	01:00	05:00	03:00	04:00	05:00	06:00	02:00	00.70	00.00	09:00	10.00	200	12:00	3.00	4.00	15:00	10.00	0.7	0.00	9.00	24.00	25.00	25.00	23.00	lotal	Percent	AM Peak	lo Noi	PM Peak Vol.

Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy City: Brookline, MA

Number	in Pace	200	- (N (V †	ĸ .	_	13	2	177	227	125	9*	*	*	. *		• •	3	•	: +	: *	*	*	*	*									
Pace	Speed	26-35	300	20-73	13-70	' ;	14-23	21-30	21-30	21-30	21-30	2 2 2	*	*	13#	*	*	*	: +		*	*	*	*	*	•									
	Total	œ	o (ņυ	0 0	0 (7	4	88	216	265	157	<u>}</u> *	*		٠	٠	*	+	*	*	*	*	*	*	*	750	00.7	08:00	265	3		6884		
9/	666	o) C	0 0	0 0	> 0	0	0	0	0	0	· C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	c	%00	2				ے د	%O.O.	
71	75	0	C	o c	o c	> (o	0	0	0	0	· C	*	*	*	*	*	*	*	#	*	*	*	*	*	*	c	%00					0 0	°	
99	70	0	c	o c	0 0	0 0	> (0	0	0	0	0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	c	%00					2 %	° :	
61	65	0	_	o c	o c	0 0	> (0	0	0	0	0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	c	%0.0				c	2 %	8	
26	9	0	_	0 0	o C	o c	5 (0	0	0	0	0	*	*	*	*	*	*	*	*	*	*	*	#	*	*	c	%0.0				c	2 %		
51	55	0	c	c	· c	o c	> 0	0 (0	0	0	0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	c	%0.0				*	- %O		
46	20	0	c	0	0) C	o c	o (0	0	0	0	*	*	*	ŧ	*	*	*	*	*	*	*	#	*	*	o	%0.0				0	°00		
41	45	0	-	0	0	· c	0)	0	0	0	0	*	*	*	*	٠	*	*	*	*	*	*	*	*	H		0.1%	01:00	-		α	0 1%	3	
36	40	0	0	7	0	· C	0 0	o •	4	-	က	7	*	Ħ	*	*	*	*	*	*	*	¥	*	*	*	*	12	1.6%	00:90	4		95	1.4%	2	
بع	35	4	0	0	0	-	- +	- 4	<u>0</u>	35	27	22	*	*	*	*	*	*	*	¥	*	*	*	H	*	٠	105	13.9%	00:20	32		1109	16.1%	21 MPH 26 MPH 30 MPH 33 MPH 21-30 MPH 5292 76.9%	%0.0
9	30	က	7	7	0	C	0	n 4	4 (122	135	06	*	*	*	*	*	*	٠	*	*	*	*	*	*	k	407	53.7%	08:00	135		3644		21-	
7	25	0	0	0	0	-	- <	† 6	0 1	55	92	36	*	×	*	*	*	*	¥	*	*	*	*	*	*	*	208		08:00	92		1648		15th Percentile 50th Percentile 85th Percentile 95th Percentile 10 MPH Pace Speed Number in Pace Percent in Pace	> 55 MPH
₽ (50		0	_	0	0	· c	> +	- •	4	00	4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	19		08:00	00		213		15th Percentile 50th Percentile 85th Percentile 95th Percentile 10 MPH Pace Speed Number in Pace Percent in Pace Percent in Pace	of Vehicles
- ţ	12	0	0	0	0	0	· c	7	- c	7 -	0	ო	*	*	*	#	*	*	*	٠	*	i i i	*	*	*	*	9	%8.0	00:60	2		166	2.4%	Number	Percent
Clair	Ime	11/23/16	01:00	05:00	03:00	04:00	05:00	00:90	00.00	00:70	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	Percent	AM Peak	YOI.	FM Peak Vol.	Total	Percent	Stats	

Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy City: Brookline, MA

76	Potential Total		-	: +	. 4		*	* .	er e	и 4		k -1	k 4	. 9	. 0		0 0	i A	0 0	0 0	0 24	0 31	0 0	0	0 0	0 363		
7.1	75	*	*	*	: +	• +	*	* +	k 1				٠ +	•		9	c	· C	0	0	0	0	0	0	0	o	%0.0	
99	20	*	*	*	*	1	e +	* +	. ,	. 4	+	*	: *	*	0	0	0	0	0	0	0	0	0	0	0	0	%0.0	
61	65	*		*	*	•	• •		•		*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	%0.0	
28	8	*	*	*	*	*	: +		. #	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	%0.0	
51		·	*	+	*	*	•	*	*	•	•	*	+	*	0	0	0	0	0	0	0	0	0	0	0	0	%0.0	
46	20	*	*	*	*	*		*	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	%0.0	
14;		*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	_	0	0	0	0	-	0	0	2	%9:0	40.00
38	40	*	*	*	*	*	*	*	*	*	*	*	*	*	4	-	n	0	0	~	2	-	0	0	0	12	3.3%	49.00
ب ب	35	*	*	ŧ	*	*	*	+	*	*	*	#	*	*	4	14	10	1	တ	9	∞	တ	7	m	4	94	25.9%	13.00
28	S	•	*	*	*	*	*	*	*	*	*	*	*	*	24	26	21	22	24	17	∞	15	က	က	32	168	46.3%	14.00
21		•	*	(KE)	*	*	*	*	*	*	*	*	*	*	80	6	7	9	9	4	9	5	သ	0	4-	75	20.7%	18.00
35 6	20	•	Till I	*	•	•	*	*	*	*	*	*	*	*	0	-	•	2	က	က	0	- (0 (0	0	٦	3.0%	17.00
- 4	2		*	*	*	*	*	*	*	*	*	*	*	*	_	0	0	0	0	0	0 (0 (0 0	0 (0	-	0.3%	13.00
Start	200,70	11/21/16	01:00	05:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	00:12	22:00	23:00	lotal	AM Peak	

Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy City: Brookline, MA

Number	in Pace	2	ı -	- *	•		7	က	21	33	52	98	88	35	55	43	37	48	32	58	32	24	24	16	o	o u						
Pace	Speed	15-24	10.08	*	0 70	0 0	50-58	26-35	26-35	26-35	26-35	26-35	21-30	21-30	26-35	26-35	26-35	26-35	21-30	21-30	26-35	26-35	26-35	25-34	26-35	26-35	3					
	Total	2	+	- c	· •	- (N	ß	28	49	78	51	25	55	2	54	53	70	22	45	48	32	33	20	7	α	820	200	00.00	0.00 0.00	12.00	202
92	666	0	c) C	o c	0 0	Э	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	· c	c	%00				
71	75	0	C	· c	o c		> •	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	c	%00				
99	70	0	C	c) C		o (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c	%0.0				
61	65	0	0	C	c		> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0				
56	09	0	0	0	0		o 0	Э,	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0				
5	င္ပ	0	0	0	0	_	0 0	> (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0				
9 5	2	0	0	0	0	c	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 -	2	0	0	0	0	c	0 0	> (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	%0.0				
ဗ္က ၄	04	0	0	0	0	_	, 4	- 0	Ν,	4	τ-	0	,	7	_	0	7	-	τ-	0	4	-	-	0	0		23	2.8%	07:00	4	18:00	4
1	co (0	0	0	0	c	· +	- 6	2 ;	15	15	<u></u>	9	4	20	4	<u>რ</u>	<u>, 7</u>	_	φį	ر د ر	တ (ာ မ	ιΩ.	4	2	197	24.0%	08:00	15	12:00	20
9 5	000	0	-	0	0	2	۱۲	۲ ۲	= 6	7	37	23	24	77	35	62.5	7 7	30	9	17	50	<u>र</u>	S	11	ις.	က			08:00	37	12:00	35
12 5	27	7	0	0	0	0	· -		4 (ָה ע	<u>. 1</u>	10	4 ;	4 (1 3	ກ (15	9 9	9 (17	χ ,	4 (n e	, Ci	-	2	168	20.5%	08:00	15	15:00	16
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Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy City: Brookline, MA

Site Code: 00738201

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į	lime	11/23/16	01:00	05:00	03:00	04:00	02:00	00:90	00.20	00.00	00.00	00:00	10:00	00:1	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	Percent	AM Peak	DM Dook	Vol.	Total	Percent			Stats



Job Location Calculated By: Checked By: Brookline, MA
S of Heath St
S.R.F.

Job # Date 7382 1/27/2017

Street: Woodland Road Direction: Northbound

Speed Limit: Time of Day Observations 25 8:45 a.m. 50

Speed	# of Observation	CUM. # Of OBS	% OF TOTAL OBS	CUM %
55				
54				
53				
52				
51				
50				
49				
48				
47				
46				
45				
44				
43				
42				
41	1	1	2	100
40	1	2	2	98
39	0	2	0	96
38	0	2	0	96
37	0	2	0	96
36	1	3	2	96
35	1	4	2	94
34	3	7	6	92
33	6	13	12	86
32	4	17	8	74
31	8	25	16	66
30	5	30	10	50
29	6	36	12	40
28	4	40	8	28
27	3	43	6	20
26	5	48	10	14
25	1	49	2	4
24	1	50	2	2
23				
22				
21				
20				

Average:

<u>30.48</u>

Comments:

85% = 32.9 m.p.h.

Street:

Woodland Road

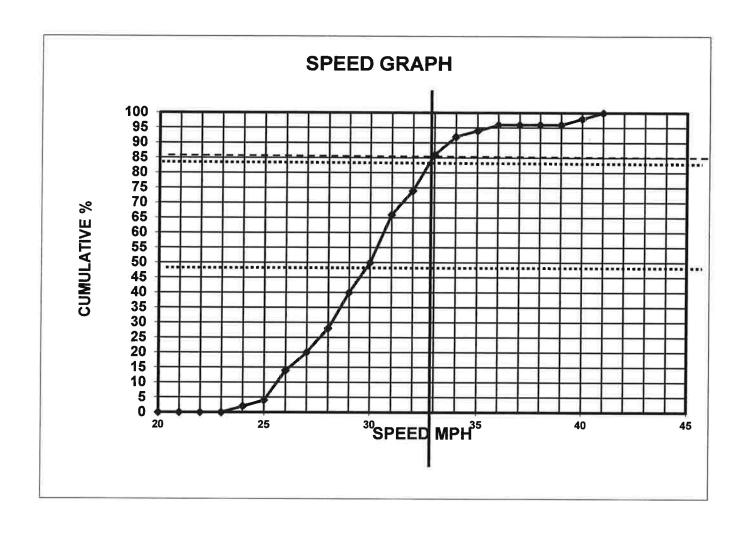
Direction: Northbound

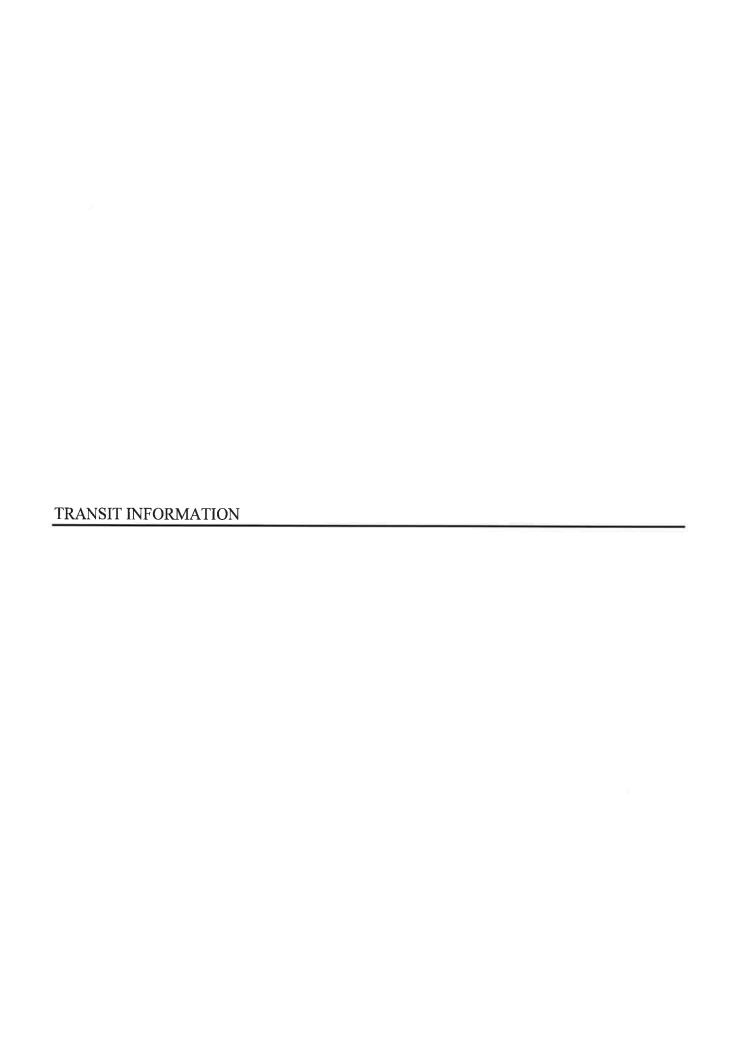
Job#

7382

Date

1/27/2017







Green Line Schedule

Weekday	First Trip	Rush Hour	Midday	Evening	Late Night	Last Trip	Last Trip (Friday)
"B"							
LV Boston College	5:01AM	7 Mins.	8 Mins.	8 Mins.	9 Mins.	12:10AM	1:30AM
LV Park Street	5:39AM	7 Mins.	8 Mins.	8 Mins.	9 Mins.	w 12:52AM	w 2:10AM
"C"							
LV Cleveland Circle	* 5:01AM	6 Mins.	8 Mins.	7 Mins.	9 Mins.	12:10AM	1:10AM
LV North Station	5:55AM	6 Mins.	8 Mins.	7 Mins.	9 Mins.	w 12:46AM	w 1:46AM
"D"							
LV Riverside	4:56AM	7 Mins.	8 Mins.	8 Mins.	10 Mins.	12:05AM	1:05AM
LV Park Street	5:36AM	7 Mins.	8 Mins.	8 Mins.	10 Mins.	<i>w</i> 12:49AM	w 1:49AM
"E"						12.49AW	
LV Lechmere	5:01AM	6 Mins.	7 Mins.	9 Mins.	9 Mins.	12:30AM	1:59AM
LV Heath Street	5:30AM	6 Mins.	7 Mins.	9 Mins.	u Mine	w 12:45AM	w 2:04AM
Saturday	First Trip	A.M. Peak	P.M. Peak	Evening	Late Night	Last Tri	р
"B" LV Boston College	† 4:45AM	7 Mins.	7 Mins.	7 Mins.	11 Mins	:. 1:30AM	
LV Park Street	5:33AM	7 Mins.	7 Mins.	7 Mins.	11 Mins	w 2:10AM	
	<i>‡</i> 4:50AM	10 Mins.	8 Mins.	8 Mins.			
LV North Station	5:30AM	10 Mins.	8 Mins.	8 Mins.	10 Mins	<i>w</i> 1:46AM	
"D" LV Riverside	4:55AM	10 Mins.	8 Mins.	10 Mins.	10 Mins	. 1:05AM	
LV Park Street	5:39AM	10 Mins.	8 Mins.	10 Mins.	10 Mins	w 1:49AM	
"E" LV Lechmere	5:01AM	10 Mins.	9 Mins.	10 Mins.	10 Mins.	. 1:59AM	

...

2/24/2016		MBTA Help			
				W	
LV Heath Street 5:30AM	10 Mins. 9 Mins.	10 Mins.	10 Mins.	2:04AM	

Sunday "B"	First Trip	A.M. Peak	P.M. Peak	Evening	Late Night	Last Trip
LV Boston College	<i>†</i> 5:20AM			7 Mins.		
LV Park Street	6:06AM	10 Mins.	9 Mins.	7 Mins.	10 Mins.	<i>w</i> 12:48AM
LV Cleveland Circle	<i>‡</i> 5:30AM			10 Mins.		
LV North Station "D"	6:06AM	10 Mins.	10 Mins.	10 Mins.	10 Mins.	w 12:48AM
LV Riverside				10 Mins.		
LV Park Street	6:09AM	10 Mins.	10 Mins.	10 Mins.	10 Mins.	w 12:45AM
LV Lechmere						
LV Heath Street	6:15AM	12 Mins.	12 Mins.	12 Mins.	12 Mins.	w 12:47AM

Notes

w - Last trips wait for connecting trains in Downtown area. Departure times are approximate.

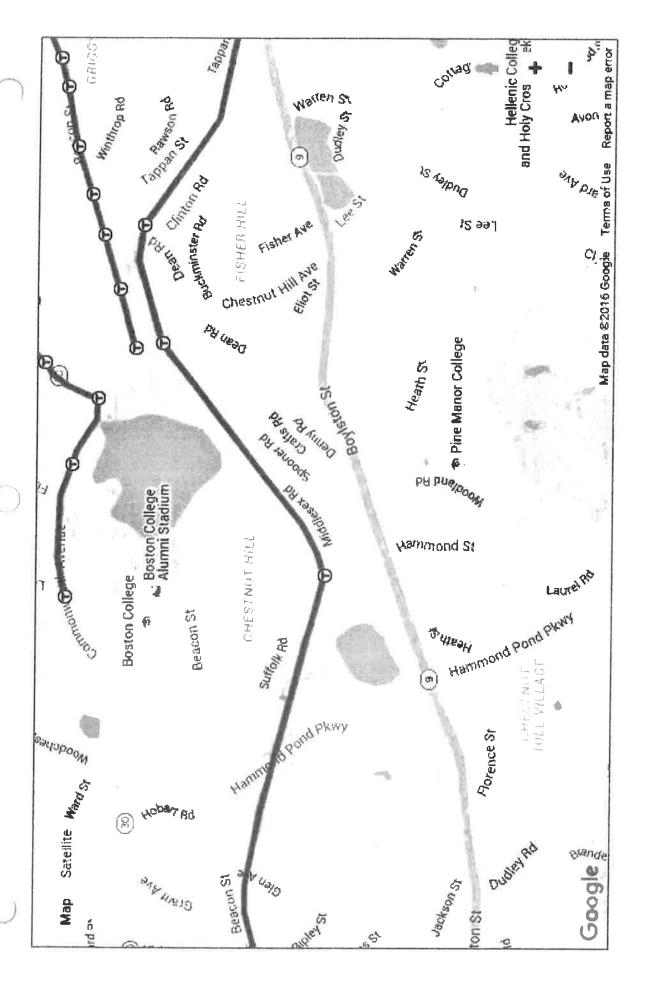
Schedule Periods

- Rush Hour AM: approx. 6:30AM 9:00AM
- Midday: approx. 9:00AM 3:30PM
- Rush Hour PM: approx. 3:30PM 6:30PM
- Evening: approx. 6:30PM 8:00PM
- Late Night: approx. 8:00PM Close

^{* -} The first 2 "C" Line AM inbound trips run through to Lechmere Station on Weekdays.

t - The first "B" Line AM inbound trips run through to Lechmere Station on Saturday and Sunday.

 $[\]pm$ - The second "C" Line AM inbound trips run through to Lechmere Station on Saturday and Sunday.



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4:00 4:12 4:33	4:30 4:42 5:35 1.23	4:30 4:42 5:35	4.30 4.12 5.02 Law house with bound 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.35 6.00 Law house being 5.00 5.14 5.14 5.14 5.14 5.14 5.14 5.14 5.14	4.30 5.14 5.32 https://doi.org/10.1001/j.com/doi.org/10.1001/j	4:00 4:12 4:33 Africe Arrive Booke Clear Arriv	90.00		555	3:35	3:47			09		Sun	dav			64 60		s - Does	NOT run du	ring school	vacation	
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Column C	Column C	Color Colo	Column C	Column C	Column C	7.19		2.50	5.5	9 6		!	6:30A	6:43A	6:51A	6:00A	6:064		_	Centar	Velope	Shallon	Station	Village	Center
7.15 7.23 7.40 [2.54] P. 12.50 [1.52] 7.40 [1.52] 7.41 [1.52] 7.42 [1.52] 7.42 [1.52] 7.42 [1.52] 7.43 [1.52] 7.43 [1.52] 7.44 [1.52] 7.45 7.53 [1.52] 7.40 [1.52] 7.45 7.53 [1.52] 7.53 [1.52] 7	7:15 7:23 7:40 12:30 1:20 1:20 1:20 1:20 <t< td=""><td>7.15 7.23 7.40 7.23 7.40 7.23 7.40 9.52 9.64 9.65 9.52 9.64 9.65 <th< td=""><td>7.15 7.23 7.40 7.23 7.40 7.51 9.52 9.64 9.64 <th< td=""><td>7.15 7.23 7.40 12.59 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 1.100 12.50 1.1</td><td>7.15 7.23 7.40</td><th>7:32</th><td>. , -</td><td>7:42</td><td>6:50</td><td>7:01</td><td></td><td>!</td><td>Every</td><td>Hour 11:43</td><td>Until 11:53</td><td>Every</td><td>Hour</td><td>Until</td><th>_</th><td>5.45</td><td>6;54</td><td>7,03</td><td>7:15</td><td>7.23</td><td>7:37</td></th<></td></th<></td></t<>	7.15 7.23 7.40 7.23 7.40 7.23 7.40 9.52 9.64 9.65 9.52 9.64 9.65 <th< td=""><td>7.15 7.23 7.40 7.23 7.40 7.51 9.52 9.64 9.64 <th< td=""><td>7.15 7.23 7.40 12.59 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 1.100 12.50 1.1</td><td>7.15 7.23 7.40</td><th>7:32</th><td>. , -</td><td>7:42</td><td>6:50</td><td>7:01</td><td></td><td>!</td><td>Every</td><td>Hour 11:43</td><td>Until 11:53</td><td>Every</td><td>Hour</td><td>Until</td><th>_</th><td>5.45</td><td>6;54</td><td>7,03</td><td>7:15</td><td>7.23</td><td>7:37</td></th<></td></th<>	7.15 7.23 7.40 7.23 7.40 7.51 9.52 9.64 9.64 <th< td=""><td>7.15 7.23 7.40 12.59 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 1.100 12.50 1.1</td><td>7.15 7.23 7.40</td><th>7:32</th><td>. , -</td><td>7:42</td><td>6:50</td><td>7:01</td><td></td><td>!</td><td>Every</td><td>Hour 11:43</td><td>Until 11:53</td><td>Every</td><td>Hour</td><td>Until</td><th>_</th><td>5.45</td><td>6;54</td><td>7,03</td><td>7:15</td><td>7.23</td><td>7:37</td></th<>	7.15 7.23 7.40 12.59 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 12.50 1.100 1.100 12.50 1.1	7.15 7.23 7.40	7:32	. , -	7:42	6:50	7:01		!	Every	Hour 11:43	Until 11:53	Every	Hour	Until	_	5.45	6;54	7,03	7:15	7.23	7:37
7.45 7.53 8:10 12:30 12:20 12	7.45 7.53 8.10 12.40P 12.53P 11.03P 12.20P 12.23P 12.23P 11.05 10.15	7.45 7.53 8.10 12.40P 12.53P 12.30P 12.00N 12.08P 12.23P 12.30P 12.53P 12.30P 12.30P 12.30P 12.30P 12.30P 12	7.45 7.53 8.70 12.540 12.559 1.109 12.500 12.03 12.50 1.109 12.500 12.03 12.50 1.109 12.500 12.03 12.50 1.109 12.500 12.03 12.50 1.109 12.500 12.03 12.50 1.109 12.500 12.03 12.50 1.109 12.500 12.03 12.50 1.109 12.500 12.03 12.50 1.109 12.50 1.1	7.45 7.53 8.10 12.50	7.45 7.53 8.70 12.50	7:58	_	3:08	7:15	7:23			7		?	20.1	90.11	27	_	8.45	8:55	969	999	000	D (C)
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8.45 8.53 9.10	8.45 8.53 9.10 4.21 4.22 4.35 3.30 3.38 3.64 4.00 process with despites 12.45 12.57 12.66 1.15 12.15 12.15 12.25	8:45 8:53 9:10 5.20 5:34 4:35 9:10 5:30 8:39 0 3:39 0	8:45 8:53 9:10	8:45 8:53 9:10	8:45 8:53 9:10 4:10 4:24 4:35 3:30 8:44 6:55 4:30 6:34 6:30 8:34 6:30 8:34 6:35 4:30 6:34 6:35 8:30 8:34 6:35 8:30 8:32 8:30 8:32 8:30 8:32 8:30 8:32 8:30 8:32 8:30 8:32 8:30 8:32 8:32 8:32 8:32 8:32 8:32 8:32 8:32	8:58	G	90:	8:15	8:23			3:00	3:15	3:25	2.20	2.58 2.58	2.44	_	11:45	11:57	_	2	52	11.37
9:45 9:53 10:10 6:30 6:44 6:55 5:30 5:34 7:31 7:00 7:08 8:32 8:32	9:45 9:53 10:10 6:30 6:44 6:55 5:50 6:56 6:44 11:47 12:02A 6:30 9:42 9:51 9:00 9:08 9:22 January 18 8 Patruary 18 see Enturday 15	9:45 9:53 10:10 6:20 6:34 6:35 6:40 4:45 8:40 4:45 6:55 6:40 6:40 6:40 6:40 6:40 6:40 6:40 6:40	9:45 9:53 10:10 6:20 6:34 6:35 6:40 6:40 6:35 6:40 7:42 7:51 7:40 7:42 7:51 7:40 7:42 7:51 7:40 7:42 7:51 7:40 7:42 7:51 7:42 7:42 7:42 7:42 7:42 7:42 7:42 7:42	9:45 9:53 10:10 6:20 8:34 8:45 8:40 Winter 2016 Holidays 2:45 2:57 3:08 8:14 8:15 2:28 8:14 11:40 11:47 12:02A 9:30 9:42 9:51 9:00 8:08 8:22 January 18 & February 15: see Saturday 5:45 5:58 8:00 8:08 8:22 January 18 & February 15: see Saturday 5:45 5:58 8:00 8:08 8:22 January 18 & February 15: see Saturday 5:45 5:58 8:00 8:08 8:22 January 18 & February 15: see Saturday 8:45 5:45 8:58 8:00 8:08 8:22 January 18 & February 15: see Saturday 8:45 8:58 8:00 8:08 8:25 4:24 8:25 8:26 8:00 8:08 8:22 January 15: see Saturday 8:45 8:28 8:00 8:08 8:25 8:28 8:00 8:08 8:22 January 18 & February 15: see Saturday 8:45 8:28 8:00 8:08 8:28 8:00 8:08 8:22 January 15: see Saturday 8:45 8:08 8:08 8:08 8:08 8:08 8:08 8:08 8:0	9:45 9:53 10:10 6:55 5:40 5:54 5:45 5:45 5:45 6:55 5:45 5:45 6:55 5:45 6:55 5:45 6:55 6:5	9:28	91	1:40	8:45	8:53			4:10	4:24	4:35	3:30	3,38	25	_	12:45P	12:570	_	12:15P	12:26P	12:39P
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11:47 12:02A 6:30 8:42 8:51 8:00 8:08 8:22 January 18: 8 Percany 1	11:47 12:02A 9:30 8:42 8:51 8:00 8:08 8:22 January 16: see Saurday 4:45 4:58 5:09 5:15 5:24 6:16 6:15 6:26	11:47 12:02A 9:30 8:42 8:51 8:00 8:08 8:22 January 18: 8 February 15: see Saunday 4:45 4:58 5:09 5:15 5:24 5:08 6:15 5:26 6:26	11:47 12:02A 9:30 8:42 8:51 8:00 8:08 8:22 January 18 d Pabruary 16: see Saunday 4:45 4:58 5:09 5:15 5:24 5:09 5:15 5:26 5:26	11:47 12:02A 8:30 8:42 8:51 8:00 8:08 8:22 January 16 8 February 15:00 Banday 15:00 Banday 16:00	11:47 12:02A 8:30 8:42 8:51 8:00 8:08 8:22 January 18 a Pabruary 18: see Baunday 4:45 4:58 5:09 5:15 5:24 5:08 6:15 6:26	11:27	F	:36	10:45	10:52		1	7:30	7:42	7:51	2:00	7:08	7:24		3.5	3:58	-	3:15	3:24	3:42
	97.0 G1.0 D0.0 BEST 7457	92:0 61:0 0.00	92.0 61.0 1 00.0 86.5	92.0 61.0 1 00.0 86.5	92:0 F1:0 I BD:0 BE:1 Chin I	12:18A		Į	11:40	11:47		-	9:30	9:42 2:42	6 6	9:00 6:00	80.8	252		4.45	4 n	_	in.	5:24	5:36
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SQUARES 19166 Wanter House of the state of th BEROOKLINE BEROOKLINE HELS Christ acon atoms or whos suppayer rade conductions are per-plain touch may go a Gowley as in additivity, spout of acceptabiled To view strikes a posterior or oppured. Tolyletts septimit and acceptability and service of a period or producing, used server referencem. Route 60: Omits High and Cypress Streets, Use Greenling at Brookline Hills or Brookline Vilage, **ASNOW ROUTE** (T) BEACONSFIELD SHEET STON BROOKLINE Washington/ Brighton CHESTRUT IN SOUTH STE Appropriate later commence of the Route 65 Kenrick St Newton Commonwealth Golf Course Route 60 The Mall at Chestnut Hill

Route 65 Brighton Center - Kenmore Station Route 60 Chestnut Hill - Kenmore Station



Winter December 26, 2015 - March 18, 2016 60 Chestnut Hill-Kenmore Station

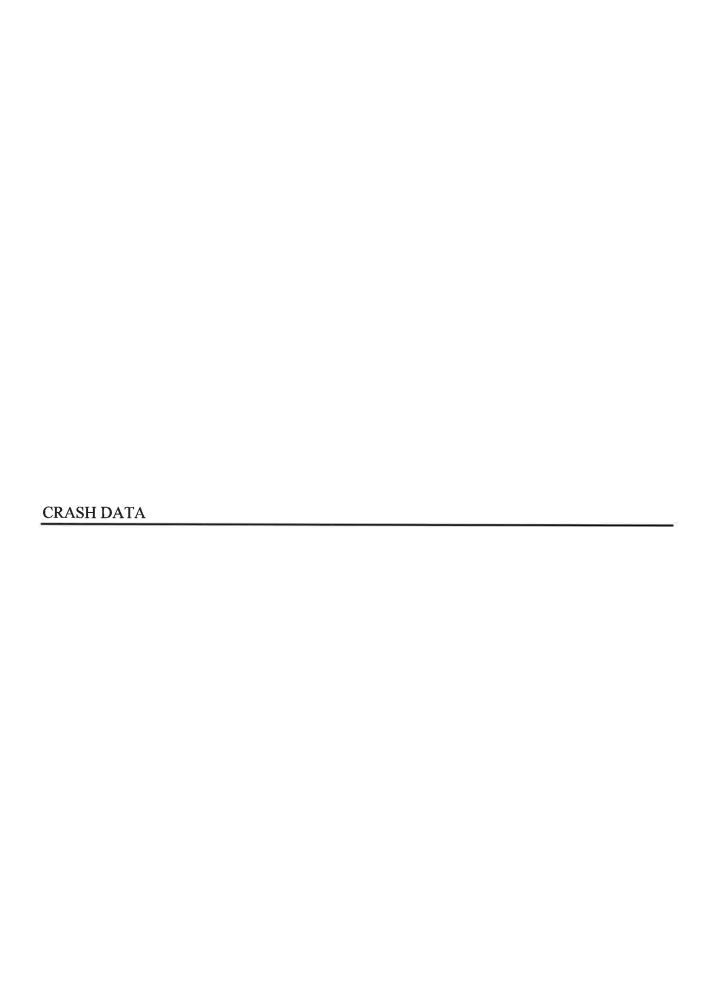
65 Brighton Center-Kenmore Station

Serving The Mall at Chestnut Hill

- St. Elizabeth's Medical Center

 - Broakline Village
 Longwood Medical Area
- Beth Israel Deaconess Medical Center
 - Fenway Park
 - Green Line







CITY/TOWN:	Brookline			COUNT DA	TE:	2016	MHD USE ONLY
DISTRICT: 6	UNSIGN	ALIZED :	Yes	SIGNA	LIZED :		Source #
		~ IN	ITERSECTION	ON DATA ~	•		
MAJOR STREET :	Hammond I	Pond Parkwa	ау				ST#
MINOR STREET(S):	Hammond S	Street					ST#
, ,	Newton Str	100					ST#
	11						
	LeGrange S					115	ST#
	Newton Str	eet (South)					ST#
	†	<u></u>			→ 537	•	1
INTERSECTION	 North	5	2	1	2/		INTERSECTION
DIAGRAM	TVOILIT	1	\ <u>\</u>	\ /			REF#
(Label Approaches)	239 [<u> </u>	—()			
		8.	\searrow	\angle			1
		2		_	1		1
		351	Z		1035		
		001	Peak Hou	r Volumes			
APPROACH:	1	2	3	4	5	Total	1
DIRECTION:	NB	SB	EB	NEB	SEB	Entering Vehicles	
VOLUMES (AM/PM):	1,035	537	239	351	1,101	3,263	
"K" FACTOR:	0.070	APPROA	CH ADT :	46,614	ADT = TOTA	L VOL/"K" FACT.	
TOTAL # OF ACCIDENTS :	52	# OF YEARS :	5		GE#OF NTS(A):	10.40	
CRASH RATE CALCU		0.61	RATE =	<u>(A * 1,0</u> (ADT	00,000) * 365)		
Comments : Crash rate	e is significant i	f > 0.58 crashe	s per mev for a	n unsignalized	intersection		
and >0.76	crashes per me	v for a signaliz	ed intersection	for MassDOT	District 6.		



CITY/TOWN:	Brookline			COUNT DA	ATE:	2016	MHD USE ONLY
DISTRICT: 6	_ UNSIGN	NALIZED :		SIGNA	ALIZED:	Yes	Source #
		~ 11	NTERSECTI	ON DATA	_	11112	
MAJOR STREET :	Boylston St	treet					ST#
MINOR STREET(S):	Hammond	Street					ST#
							ST#
							ST#
							ST#
							0
	 						
INTERSECTION	North		482			- 1	INTERSECTION
DIAGRAM			2	4	1,419	1	REF#
(Label Approaches)		-					
	ĺ	1,257	3	1			
				449			
ADDDOAGU				r Volumes		7.4.1	
APPROACH:	1	2	3	4	5	Total Entering	
DIRECTION:	NB	SB	EB	WB		Vehicles	
VOLUMES (AM/PM):	449	482	1,257	1,419		3,607	
"K" FACTOR:	0.070	APPROA	CH ADT :	51,529	ADT = TOTA	L VOL/"K" FACT.	
TOTAL # OF ACCIDENTS :	20	# OF YEARS :	5	AVERA(ACCIDEN		4.00	
CRASH RATE CALCU	ILATION:	0.21	RATE =	(A * 1,0 (ADT	00,000) * 365)		
Comments : Crash rate	is significant i	f > 0.58 crashe	s per mev for a	ın unsignalized	intersection		
and >0.76	crashes per me	v for a signaliz	ed intersection	for MaccDOT	District 6		200



CITY/TOWN: DISTRICT: 6	Brookline UNSIGN	VALIZED : ~ IN	NTERSECTION	SIGNA	ATE : ALIZED :	2016 Yes	MHD USE ONLY Source #
MAJOR STREET :	Hammond	•••••••••••••••••••••••••••••••	***************************************	***************************************			ST#
MINOR STREET(S):	Heath Stre	et					ST#
	ş 6						ST#
	·						ST#
							ST#
INTERSECTION DIAGRAM (Label Approaches)	North	0	560	4 4 4 4 4 4 5 9	231		INTERSECTION REF#
			Peak Hou	r Volumes			
APPROACH:	1	2	3	4	5	Total Entering	
DIRECTION:	NB	SB	EВ	WB		Vehicles	
VOLUMES (AM/PM):	459	560	0	231		1,250	
"K" FACTOR:	0.070	APPROA	CH ADT :	17,857	ADT = TOTA	L VOL/"K" FACT.	
TOTAL # OF ACCIDENTS :	3	# OF YEARS :	5	ACCIDEN	GE#OF NTS(A):	0.60	
CRASH RATE CALCU	JLATION:	0.09	RATE =		00,000) * 365)		
			s per mev for a				
and > 0.76	crashes per me	ev for a signaliz	ed intersection	tor MassDOT	District 6.		100



CITY/TOWN:	Brookline			COUNT DA	ATE:	2016	MHD USE ONLY
DISTRICT: 6	UNSIGN	NALIZED :	Yes	SIGNA	ALIZED :		Source #
,	=>	18	ITEDOCOTI	ON DATA			
		~ II	NTERSECTI	ON DATA			
MAJOR STREET:	Heath Stre	et					ST#
MINOR STREET(S):	Dunster St	reet					ST#
							ST#
							ST#
							ST#
		ıı —					
	1						8
INTERSECTION	 North		37	Î			INTERSECTION
DIAGRAM		1	2	4	218		REF#
(Label Approaches)	1		<u> </u>	N			
		108	<u>3</u>	1 11			
		100	L3/				
	<u> </u>		Peak Hou	r Volumes			
APPROACH:	1	2	3	4	5	Total	
DIRECTION:	NB	SB	EB	WB		Entering Vehicles	
VOLUMES (AM/PM):	0	37	108	218		363	
"K" FACTOR:	0.070	APPROA	CH ADT :	5,186	ADT = TOTA	AL VOL/"K" FACT	
TOTAL # OF		# OF		AVERA	GE#OF		The second
ACCIDENTS ;	1	YEARS:	5	ACCIDEN		0.20	
CRASH RATE CALCU	II ATION ·	0.11	RATE =	(A * 1,0	00,000) * 365)		
OTANOTI INTE OALOG	LATION .	0.11	IMIE =	(ADT	* 365)		
Comments : Crash rate	is significant i	f > 0.58 crashe	s per mev for a	an unsignalized	intersection		
and >0.76	crashes per me	ev for a signaliz	ed intersection	for MassDOT	District 6.		E.



CITY/TOWN:	Brookline			COUNT DA	ATE:	2016	MHD USE ONLY
DISTRICT: 6	UNSIGN	NALIZED :	Yes	SIGNA	ALIZED :		Source #
		~ 10	NTERSECTION	ON DATA	_		
MAJOR STREET :	Hammond						ST#
MINOR STREET(S):	Soule Rec						
WINVOIX OTTLET(3).	Soule Nec	Dilveway					ST#
							ST#
							ST#
	2						ST#
	1						
MTFDATATION				ı		i	
INTERSECTION DIAGRAM	North	<u>J</u>	598	1	12		INTERSECTION REF #
(Label Approaches)		·	1,1	7-		l	REF#
				1			
		2	<u>_3</u>	444			
	ĺ			•			
			Peak Hou	r Volumes			
APPROACH:	1	2	3	4	5	Total	
DIRECTION:	NB	SB	EB	WB		Entering Vehicles	
VOLUMES (AM/PM):	444	598	2	12		1,056	
"K" FACTOR:	0.070	APPROA	CH ADT	15,086	ADT = TOTA	L VOL/"K" FACT.	
TOTAL # OF		# OF		AVERA	GE#OF		
ACCIDENTS:	2	YEARS:	5	ACCIDEN		0.40	
CRASH RATE CALCU	JLATION :	0.07	RATE =	(A * 1,0	00,000) * 365)		
Commonto	. i::m	E> 0.50			·		
	e is significant i						



CITY/TOWN:	Brookline			COUNT DA	ATE:	2016	MHD USE ONLY
DISTRICT:6	UNSIGN	NALIZED :	Yes	SIGNA	LIZED :		Source #
		~ 10	NTERSECTION	ON DATA	.		
		•••••••••••••••••••••••••••••••••••••••	II LICE OF THE	514 D/(1/1)			-1
MAJOR STREET :	Hammond	Street					ST#
MINOR STREET(S):	Woodland	Road					ST#
							ST#
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	1 +						
				ř.			
INTERSECTION DIAGRAM	North	J	580		0		INTERSECTION
(Label Approaches)			72	\ 4	0		REF#
(Lancis ipprocessor)			160	- 47			
		73	3	1			8
			340	576			
							1
			Peak Hou	r Volumes			
APPROACH:	1	2	3	4	5	Total Entering	
DIRECTION:	NB	SB	EB	WB		Vehicles	
VOLUMES (AM/PM):	576	580	73	0		1,229	
"K" FACTOR:	0.070	APPROA	CH ADT :	17,557	ADT = TOTA	L VOL/"K" FACT.	1
TOTAL # OF		# OF		AVERA	GE#OF	THE REAL	
ACCIDENTS:	9	YEARS:	5		NTS(A):	1.80	
				(A*1(00.000		
CRASH RATE CALCU	JLATION:	0.28	RATE =	(ADT	* 365)		
Comments : Crash rate	e is significant i	f > 0.58 crashe	s per mev for a	n unsignalized	intersection		
			zed intersection				

Crash Number Crash Date Crash Time	Crash Date	Crash Time	Crash Hour	City/Town	Crash Severity	Manner of Collision	Locality	Road Surface	Ambient Light	Weather Condition Street Number	Street Number	Postdarav
3613807	9/16/2013		5:30 PM 05:00PM to 05:59PM	BROOKLINE	Non-fatal injury	Head-o-	RROOKIINE		Davlight	200		
SOUTHOR	1/10/201/		TOTAL DO CONTRACTOR OF THE PARTY	ı			-		ALIENT.	cieal		WOODLAND ROAD / HAMMOND STREET
3002400			US:UUAMI TO US:SARM	BKOOKLINE	Non-fatal injury	Angle	BROOKLINE Wet		Daylight	Cloudy/Rain		HAMMOND STREET / WOODLAND RD
4074981	11/10/2014		12:00 AM 12:00AM to 12:59AM	BROOKLINE	Property damage only (none injured)	Angle	BROOKLINE		Davlight	200		The state of the s
4075019	12/11/2014		6:28 PM 06:00PM to 06:59PM	BROOKLINE	Non-fatal in inc.	olpud	ADDOOR INE MARCO		South High Land	200		HAMINGUIND STREET / WOUDLAND ROAD
							GUCCURINE		Jark - Ilgnted roadway	Clear		HAMMOND ST / WOODLAND RD
3023330	1/13/2012		5:10 PM 05:00PM to 05:59PM	BROOKLINE	BROOKLINE Property damage only (none injured)	Angle	BROOKLINE		Dark - lighted roadway	Close		TIGOTO GIANO DO AL ANAMANA LA CARGO GIANO GOOM
3023432	1/12/2012		4:56 PM 04:00PM to 04:59PM	BROOKLINE	Property damage only looned and property	Speaker application or services	NI MCOOR					TOTAL MONEY INSTITUTION OF THE PERSON OF THE
2021 AAE	140/004		Too on the Course of the Course			On the second second	DINCONLINE		Dai R - Ilgried roadway	Clear		HAMMOND STREET / WOODLAND ROAD
ConTroc			USCUUPINI TO USCUEPINI	BROOKLINE	Property damage only (none injured)	Angle	BROOKLINE Dry		Daylight	Clear	794	794 HAMMOND ST
3266366	7/21/2012		3:15 AM 03:00AM to 03:59AM	BROOKLINE	Property damage only (none injured)	Single vehicle crash	BROOKLINE Dry		Dark - lighted roadway	Clear	795	795 HAMMOND STREET
3348834	12/8/2012		11:00AM to 11:59AM	BROOKLINE	11:00aM to 11:59aM BROOKLINE Property damage only (none injured)	Not reported	BROOKLINE		i ve d	i i o		CANADA DE CONTRACTOR DE CONTRA
4074888	7/23/2014		3:25 PM Ins-nopM to na-5apM BROOK! INF Non-Fatal Initial	BROOKLINE	Non-fatal initias	Charle making anoth	111111111111111111111111111111111111111					TAMMINOND STREET / WOODLAND ROAD
The Part of the Pa			100000000000000000000000000000000000000	The same of the sa	Heolitiatal Kijuly	Single venicle crash	BROOKLINE I DRY		Daylight	Clear		HAMMOND ST / WOODLAND RD
St.ECT [Crash Number], [Crash Date], [Cra [Weather Condition], [Street Number], [Ro 01-01' AND [Crash Date] <= '2014-12-31')))	nber], [Crash Da n], [Street Numl Date] <= '2014-1	tej, (Crash Time berj, (Roødway) 2-31')))	SELECT (Leash Number), [Crash Date), [Crash Time], [Crash Rour], [City Town], [Crash Severity], [Manner [Weather Condition], [Street Number], [Roadway], [X], [Y] FROM [TBL_CRASH_REPORT_VIEW] WHERE [(II 03-01' AND [Crash Date] == "2016-412-81]))	wn], [Crash Sevel ASH_REPORT_VIE	ity], [Manner of Collision], {Locality], {Road Surface], {Ambient Light}, W] WHERE (([[City/Town] = 'BROOKLINE') AND ([Crash Date] >= '2010-	Surface], [Ambient Light], ND ([Crash Date] >= '2010-						
This query was also restricted by a map filter.	restricted by a	man filter.					_					
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Crash Number	Crash Date	Crash Time	Crash Number Crash Date Crash Time Crash Hour City/Town	City/Town	Crash Severity	Manner of Collision Locality Road Surface Ambient Light Weather Condition Street Number Boardson	Locality	Road Surface	Ambient Light	Woother Condition	Choost Number	Dandami
4074823	3 2/26/2014	8:17 AM	2/26/2014 8:17 AM 08:00AM to 08:59AM	BROOKLINE	Non-fatal injun	Angle	BROOKLINE	Dry	Davlight	Clear	או בבר וגמוווחבו	CES LANAMACHIS CT
4075014	12/9/2014	1:00 PM	4075014 12/9/2014 1:00 PM 01:00PM to 01:59PM BROOKLINE	BROOKLINE	Property damage only (none injured)	Single vehicle crash	BROOKI INF Wat		Daylight	Doin	200	TO CHARACON D. ST.
						TOTAL SIGNAL SIGNAL	DISCONEINE		Cayligill	Mall	nca	DOUBLING THE PROPERTY OF THE
SELECT (Crash Nun	nber], [Crash Dat	te], [Crash Time]	stlect (crash Number), [Crash Date], [Crash Time], [Crash Hour], [City/Town], [Crash Severity],	n], [Crash Severit	y], [Manner of Collision], [Locality], [Road Surface], [Ambient Light],	Surface], [Ambient Light]						
(Weather Conditio,	'n], [Street Numb	ber], [Roadway],	Weather Condition], [Street Number], [Roadway], [X], [Y] FROM [TBL_CRASH_REPORT_VIEW] W	H REPORT VIEW	// WHERE ((([City/Town] = 'BROOKLINE') AND ([Crash Date] >= '2010-01.	ND ([Crash Date] >= '2010-01-	-					
01' AND [Crash Date] <= '2014-12-31']]	te] <= '2014-12-3	11.)))		1								
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Crasn Number	Crash Date Crash Time	Taggir (mine	Cassinou	CITAL CORT	Classic Schellick	Manner of Comston	A	Colonial Angual Surial P	Ambient Light	weather Condition	Street Number	Roadway
3403216	3/22/2013	8:13 PM	8:13 PM 08:00PM to 08:59PM	BROOKLINE	Non-fatal injury	Angle	BROOKLINE	Dry	Dark - lighted roadway	Clear	80) STR	BOYLSTON STREET Rte 9 E / HAMMOND STREET
2789198	4/16/2011		11:10 PM 11:00PM to 11:59PM		BROOKLINE Non-fatal injury	Rear-end	BROOKLINE	Wet	Dark - lighted roadway	Saji	80) 8T2	BOYLSTON STREET Rte 9 E / HAMMOND
2789970	2789970 1/29/2011		9:40 PM 09:00PM to 09:59PM	BROOKLINE	BROOKLINE Property damage only (none injured)	Rear-end	BROOKLINE Wet	Wet	Dark - lighted roadway	Clear	1192 804	1192 BOYLSTON STREET
3345833	3345833 9/26/2012	4:00 PM	4:00 PM 04:00PM to 04:59PM	BROOKLINE	Property damage only (none injured)	Rear-end	BROOKLINE Dry	ρν	Davlight	Cloudy	(O8)	BOYLSTON STREET Rte 9 E / HAMMOND
3348879	3348879 11/19/2012	12:37 AM	12:37 AM 12:00AM to 12:59AM		BROOKLINE Non-fatal injury	Rear-end	BROOKLINE Dry	Dry	Daylight	Clear	108	BOYLSTON STREET / HAMMOND STREET
3348888	11/13/2012	9:35 PM	9:35 PM 09:00PM to 09:59PM	BROOKLINE	Property damage only (none injured)	Rear-end	BROOKLINE	Dry	Dark - lighted roadway	Cloudy	BOY	BOYLSTON STREET Rte 9 E / HAMMOND STREET
3620570	8/14/2013	9:53 PM	9:53 PM 09:00PM to 09:59PM	BROOKLINE	Non-fatal Injury	Angle	BROOKLINE	Drv	Dark - lighted roadway	<u> </u>	NO8	BOYLSTON STREET Rte 9 W / HAMMOND
3266330	3266330 7/31/2012	9:05 PM	9:05 PM 09:00PM to 09:59PM	BROOKLINE	Non-fatal injury	Single vehicle crash	BROOKLINE Wet	Wet	Dark - lighted roadway	Rain	HAI	HAMMOND STREET / BOYLSTON STREET
3345772	10/31/2012	12:39 AM	12:39 AM 12:00AM to 12:59AM	BROOKLINE	Non-fatal injury	Rear-end	BROOKLINE Dry	Dry	Daylight	Clear	BOYI 9 W	BOYLSTON STREET / HAMMOND STREET Rte 9 W
3831436	4/11/2014	9:05 PM	9:05 PM 09:00PM to 09:59PM	BROOKLINE	Property damage only (none injured)	Angle	BROOKLINE Dry		Dark - lighted roadway	Cloudy	W W	BOYLSTON ST Rte 9 W / HAMMOND ST Rte 9 W
3887529	6/24/2014	12:00 PM	12:00 PM 12:00PM to 12:59PM		BROOKLINE Property damage only (none injured)	Sideswipe, same direction	BROOKLINE Dry		Davlight	near rear	HAN	HAMMOND STREET / BOYLSTON STREET Rte
2782067	10/1/2011	10:45 AM	10:45 AM 10:00AM to 10:59AM			Rear-end	BROOKLINE		Daylight	Cloudy	BOY	BOYLSTON STREET / HAMMOND STREET
2789609	2789609 5/12/2011	10:55 AM	10:55 AM 10:00AM to 10:59AM	BROOKLINE	Non-fatal injury	Rear-end	BROOKLINE	Dry	Daylight	Cloudy	800	BOYLSTON STREET Rte 9
2578192		6:14 AM	6:14 AM 06:00AM to 06:59AM	BROOKLINE	Not Reported	Angle	BROOKLINE Dry	Orv	Dark - liebted roadway		VO8	BOYLSTON STREET Rte 9 E / HAMMOND
2778996		7:15 PM	7:15 PM 07:00PM to 07:59PM	BROOKLINE	Non-fatal injury	Rear-end	BROOKLINE Dry	Dry	Dark - lighted roadway	Cloudy	108	BOYLSTON STREET / HAMMOND STREET
2790973	2/4/2011	1:55 PM	1:55 PM 01:00PM to 01:59PM	BROOKLINE	Non-fatal injury	Rear-end	BROOKLINE Dry	Dry	Daylight	Clear	616 HAN	616 HAMMOND STREET
2799230	뭐	1:09 PM	1:09 PM 01:00PM to 01:59PM	BROOKLINE		Sideswipe, same direction	BROOKLINE Dry		Daylight	Clear	BOY	BOYLSTON STREET / HAMMOND STREET
3182/35	4/3/2012	4:35 PM	4:35 PM 04:00PM to 04:59PM	BROOKLINE	Property damage only (none injured)	Single vehicle crash	BROOKLINE	Dry	Daylight	Clear	1180 807	1180 BOYLSTON STREET
3613803	3613803 9/11/2013		3:00 PM 03:00PM to 03:59PM		Property damage only (none injured)	Angle	BROOKLINE Dry		Daylight	Clear	BOY	BOYLSTON STREET Rte 9 W / HAMMOND STREET
3805483	3805483 1/14/2014	5:48 PM	5:48 PM 05:00PM to 05:59PM	BROOKLINE	Property damage only (none injured)	Angle	BROOKLINE Wet		Dark - lighted roadway	Reported but invalid	HAN	HAMMOND ST / BOY! STON ST
ELECT (Crash Nu	umber], [Crash L	Date], [Crash]	SELECT [Crash Number], [Crash Date], [Crash Time], [Crash Hour], [City/Town], [Crash Severity], [Manner	Ry/Town], [Cra	15th Severity], [Manner of Collision], [Locality	of Collision], [Locality], [Road Surface], [Ambient						
Light], [Weather Condition], [Street Number], [Road >= '2010-01-01' AND [Creek Date] <= '2014-12-21''''	Condition], [Str (ND [Crash Date	reet Number],	Light], [Weather Condition], [Street Number], [Roadway], [X], [Y] FROM [TBL_CRASH_REPORT_VIEW] WH >= "2010-01-01" AND [Crash Date] <= "2010-01-01" AND [Crash Date] <= "2010-01" AND [Cras	ROM [TBL_CRAS	SH_REPORT_VIEW] WHERE ((([City/Town] =	IERE ((([City/Town] = 'BROOKLINE') AND {[Crash Date]	_					
			111 20									

3550851 7/29/2013 6:00 PM 06:00PM to 06:59PM 8ROOKLINE Property damage only (none injured) Sideswipe, opposite direction BROOKLINE Dry Daylight Clear Cloudy C	Crash Number Crash Date Crash Time Crash Hour	sh Date	Crash Time		City/Town	Crash Severity	Manner of Collision	Locality	Road Surface	Ambient Light	Weather Condition	Street Number	Booding
BROOKLINE Wet Daylight Cloudy Rain 625	3550861 7/	729/2013	6:00 PM 06	00PM to 06:59PM	BROOKLINE	Property damage only (none injured)	Sideswipe, opposite direction	BROOKLINE	And And	Javlieht	Clear	-1-	
BROOKLINE Wet Davight Cloudy/Rain	2758031 5/	12/2010	1:45 PM 01	OOPM to 01:59PM	BROOKLINE	Not Reported	Sideswipe, same direction	BROOKLINE	rannitad	lavieht	Cloudy	303	HANAMAONIO STORET
A Control of the Cont	2848630 10/	759/2011	11:30 AM 11	00AM to 11:59AM	BROOKLINE	Property damage only (none injured)	Single vehicle crash			lavijeht	Cloudy/Rain	670	HAMMAND STREET / HEATH STREET
	ieLECT [Crash Numb. lght], [Weather Con bate] >= '2010-01-01'	er], [Crash ndition], [Si AND [Cra	n Date], [Crash street Number] ssh Date] <= '20	fime], [Crash Hour], [Roadway], [X], [Y] 14-12-31'])]	[City/Town], FROM [TBL_C	Crash Severity], [Manner of Collision], [RASH_REPORT_VIEW] WHERE ((((City/Tr.	Locality], [Road Surface], [Ambient own] = 'BROOKLINE') AND [[Crash						
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Vanasse & Associates

35 New England Business Center Dr, Suite 140 Andover, MA 01810

Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy

City: Brookline, MA

Site Code: 00738201

Start	21-Nov-16		bound		Totals		bound	Hour	Totals	Combin	ed Totals
Time	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoor
12:00		1.5				*	*				
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12:30						*	*				
12:45			37	0	37	THE WAY	12	0	12	0	49
01:00			42			*	17				
01:15			52			CT ST	16				
01:30			51				9				
01:45	September 2018	Arm to complete	40	0	185		9	0	51	0	236
02:00		(M.C.	59				8				
02:15	STEEL COLUENT	BO CHECK	38		140	1210-21200	15	100	Ser Assistant		A STATE OF THE
02:30		(#)	59			:#.Y	14				
02:45		A SECTION	64	0	220		14	0	51	0	271
03:00			79				4				
03:15			93	Office Chally	MENTS STORY	STATE OF STATE	16				
03:30			109				11				
03:45			96	0	377		11	0	42	0	419
04:00			131				11				
04:15	SMINISTERN	Salve Hullan	105		APPLICATION OF		16		SALEGICA		
04:30			88	_		-	9				
04:45 05:00			90	0	414	بروط المدالومية	10	0	46	0	460
05:00		dellos esta	106	RATE OF THE PARTY			11				
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06:00	-		62				14				
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06:45		or Committee of the	43		005		14				
07:00		PHILOSOPHIE!	43	0	235	3945393461	7	0	45	0	280
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10:30			7		Designation of the		2				
10:45			8	0	34		0	0	6	0	40
11:00			9	0	34	*	5	0	0	0	40
11:15			10	Andrew Control			2				Description of
11:30			5				3				
11:45	NAME OF BRIDE	a real module 10	4	0	28	1011 - 12	0	0	10	0	38
Total		0	2145	U	20	0	375	U	10	0	2520
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

Vanasse & Associates

Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy 35 New England Business Center Dr, Suite 140 Andover, MA 01810

City: Brookline, MA

Site Code: 00738201

Start	22-Nov-16	West	bound	Hour	Totals	East	bound	Hour	Totals	Combin	ed Totals
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00		1	60			1	20				
12:15		1	48		OFFICE USE	0	18		THE STREET		
12:30		0	55			0	16				
12:45		2	60	4	223	1	16	2	70	6	29
01:00		3	61			1	19				
01:15		0	46			0	8		2.45 LE/LO		
01:30		0	46			0	13				
01:45		3	42	6	195	0	14	4	54	7	24
02:00		0	50			0	13				
02:15		1	(65)		No. of the last	0	(13)		AL HERMAN	THE REST	THE PARTY NAMED IN
02:30		0	61			0	(14)				
02:45		0	68	1	244	0	(13)	0	53	1	29
03:00		2	(87)			1	(19)				
03:15		0	96	3 3 1/- 3	70000	0	15		Fig. 15 January		
03:30		0	97			0	16				
03:45		1	119	3	399	0	20	1	70	4	469
04:00		1	61			0	9				
04:15		0	100		This call	0	19	S 14. SA 00			
04:30		3	83			2	11				
04:45		0	85	4	329	0	16	2	55	6	384
05:00		0	105			1	11				
05:15		4	115	V. 2015VA S		0	15		MIN WAY THE		
05:30		5	108				11				
05:45		9	69	18	397	2 2	5	5	42	23	439
06:00		12	78			5	12	-			100
06:15	MI DEL	16	81	A DEL		4	4			DE DE DE	# S 5/
06:30		33	60			11	19				
06:45		59	63	120	282	8	13	28	48	148	330
07:00		72	53			13	9	20		140	550
07:15	ALC: NO.	76	42		AND DESCRIPTION OF	14	12				
07:30		111	39			10	7				
07:45		109	29	368	163	12	4	49	32	417	19
08:00		111	24		.00	14	11	40	JZ	717	130
08:15	A CONTRACTOR OF	120	22		DESCRIPTION OF	22	6		A DECEMBER OF THE PARTY OF THE		CAUGUS
08:30		109	17			13	10	1710	2 mm = 1 (112 tub) = 1		
08:45		101	25	441	88	29	6	78	33	519	12
09:00		75	23		00	13	4	, 0	- 55	313	12
09:15		57	18		CONTROL CONTROL	12	6				
09:30		75	12		STATE OF THE PARTY OF	13	5				
09:45		58	12	265	65	13	5	51	20	316	85
10:00		49	7	200	00	14	6	31	20	310	0:
10:15	STATE OF STREET	42	8		CHECK MANAGED I	10					West of the
10:30		39	11		minutes and a	14	1				
10:30	201	51	6	181	32	14	3	60	4.1	222	
11:00		41		101	32		1000	52	11	233	43
11:15		41	7			19	1				
11.10			2		MINE SERVICE	11	2		THE REAL PROPERTY.		
11:30		46	5	474	40	9	4				
11:45		42	2	174	16	16	1	55	8	229	24
Total		1585	2433			324	496			1909	2929
Percent		39.4%	60.6%			39.5%	60.5%			39.5%	60.5

11/22/2016:

2:15-3:15pm

= 340 rehicles

(school pm peak)

AADT= 4838

K-Factor= 7.0%

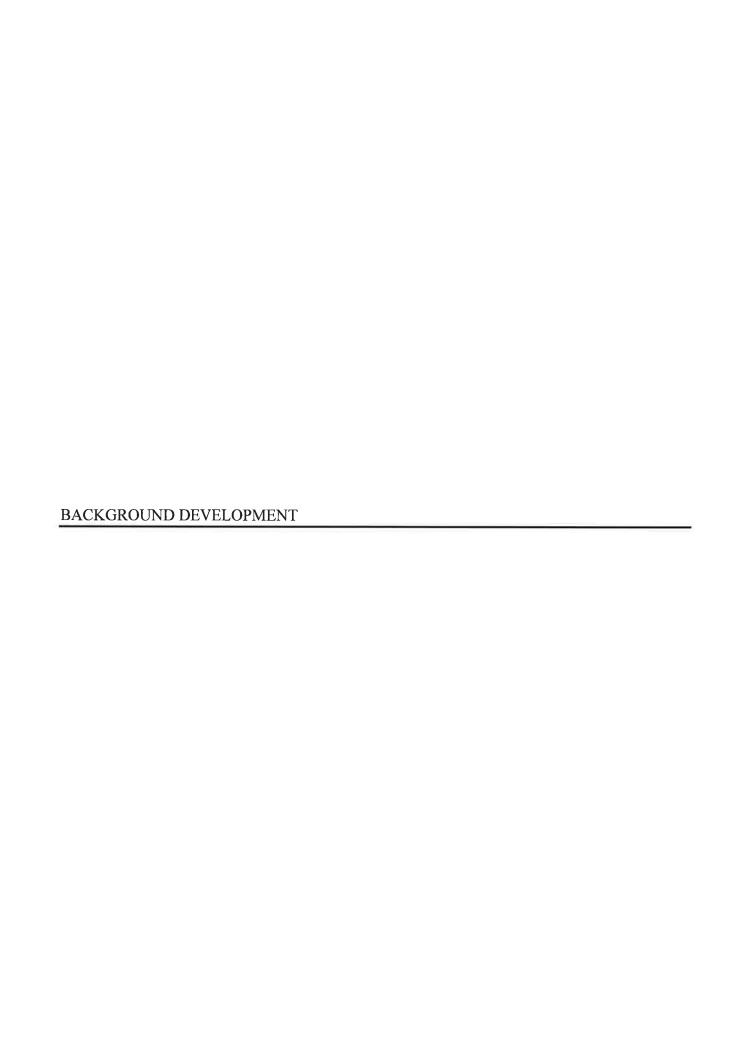
Vanasse & Associates

Vanasse & Associates Location: Heath Street Location: E of Soule Rear Dwy 35 New England Business Center Dr, Suite 140 Andover, MA 01810

City: Brookline, MA

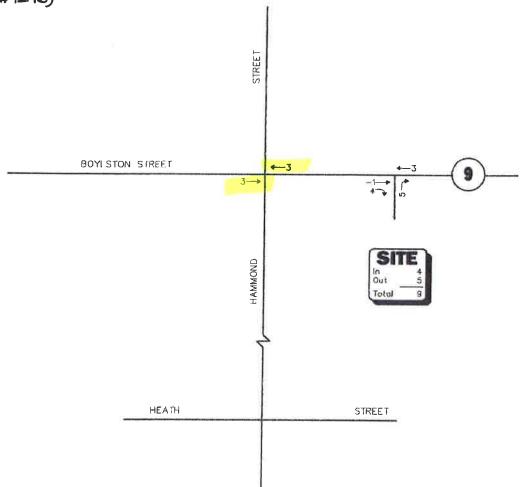
Site Code: 00738201

Start	23-Nov-16	West	bound	Hour	Totals	East	bound	Hour	Totals	Combine	ed Totals
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00		2	*			0	*				
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12:45		4	*	8	0	ó	de contract de	2	0	10	
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02:00		1	THE REAL PROPERTY.	- ADSAMA	THE PARTY OF	2	*	3	0	6	
02:15		a especial control of			and the state of	ő				Account of the	era post i in-
02:30	A CONTRACTOR OF THE PARTY OF TH				170.00		-			De Ballington	
		2				0					
02:45			ALSO ROCCUPIES	5	0	1	NUMBER OF STREET	3	0	8	
03:00		0				0					
03:15		0		AND LANGE.		0					
03:30		0				0	*				
03:45	The state of the s	0	100 000	0	0	0	The same of the	0	0	0	
04:00		0	*			0	*				
04:15		0			Record Bon	0			THE STATE OF		
04:30		1	*			0	*				
04:45		1		2	0	Service of G		1	0	3	
05:00		2	*			0	*				
05:15		2 2	ALICEN SE	AND PERSONAL PROPERTY.	STATE OF	0			TALL PARTY OF		
05:30		2	*			1	*				
05:45		8	and the same	14	0	4	*	5	0	19	
06:00		12	*			1	*				
06:15		16			STREET, STREET	2			COLUMN TO SERVICE STATE OF THE PARTY OF THE		
06:30		28	*			6	*				
06:45	OF FREEDOM STORE	32		88	0	6		15	0	103	erit home
07:00		41				7	*			100	
07:15	a De manda de Servicio	49	Secretary N	WILL STREET	O LOCAL SECTION	11	*				
07:30		68	*			7	*				
07:45	CONTRACTOR IS	58	*	216	0	22	(- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	47	0	263	ATTICK STORY
08:00		80	WILLIAM TO STATE OF THE PARTY O	210		16	*	47	0	203	
08:15	ATTACA TACAN	74	DOWN THE REAL PROPERTY.	-	CONTRACTOR ASSESSMENT	14	and the lower of				
08:30		57	*		MARKET AND A	15	*			Personal Property	
08:45		54	SCHOOL SERVICE	265	0		reference in the	50		004	
			*	200	0	14	*	59	0	324	TWO
09:00		41				8	*				
09:15		48	Name of Street, Street			8	*		POST TO STATE OF THE PARTY.		
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09:45		28	*	157	0	16		37	0	194	
10:00		9				1	*				
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10:45		Xeren J							*		
11:00		*	*).	*	*	*	*	*	*	
11:15				12314531674			LIMES NO.		*	and the second	
11:30		*	*	*	*	₩	*	*	*	*	
11:45		Dr. Olympia			*	THE REAL PROPERTY.					
Total		767	0			173	0			930	
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0
Grand											
Total		2352	4578			497	871			2839	544
Percent		33.9%	66.1%			36.3%	63.7%			34.3%	65.7
		55.570	55.170			55.070	55.770			U-7.U /U	33.7





47096-46584 = 1.0% growth



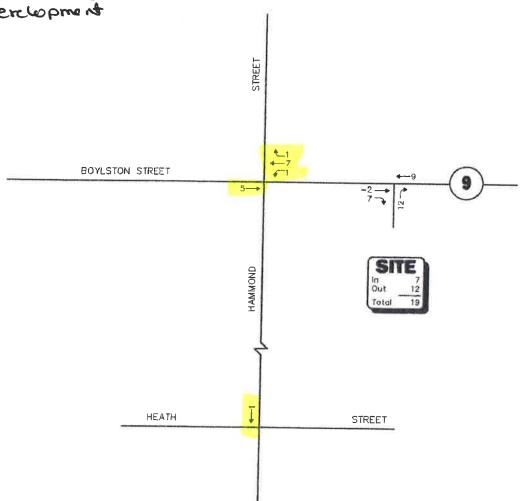


Not to Scale

Vanassa & Associates, Inc.

Figure 8

Site Generated Weekday Moming **Peak Hour Traffic Volumes** -> 45 age restricted apartments : 7000 st retail



Not To Scale

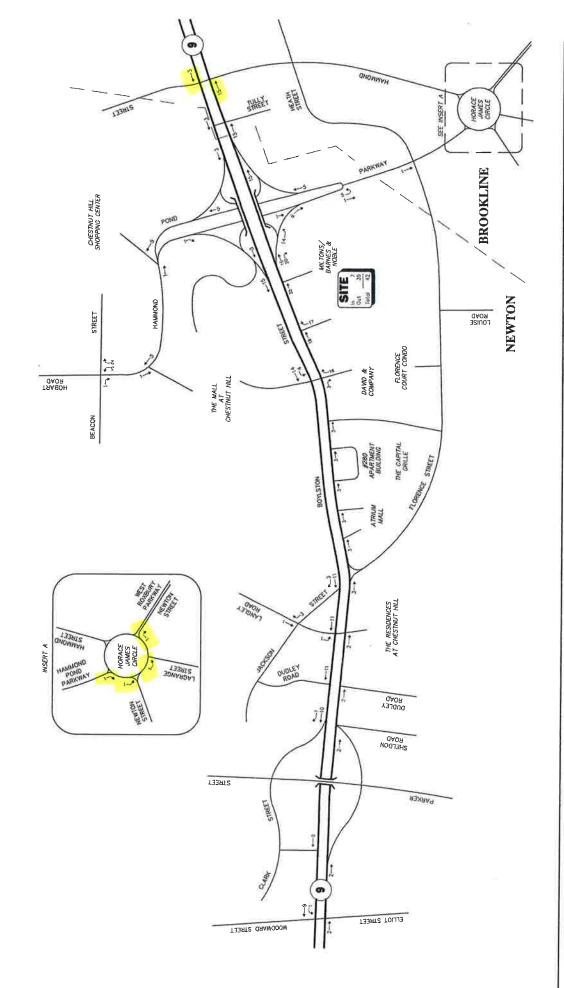
Vanasse & Associates, inc.

Figure 9

Site Generated Weekday Evening Peak Hour Traffic Volumes

Chestrus Hill Square Residential Phane - Background Berelopment (#5706)

al residential anits





Chestnut Hill Square

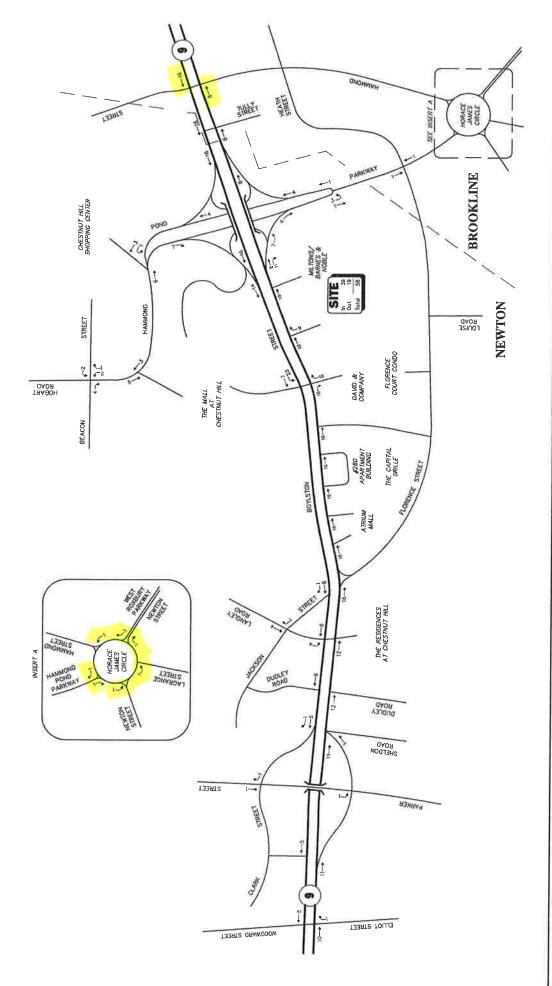
NewEngland

Project-Generated Residential Component Weekday Morning Peak Hour Traffic Volumes Figure A-34

R:\5708\Aug 10\5708nt41dwg 8/9/2010 2-48:33 PM EDT

Chestrust Hill Residential Prosse- Background Derectopment

41 residential units





Chestnut Hill Square Newton, Massachusetts

NewEngland

BEVELOPHENT

One Wids Aversor Mornachuselts

⊕ ; ;

Project-Generated Residential Component Weekday Evening Peak Hour Traffic Volumes Figure A-35

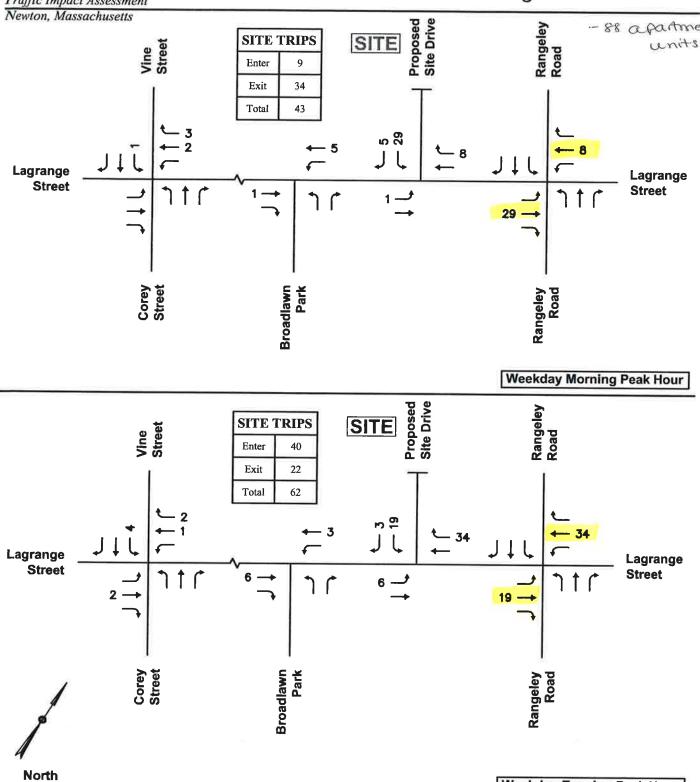




Figure 6

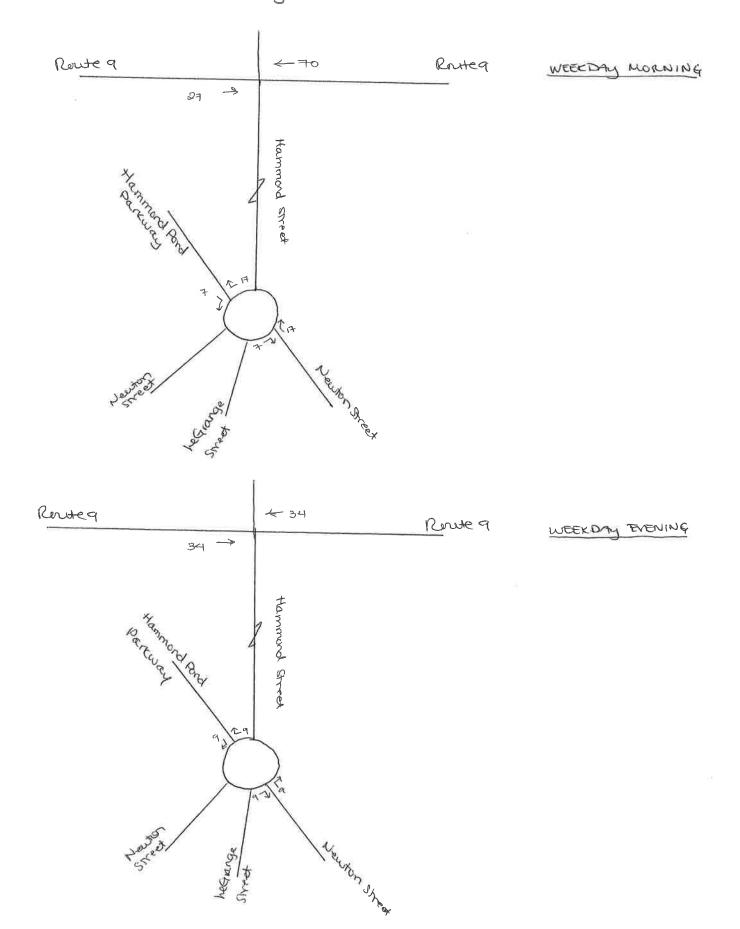
Site-Generated Trips

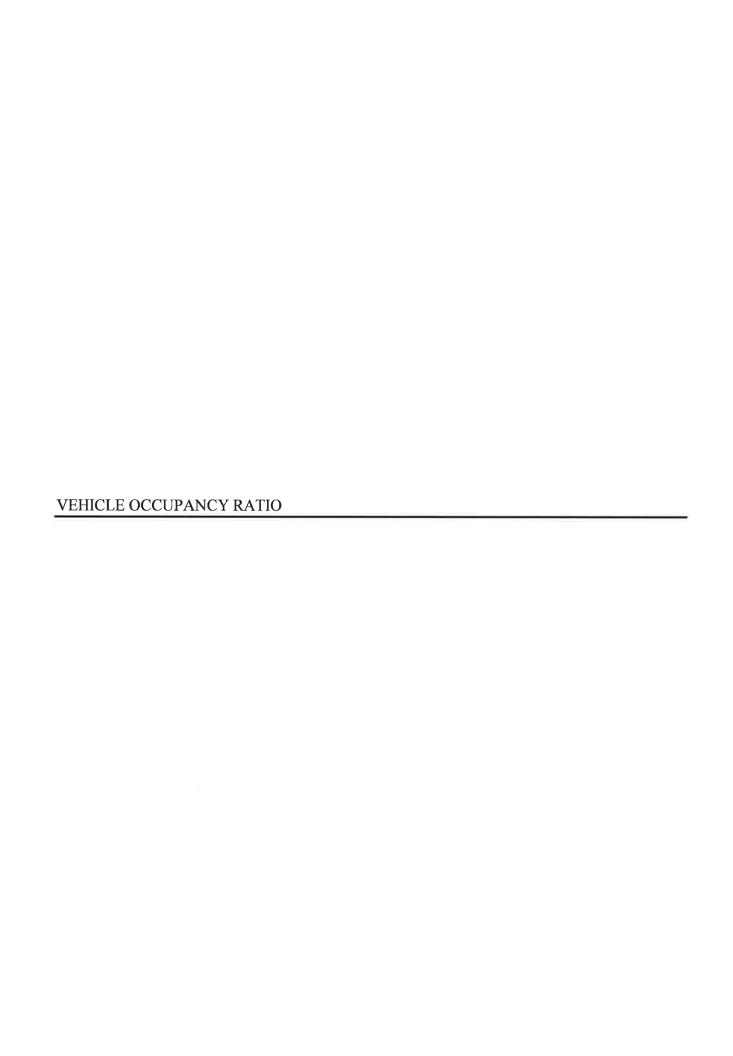
Weekday Evening Peak Hour

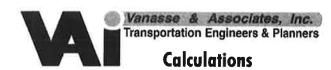
Scale: Not to Scale



Former Atrium Man Building Bourgand Development 10 New England Business Center Drive Suite 314 Andover, MA 01810-1066 Office 978-474-8800 Fax 978-688-6508







10 New England Business Center Drive Suite 314 Andover, MA 01810-1066 Office 978-474-8800 Fax 978-688-6508

Job: Brookline	Job Number:7 38 Z
Location: Baker School	Date: 1/12/17
Title: AM DROP OFFS	Sheet_ l of

Calculated by: _	SRF		Checked by:
7:35	2 1 2 2 1 2	# of Kid	s per CAR
	2 1 3 1 2 1 1 2	} F1 children 49 Vehides	71 49 = [1,45 VOR]
7:48	8:00 Z 2		
7:48 2 1 1 1 2	2 1 1 1 2 1 2		
2 1 1 2 2			

Associates, Inc.
Engineers & Planners
Engineers & Planners

ations

10 New England Business Center Drive
Suite 314
Andover, MA 01810-1066
Office 978-474-8800
Fax 978-688-6508

loh-	RR	ONKI	INF

Location: Baker School

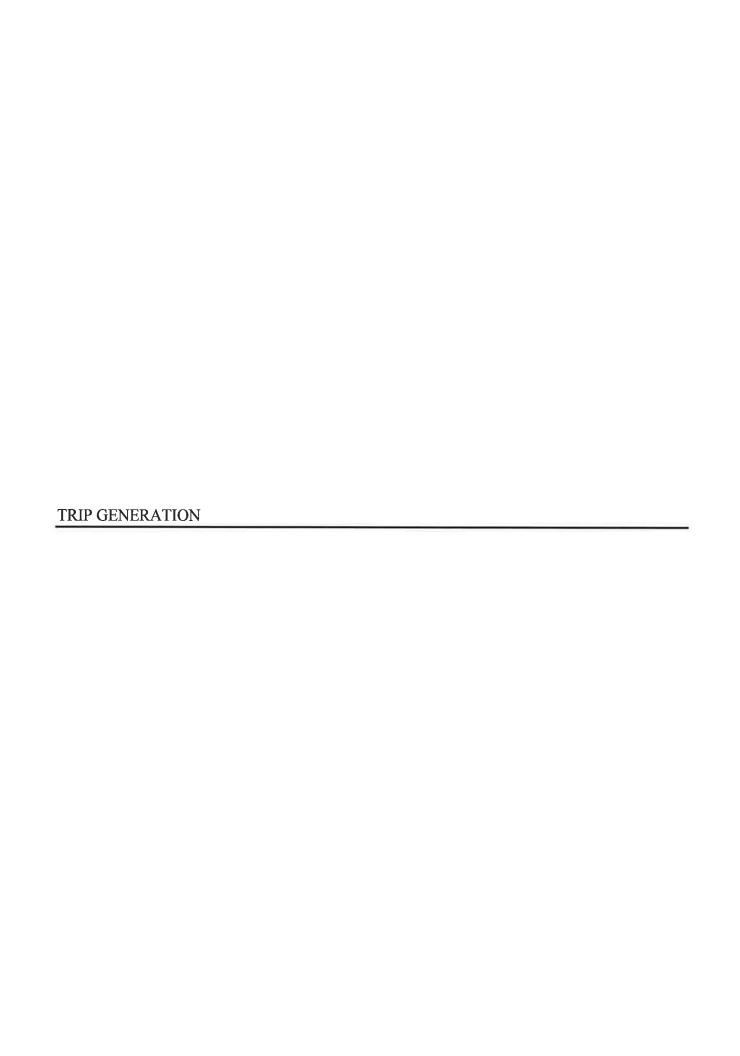
Title: PM Pick. UP Count

Calculated by: ____SRF__

Sheet_____of ___

Checked by:_____

2:15		
2:30		# of k.ds per CAR
1 1 2 1 2 1 2 1	3 40 ehildren	40 = [1.48 VOR]
1 1 4 2 2 1) at vehicles	27
2:45		



PROJECT-GENERATED TRAFFIC

Design year (2024 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning these volumes on the study roadways. The following describes the methodology used to establish the traffic characteristics of the Project. As proposed, the Project will entail the construction of an 800-student elementary school. Teacher and staff levels are estimated at 125.

In order to develop the traffic characteristics of the Project, trip-generation statistics published by the ITE³ for similar land uses as those proposed were used. ITE Land Use Code (LUC) 520, *Elementary School*, with the independent variable of "Number of Students" equal to 800. It should be noted that the trip-generation statistics published by the ITE for the aforementioned land uses reflect the common modes of transportation for schools and include buses, vans/carpools, as well as students that may walk or bicycle to school. Table 5 summarizes the anticipated characteristics of the Project based upon Industry Standards.

Table 5
BALDWIN ELEMENTARY SCHOOL
TRIP GENERATION SUMMARY^a

	Vehicle Trips ^a
Time Period/Direction	Elementary School (800 Students) ^a
Average Weekday Daily:	
Entering	516
Exiting	_516
Total	1,032
Weekday Morning Peak Hour:	
Entering	198
Exiting	162
Total	360
Weekday Afternoon Peak Hour:	
Entering	101
Exiting	123
Total	$\overline{224}$
9000	

^{*}Based on ITE LUC 520, Elementary School.

³Ibid 2.

Land Use: 520 Elementary School

Description

Elementary schools typically serve students attending kindergarten through the fifth or sixth grade. Elementary schools are usually centrally located in residential communities in order to facilitate student access and have no student drivers. This land use consists of schools where bus service is usually provided to students living beyond a specified distance from the school. Both public and private elementary schools are included in this land use. Middle school/junior high school (Land Use 522), high school (Land Use 530), private school (K-8) (Land Use 534) and private school (K-12) (Land Use 536) are related uses.

Additional Data

Average weekday transit trip ends—

Elementary school students generally used school buses more than regular transit and were dropped off and picked up more than high school students, who were apt to walk longer distances, ride bicycles, or, in some cases, drive to school. The percentage of students at the sites who were transported to school via bus varied considerably. Some sites experienced higher than average trip rates because many students did not utilize the available school bus service. Due to the varied transit and school bus usage at these sites, it is desirable that future studies report additional detail on the percentage of students who were bused to school and the percentage that were dropped off and picked up.

The elementary schools surveyed exhibited significant variations in terms of facilities provided. Because the ratio of floor space to student population varied widely among the schools surveyed, the number of students may be a more reliable independent variable on which to establish trip generation rates.

Peak hours of the generator—

The weekday A.M. peak hour of the generator typically coincided with the peak hour of the adjacent street traffic; therefore, only one A.M. peak hour, which represents both the peak hour of the generator and the peak hour of the adjacent street traffic, is displayed. The weekday P.M. peak hour varied between 2:00 p.m. and 4:00 p.m.

The sites were surveyed between the mid-1970s and the 2000s throughout the United States and Canada.

Many of the studies included in this land use did not indicate if the sites surveyed were public, private, or charter schools. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

7, 32, 86, 186, 383, 390, 395, 444, 533, 536, 572, 579, 583, 609, 611, 612, 613, 632, 707

de didn't use because this generate

Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition Land Use Code (LUC) 520 - Elementary School

trip generation estimates are too low

Average Vehicle Trips Ends vs:

Independent Variable (X): 800

AVERAGE WEEKDAY DAILY

T = 1.29 * (X)T = 1.29 * 800

1 = 1.29 " 800

T = 1032.00

T = 1,032 vehicle trips

with 50% (516 vph) entering and 50% (516 vph) exiting.

WEEKDAY MORNING PEAK HOUR

T = 0.45 * (X)

T = 0.45 * 800

T = 360.00

T = 360 vehicle trips

with 55% (198 vph) entering and 45% (162 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF GENERATOR

T = 0.28 * (X)

T = 0.28 * 800

T = 224.00

T = 224 vehicle trips

with 45% (101 vph) entering and 55% (123 vph) exiting.

62 % PM/AM

{ 458 ever

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.15 * (X)

T = 0.15 * 800

T = 120.00

T = 120 vehicle trips

with 49% (59 vph) entering and 51% (61 vph) exiting.

Baldwin Traffic Study Assumptions

800 students

Pierce has 855 students and 134 staff, including itinerants, 107 FTE

Baldwin projected staff = 800/855 x 134 = 125 staff, including itinerants (100 FTE)

50 students walk

Attendance Rate: 96%, 4% absent

METCO:25 students - 1 bus

Materials Fee: 15 kids - Car

New Hancock Village: 130

Expected hours

• Mon-Thurs: 8:00 AM- 2:30 PM

• Fri: 8:00 AM - 1:40 PM

Accurate Counts 978-664-2565

N/S Street: Beverly Road E/W Street: Parking Lot City/State: Brookline, MA Weather : Clear

STAFF ASSUMPTIONS

: Count's from Baker

File Name: 73820003 Site Code : 73820003 Start Date : 6/9/2016

Page No : 1

WEEKDAY MORNING

School teacher Lot

		Parking Lot From West		Printed- Cars - Truc Beverly Rd From South		Beverly Rd From North	Start Time
Int. Total	Right	Left	Thru	Left	Right	Thru	
30	0	0	6	5	8	11	07:00 AM
36	0	0	10	7	7	12	07:15 AM
74	2	0	15	11	11	35	07:30 AM
159	0	1	69	4	7	78	07:45 AM
299	2	Î	100	27	33	136	Total
55	4	2	15	4	2	28	08:00 AM
29	1	0	9	1	2	16	08:15 AM
38	1	1	17	0	1	18	08:30 AM
52	0	0	18	0	1	33	08:45 AM
174	6	3	59	5	6	95	Total
		4	159	32	39	231	Grand Total
473	8			16.8	14.4	85.6	Appreh %
	66.7	33.3	83.2	6.8	8.2	48.8	Total %
	1.7	0.8	33.6		39	228	Cars
469	8	4	158	32	1	98.7	% Cars
99.2	100	100	99.4	100	100		Trucks
4	0	0	I	0	0	3	% Trucks
0.8	0	0	0.6	0	0	1.3	76 Trucks

7:00 - 8:00 AM = 60 entening trips

13 trips occur leefore 7:15 AM = 22%

125 Staff * 0.78 = 97.5. Say 98 Staff trips after 7:15 AM

Overall, the above ITE estimates appear low and may not reflective of actual Brookline conditions. As such, an alternative approach was developed based upon the following assumption provided to VAI.

800 students. Assume 4% Absent (32 students) 800-32=768 Students 800 Students 7-68-15 (Materials Fee)-25 (METCO) - 50 (Walk)=678 4% Daily absenteeism - 15 Students carpool with staff 25 students bus with METCO - 200 students bus wy 25 students per bus 50 students walk

678-200 = 478 - 200 students bus

Student car occupancy of 1.45 student/car

478 - 1.45 = 330 students and 9 buses

Afternoon traffic volumes were estimated based upon the reduced traffic percentage from the ITE

A summary of expected vehicle trip generation is summarized in Table 6 based upon the above assumptions.

Table 6 TRIP GENERATION SUMMARY

Time Period	Staff	Buses	Drop-off/ Pick-up	Total Trips	_
Weekday Morning			50/50		
Peak Hour:	ne de	X	200	427	
Entering	98	9	330	437	
Exiting	<u>0</u>	9	330	<u>339</u>	
Total	98	18	660	776	
Weekday Afternoon			UE /55		
Peak Hour:		100 m	45/55	_	PM assume 62%
Entering	0	9	207	216	of morning rolume
Exiting	<u>0</u>	9	<u>256</u>	265	leares.
Total	0	18	463	481	776 * 0.62 = 481
	9/9/				_45/55 enter/exit ra

As can be seen in Table 6, the Project is expected to generate approximately 776 vehicle trips (437 vehicles entering and 339 exiting) expected during the weekday morning peak-hour. During weekday AM the weekday afternoon peak hour the Project is expected to generate approximately 481 vehicle trips (216 vehicles entering and 265 exiting). The above estimates were utilized for analysis purposes in assessing the overall impacts.

8 buses

Alternative Trip Generation scenarios were developed but were not included as part of the detailed analysis. Trip generation estimates were provided for the following three alternate scenarios.

- 1. 800-student school only METCO 25 students bused
- 2. 600-student school only METCO 25 students bused
- 3. 600-student school METCO 25 students bused plus 150 additional bused students

These trip estimates are provided in Tables 7-9.

800 students. Assume 4% absent (32 students)
800 - 32 Absent = 768
768 - 15 (Material Fee) - 25 (METCO) - 50 (Walls) = 678 students

678-1.45-1468 \$ students \$ 1 bos

Table 7
TRIP GENERATION SUMMARY: ALTERNATE SCENARIO #1
800 STUDENTS/25 BUSED: Only METCO - No additional bus

Time Period	Staff	Buses	Drop-off/ Pick-up	Total Trips	PMPEak = 224 = 0.6
Weekday Morning Peak Hour: Entering Exiting Total	98 <u>0</u> 98	$\frac{1}{\frac{1}{2}}$	468 468 936	567 469 1,036	From ITE DH ASSUME 62%
Weekday Afternoon Peak Hour: Entering Exiting Total	0 <u>0</u> 0	1 1 2	288 352 640	289 (353 (642)	of Morning volume leaves. 1036 * 0.62 = 642 ratio enter/exit = 45%/55%
	Allino.				From ITE weekday PM

Table 8
TRIP GENERATION SUMMARY: ALTERNATE SCENARIO #2
600 STUDENTS/25 BUSED ONLY METCO - No additional bus

Time Period	Staff	Buses	Drop-off/ Pick-up	Total Trips	
Weekday Morning Peak Hour:			50/50		
Entering	74	1	335	410	
Exiting	_0	<u> </u>	<u>335</u>	336	1
Total	74	2	670	746	
Weekday Afternoon Peak Hour:			45/55		
Entering	0	1	214	208	746 * 0.62 = 462
Exiting	<u>0</u>	1	<u> 261</u>	<u>254</u>	@ 45/55 ratio
Total	$\overline{0}$	$\overline{2}$	475	462	73/55 18200

600 - 24= 576 students

576-15 (Materials fee)-25 (METCO)-50 (Walk) = 486 students

600 students. Assume 4% absent (24 students)
(000 - 24 = 576 students
576 - 15 (Matrials Fee) - 25 (METCO) - 50 (Wark) = 486 students

* Assume 150 bus @ 25 Students Der

Table 9
TRIP GENERATION SUMMARY: ALTERNATE SCENARIO #2
600 STUDENTS/150 BUSED

60s.					
486-150= 336	Time Period	Staff	Buses	Drop-off/ Pick-up	Total Trips
336 = 1.45 = 232 1 Students	Weekday Morning Peak Hour:			50/50	
1 67	Entering	74	7	232	313
vor buses	Exiting	_0	7	232	239
VOR STATE	Total	74	14	464	239 552
· ·			7		
	Weekday Afternoon Peak Hour:			45/55	
	Entering	0	///7	147	154
	Exiting	$\frac{0}{0}$	7	181	<u>188</u>
	Total	0	$\overline{14}$	328	342
:					30000

As shown, at 800 students and no busing in the morning peak hour traffic generation increases to 1,036 vehicle trips (567 entering/469 exiting). Overall, this emphasizes that busing is an important element to reducing the overall impacts. In addition, the 600-student alternatives show the small school reduced traffic generation.

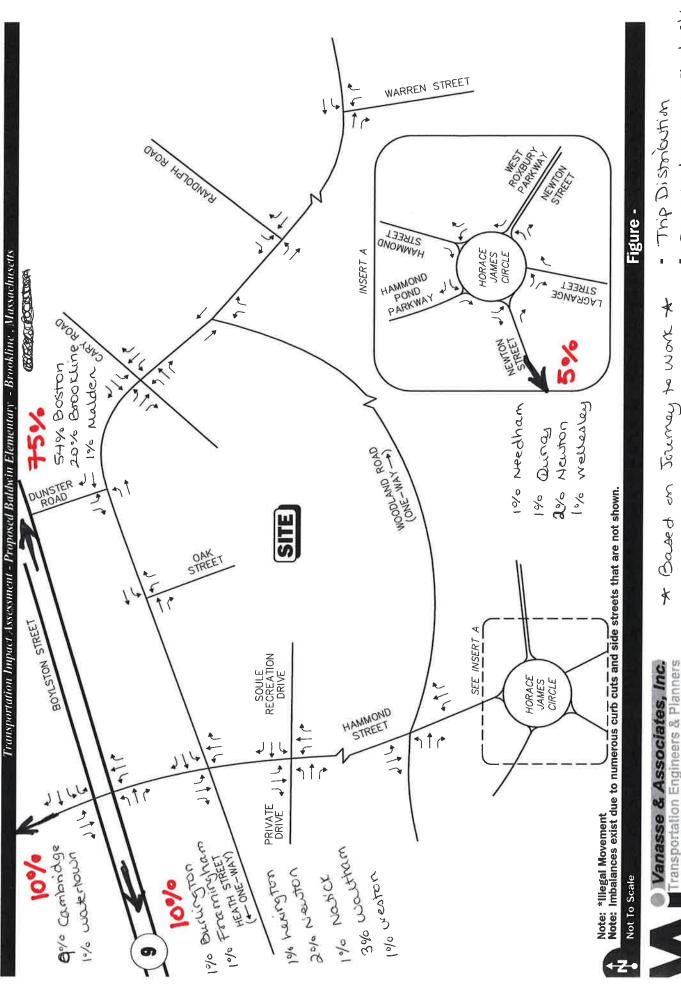
TRIP DISTRIBUTION AND ASSIGNMENT

Separate trip distributions were developed for staff and students. The directional distribution of the site-generated trips to the proposed development by the staff was determined based on a review of origin to workplace data for Brookline. The directional distribution for the drop-offs and pick-ups was based on existing travel patterns at the study area intersections, directional data provided by the architect and it was further assumed that 30 percent of parents dropping-off students would be traveling on to work. The weekday morning trip distribution for staff is depicted on Figure 16 and the drop-off (morning) and pick-up (afternoon) patterns are depicted in Figures 17 and 18. The weekday morning and weekday afternoon peak-hour traffic volumes expected to be generated by the school are shown on Figures 19 and 20.

FUTURE TRAFFIC VOLUMES – BUILD CONDITION

The 2024 Build condition networks consist of the 2024 No-Build traffic volumes with the anticipated site-generated traffic added to them. The 2024 Build weekday morning and weekday afternoon traffic-volume networks are graphically depicted on Figures 21 and 22.

A summary of peak-hour projected traffic-volume increases external to the study area that is the subject of this assessment is shown in Table 10. These volumes are based on the expected increases from the project.



This Distribution

Parent drop-off shoeth

5. go to work (30%)

Transportation Engineers & Planners

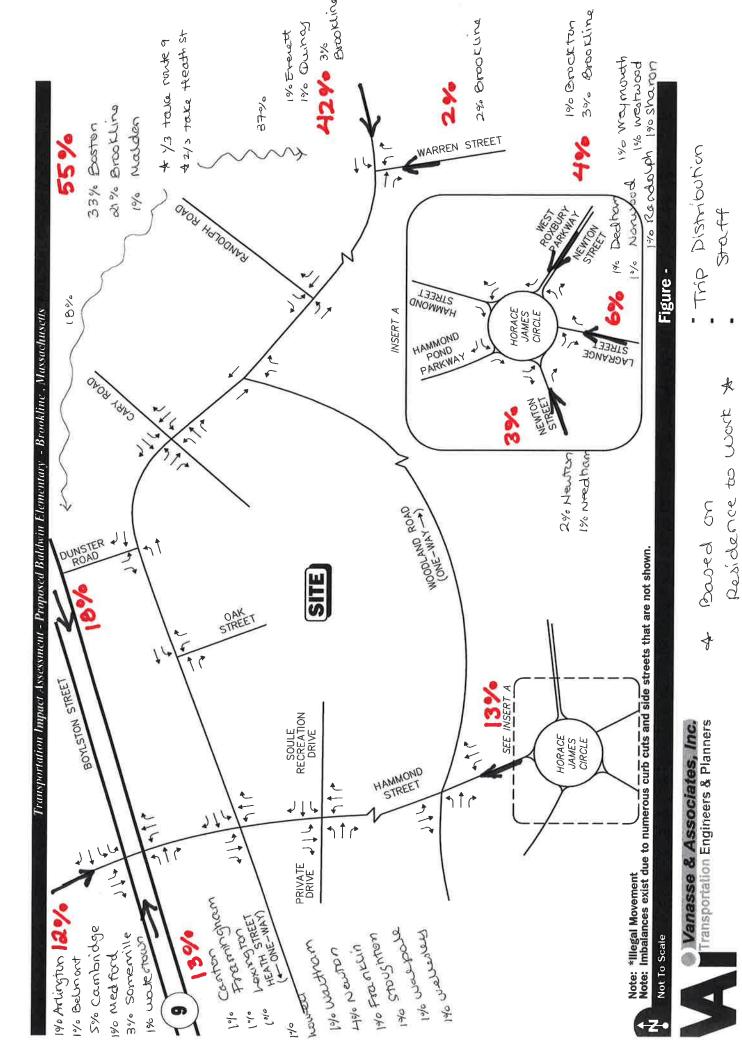
4 JOURNEY TO WORK DATA & Applied to parents dropping off students

Al		Residence			Workplace	!	1 and	Going to	MOUK
Number	State	County	MCD	State	County	MCD	1	(30%)	
18	Massachusetts	Norfolk County	Brookline town	Florida	Alachua County			0%	
9	Massachusetts	Norfolk County	Brookline town	Florida	Orange County			0%	
14	Massachusetts	Norfolk County	Brookline town	Illinois	Cook County			0%	
14	Massachusetts	Norfolk County	Brookline town	Maine	Somerset County	Cambridge town		0%	
14	Massachusetts	Norfolk County	Brookline town	Massachusetts	Barnstable County	Sandwich town		0%	8.
17	Massachusetts	Norfolk County		Massachusetts		Yarmouth town		0%	
11	Massachusetts	Norfolk County	Brookline town	Massachusetts	1 '	Pittsfield city		0%	
11	Massachusetts	Norfolk County	Brookline town	Massachusetts		Mansfield town		0%	
35	Massachusetts	EST 55381 .	Brookline town	Massachusetts	Essex County	Andover town		0%	
43	Massachusetts	Norfolk County	Brookline town	Massachusetts	1	Beverly city		0%	
56	Massachusetts	Norfolk County	Brookline town	Massachusetts	Essex County	Danvers town		0%	
17	Massachusetts	Norfolk County	Brookline town	Massachusetts	Essex County	Gloucester city		0%	
1	Massachusetts	Norfolk County	Brookline town	Massachusetts	Essex County	Haverhill city	l l	0%	
	Massachusetts	Norfolk County		Massachusetts	Essex County	Lawrence city	ŀ	0%	
500+	Massachusetts	Norfolk County		1	'	Lynn city	1	0%	
	Massachusetts	Norfolk County		1.5		Lynnfield town		0%	
	Massachusetts	Norfolk County		1		Methuen Town city	1	0%	
	Massachusetts	Norfolk County		2/2/2004/1997/1997	Essex County	North Andover town		0%	
	Massachusetts	Norfolk County			Essex County	Salem city		0%	
1	Massachusetts	Norfolk County		HEMSENSELSSELSSELSELSELSELSELSELSELSELSELSELSE	Middlesex County	Acton town	l	0%	
	Massachusetts		Brookline town	Massachusetts	Middlesex County	Arlington town	l	0%	
	Massachusetts		Brookline town	Massachusetts	Middlesex County	Bedford town		0%	
	Massachusetts	Norfolk County			Middlesex County	Belmont town		0%	,
		Norfolk County			Middlesex County	Billerica town		0%	
200000		Norfolk County			Middlesex County	Burlington town	l	1%	
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217410.650		Norfolk County	i i		Middlesex County	Chelmsford town	1	0%	1010
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		Norfolk County			Middlesex County	Malden city		1%	
		- 1			Middlesex County	Marlborough city		0%	
		Norfolk County			Middlesex County	Maynard town		0%	
	1877 L. T. W	- 1	ER 10.09E	Par 2 020	Middlesex County	Medford city		0%	
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- 1					Middlesex County	Watertown Town city		1%	
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15 N	/lassachusetts	Norfolk County	Brookline town	Massachusetts	Middlesex County	Westford town		0%	

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16	7 Massachusetts	Norfolk County	Brookline town	Massachusetts	Middlesex County	Weston town	1%
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1	Massachusetts	Norfolk County	L.	Massachusetts	Norfolk County	Bellingham town	0%
129	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Braintree Town city	0%
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195	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Canton town	1%
14	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Cohasset town	0%
47	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Dedham town	0%
52	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Foxborough town	0%
53	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Franklin Town city	0%
110	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Milton town	0%
266	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Needham town	1%
23	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Norfolk town	0%
92	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Norwood town	0%
181	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Quincy city	1%
12	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Randolph town	0%
11	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Stoughton town	0%
69	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Walpole town	0%
342	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Wellesley town	1%
91	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Westwood town	0%
112	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Weymouth Town city	0%
23	Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Wrentham town	0%
12	Massachusetts	Norfolk County	Brookline town	Massachusetts	Plymouth County	Abington town	0%
10	Massachusetts	Norfolk County	Brookline town	Massachusetts	Plymouth County	Bridgewater town	0%
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					Worcester County	Milford town	0%
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8	Massachusetts	Norfolk County	Brookline town	New Hampshire	Merrimack County	Concord city	0%

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I	29	Massachusetts	Norfolk County	Brookline town	New Hampshire	Rockingham County	Exeter town	0%
	12	Massachusetts	Norfolk County	Brookline town	New Hampshire	Rockingham County	Portsmouth city	0%
	53	Massachusetts	Norfolk County	Brookline town	New Hampshire	Rockingham County	Salem town	0%
1	14	Massachusetts	Norfolk County	Brookline town	New Jersey	Camden County		0%
	7	Massachusetts	Norfolk County	Brookline town	New Jersey	Essex County		0%
1	15	Massachusetts	Norfolk County	Brookline town	New Jersey	Mercer County		0%
1	12	Massachusetts	Norfolk County	Brookline town	New York	Erie County		0%
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1	12	Massachusetts	Norfolk County	Brookline town	New York	Westchester County		0%
1	11	Massachusetts	Norfolk County	Brookline town	North Carolina	Guilford County		0%
1	14	Massachusetts	Norfolk County	Brookline town	Pennsylvania	Philadelphia County		0%
1	40	Massachusetts	Norfolk County	Brookline town	Rhode Island	Newport County	Middletown town	0%
	10	Massachusetts	Norfolk County	Brookline town	Rhode Island	Newport County	Portsmouth town	0%
l .	43	Massachusetts	Norfolk County	Brookline town	Rhode Island	Providence County	North Smithfield town	0%
1	10	Massachusetts	Norfolk County	Brookline town	Rhode Island	Providence County	Pawtucket city	0%
	60	Massachusetts	Norfolk County	Brookline town	Rhode Island	Providence County	Providence city	0%
1	14	Massachusetts	Norfolk County	Brookline town	Utah	Salt Lake County		0%
ł	13	Massachusetts	Norfolk County	Brookline town	Vermont	Chittenden County	South Burlington city	0%
	17	Massachusetts	Norfolk County	Brookline town	Virginia	Prince William County		0%
					4			1

90% ->100%



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	Residen	ce		Work Place				
State Name	County Name	Minor Civil Division Name	State Name	County Name	Minor Civil Division Name	Workers in Commuting Flow	Percent	
Massachusetts	Bristol County	Attleboro city	Massachusetts	Norfolk County	Brookline town	71	0%	
Massachusetts (Bristol County	Easton town	Massachusetts	Norfolk County	Brookline town	31	0%	
/lassachusetts	Bristol County	Easton town	Massachusetts	Norfolk County	Brookline town	18	0%	
√lassachusetts	Bristol County	Mansfield town	Massachusetts	Norfolk County	Brookline town	46	0%	
Massachusetts 1 4 1	Bristol County	Mansfield town	Massachusetts	Norfolk County	Brookline town	16	0%	
/lassachusetts	Bristol County	New Bedford city	Massachusetts	Norfolk County	Brookline town	39	0%	
/lassachusetts	Bristol County	New Bedford city	Massachusetts	Norfolk County	Brookline town	7	0%	
/lassachusetts	Bristol County	New Bedford city	Massachusetts	Norfolk County	Brookline town	12	0%	
∕lassachusetts	Essex County	Andover town	Massachusetts	Norfolk County	Brookline town	32	0%	
/lassachusetts	Essex County	Haverhill city	Massachusetts	Norfolk County	Brookline town	25	0%	
/lassachusetts	Essex County	Lynn city	Massachusetts	Norfolk County	Brookline town	68	0%	
/lassachusetts	Essex County	Lynn city	Massachusetts	Norfolk County	Brookline town	31	0%	
Massachusetts	Essex County	Marblehead town	Massachusetts	Norfolk County	Brookline town	33	0%	
1assachusetts	Essex County	Newburyport city	Massachusetts	Norfolk County	Brookline town	20	0%	
Massachusetts	Essex County	Newburyport city	Massachusetts	Norfolk County	Brookline town	5	0%	
1assachusetts	Essex County	Peabody city	Massachusetts	Norfolk County	Brookline town	51	0%	
1assachusetts	Essex County	Peabody city	Massachusetts	Norfolk County	Brookline town	10	0%	
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/lassachusetts	Essex County	Swampscott town	Massachusetts	Norfolk County	Brookline town	39	0%	
/lassachusetts	Middlesex County	Arlington town	Massachusetts	Norfolk County	Brookline town	200	1%	
Massachusetts	Middlesex County	Arlington town	Massachusetts	Norfolk County	Brookline town	16	0%	
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Massachusetts	Middlesex County	Ashland town	Massachusetts	Norfolk County	Brookline town	95	0%	
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1assachusetts	Middlesex County	Belmont town	Massachusetts	Norfolk County	Brookline town	16	0%	
lassachusetts	Middlesex County	Belmont town	Massachusetts	Norfolk County	Brookline town	12	0%	
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lassachusetts	Middlesex County	Chelmsford town	Massachusetts	Norfolk County	Brookline town	32	0%	
lassachusetts	Middlesex County	Chelmsford town	Massachusetts	Norfolk County	Brookline town	9	0%	
lassachusetts	Middlesex County	Everett city	Massachusetts	Norfolk County	Brookline town	121	1%	
lassachusetts	Middlesex County	Everett city	Massachusetts	Norfolk County	Brookline town	98	0%	
lassachusetts	Middlesex County	Framingham town	Massachusetts	Norfolk County	Brookline town	251	1%	
lassachusetts	Middlesex County	Framingham town	Massachusetts	Norfolk County	Brookline town	30	0%	
lassachusetts	Middlesex County	Holliston town	Massachusetts	Norfolk County	Brookline town	23	0%	
assachusetts	Middlesex County	Holliston town	Massachusetts	Norfolk County	Brookline town	7	0%	
assachusetts	Middlesex County	Lexington town	Massachusetts	Norfolk County	Brookline town	103	1%	
assachusetts	Middlesex County	Lowell city	Massachusetts	Norfolk County	Brookline town	112	1%	
assachusetts	Middlesex County	Malden city	Massachusetts	Norfolk County	Brookline town	85	0%	
assachusetts	Middlesex County	Malden city	Massachusetts	Norfolk County	Brookline town	197	1%	
assachusetts	Middlesex County	Malden city	Massachusetts	Norfolk County	Brookline town	28	0%	
assachusetts	Middlesex County	Medford city	Massachusetts	Norfolk County	Brookline town	301	1%	
assachusetts	Middlesex County	Medford city	Massachusetts	Norfolk County	Brookline town	63	0%	
assachusetts	Middlesex County	Medford city	Massachusetts	Norfolk County	Brookline town	22	0%	
assachusetts	Middlesex County	Melrose city	Massachusetts	Norfolk County	Brookline town	44	0%	
assachusetts	Middlesex County	Melrose city	Massachusetts	Norfolk County	Brookline town	8	0%	
assachusetts	Middlesex County	Melrose city	Massachusetts	Norfolk County	Brookline town	15	0%	
assachusetts	Middlesex County	Natick town	Massachusetts	Norfolk County	Brookline town	81	0%	
assachusetts	Middlesex County	Natick town	Massachusetts	Norfolk County	Brookline town	11	0%	
assachusetts	Middlesex County	Newton city	Massachusetts	Norfolk County	Brookline town	755	4%	100

* ResiDENCE TO WORK DATA *

= Forstage distribution.

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Massachusetts Massachusetts	Middlesex County Middlesex County	Newton city Newton city	Massachusetts Massachusetts	Norfolk County Norfolk County	Brookline town Brookline town	100 93	0% 0%
Massachusetts	Middlesex County	Newton city	Massachusetts	Norfolk County	Brookline town	95 45	0%
Massachusetts	Middlesex County	Somerville city	Massachusetts	Norfolk County	Brookline town	166	1%
Massachusetts	Middlesex County	Somerville city	Massachusetts	Norfolk County	Brookline town	90	0%
Massachusetts	Middlesex County	Somerville city	Massachusetts	Norfolk County	Brookline town	176	1%
Massachusetts	Middlesex County	Somerville city	Massachusetts	Norfolk County	Brookline town	14	0%
Massachusetts	Middlesex County	Stoneham town	Massachusetts	Norfolk County	Brookline town	50	0%
Massachusetts	Middlesex County	Stoneham town	Massachusetts	Norfolk County	Brookline town	7	0%
Massachusetts	Middlesex County	Townsend town	New Hampshire	Hillsborough County	Brookline town	56	0%
Massachusetts	Middlesex County	Wakefield town	Massachusetts	Norfolk County	Brookline town	28	0%
Massachusetts	Middlesex County	Wakefield town	Massachusetts	Norfolk County	Brookline town	9	0%
Massachusetts	Middlesex County	Waltham city	Massachusetts	Norfolk County	Brookline town	148	1%
Massachusetts	Middlesex County	Waltham city	Massachusetts	Norfolk County	Brookline town	61	0%
Massachusetts	Middlesex County	Waltham city	Massachusetts	Norfolk County	Brookline town	10	0%
Massachusetts	Middlesex County	Waltham city	Massachusetts	Norfolk County	Brookline town	24	0%
Massachusetts	Middlesex County	Watertown Town city	Massachusetts	Norfolk County	Brookline town	167	1%
Massachusetts Massachusetts	Middlesex County	Watertown Town city	Massachusetts	Norfolk County	Brookline town	71	0%
Massachusetts	Middlesex County Middlesex County	Wayland town	Massachusetts	Norfolk County	Brookline town	49	0%
Massachusetts	Middlesex County	Wayland town Wilmington town	Massachusetts Massachusetts	Norfolk County	Brookline town	9	0%
Massachusetts	Middlesex County	Winchester town	Massachusetts	Norfolk County Norfolk County	Brookline town	56	0%
Massachusetts	Middlesex County	Winchester town	Massachusetts	Norfolk County	Brookline town Brookline town	35 16	0% 0%
Massachusetts	Middlesex County	Winchester town	Massachusetts	Norfolk County	Brookline town	12	0%
Massachusetts	Middlesex County	Woburn city	Massachusetts	Norfolk County	Brookline town	28	0%
Massachusetts	Middlesex County	Woburn city	Massachusetts	Norfolk County	Brookline town	11	0%
Massachusetts	Norfolk County	Braintree Town city	Massachusetts	Norfolk County	Brookline town	46	0%
Massachusetts	Norfolk County	Braintree Town city	Massachusetts	Norfolk County	Brookline town	12	0%
Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Brookline town	1,165	6%
Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Brookline town	119	1%
Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Brookline town	116	1%
Massachusetts	Norfolk County	Brookline town	Massachusetts	Norfolk County	Brookline town	3,856	19%
Massachusetts	Norfolk County	Canton town	Massachusetts	Norfolk County	Brookline town	118	1%
Massachusetts	Norfolk County	Canton town	Massachusetts	Norfolk County	Brookline town	20	0%
Massachusetts	Norfolk County	Canton town	Massachusetts	Norfolk County	Brookline town	18	0%
Massachusetts	Norfolk County	Dedham town	Massachusetts	Norfolk County	Brookline town	260	1%
Massachusetts	Norfolk County	Dedham town	Massachusetts	Norfolk County	Brookline town	20	0%
Massachusetts	Norfolk County	Dedham town	Massachusetts	Norfolk County	Brookline town	17	0%
Massachusetts	Norfolk County	Dover town	Massachusetts	Norfolk County	Brookline town	57	0%
Massachusetts	Norfolk County	Foxborough town	Massachusetts	Norfolk County	Brookline town	58	0%
Massachusetts	Norfolk County	Franklin Town city	Massachusetts	Norfolk County	Brookline town	108	1%
Massachusetts	Norfolk County	Franklin Town city	Massachusetts	Norfolk County	Brookline town	16	0%
Massachusetts	Norfolk County	Medfield town	Massachusetts	Norfolk County	Brookline town	93	0%
Massachusetts Massachusetts	Norfolk County	Medway town	Massachusetts	Norfolk County	Brookline town	40	0%
Massachusetts	Norfolk County	Medway town	Massachusetts	Norfolk County	Brookline town	9	0%
Massachusetts	Norfolk County Norfolk County	Milton town Milton town	Massachusetts	Norfolk County	Brookline town	60	0%
Massachusetts	Norfolk County	Needham town	Massachusetts Massachusetts	Norfolk County Norfolk County	Brookline town	168	0%
Massachusetts	Norfolk County	Needham town	Massachusetts	Norfolk County	Brookline town Brookline town	168	1%
Massachusetts	Norfolk County	Needham town	Massachusetts	Norfolk County	Brookline town	11 15	0% 0%
Massachusetts	Norfolk County	Norwood town	Massachusetts	Norfolk County	Brookline town	206	
Massachusetts	Norfolk County	Norwood town	Massachusetts	Norfolk County	Brookline town	57	0%
Massachusetts	Norfolk County	Quincy city	Massachusetts	Norfolk County	Brookline town	190	1%
Massachusetts	Norfolk County	Quincy city	Massachusetts	Norfolk County	Brookline town	45	0%
Massachusetts	Norfolk County	Quincy city	Massachusetts	Norfolk County	Brookline town	50	0%
Massachusetts	Norfolk County	Randolph town	Massachusetts	Norfolk County	Brookline town	112	1%
Massachusetts	Norfolk County	Randolph town	Massachusetts	Norfolk County	Brookline town	40	0%
Massachusetts	Norfolk County	Sharon town	Massachusetts	Norfolk County	Brookline town	158	1%
Massachusetts	Norfolk County	Stoughton town	Massachusetts	Norfolk County	Brookline town	115	1%
Massachusetts	Norfolk County	Stoughton town	Massachusetts	Norfolk County	Brookline town	12	0%
Massachusetts	Norfolk County	Stoughton town	Massachusetts	Norfolk County	Brookline town	10	0%
	Norfolk County	Walpole town	Massachusetts	Norfolk County	Brookline town	115	1%
Massachusetts	NOTION COUNTY	Traipoic town		,			

Massachusetts	Norfolk County	Wellesley town	Massachusetts	Norfolk County	Brookline town	22	0%
Massachusetts	Norfolk County	Wellesley town	Massachusetts	Norfolk County	Brookline town	6	0%
Massachusetts	Norfolk County	Wellesley town	Massachusetts	Norfolk County	Brookline town	37	0%
Massachusetts	Norfolk County	Westwood town	Massachusetts	Norfolk County	Brookline town	110	1%
Massachusetts	Norfolk County	Weymouth Town city	Massachusetts	Norfolk County	Brookline town	167	1%
Massachusetts	Norfolk County	Weymouth Town city	Massachusetts	Norfolk County	Brookline town	21	0%
Massachusetts	Norfolk County	Wrentham town	Massachusetts	Norfolk County	Brookline town	69	0%
Massachusetts	Plymouth County	Brockton city	Massachusetts	Norfolk County	Brookline town	125	1%
Massachusetts	Plymouth County	Brockton city	Massachusetts	Norfolk County	Brookline town	17	0%
Massachusetts	Plymouth County	Marshfield town	Massachusetts	Norfolk County	Brookline town	39	0%
Massachusetts	Plymouth County	Rockland town	Massachusetts	Norfolk County	Brookline town	26	0%
Massachusetts	Plymouth County	Rockland town	Massachusetts	Norfolk County	Brookline town	18	0%
Massachusetts	Plymouth County	Rockland town	Massachusetts	Norfolk County	Brookline town	11	0%
Massachusetts	Plymouth County	Scituate town	Massachusetts	Norfolk County	Brookline town	37	0%
Massachusetts	Suffolk County	Boston city	Massachusetts	Norfolk County	Brookline town	2,940	14%
Massachusetts	Suffolk County	Boston city	Massachusetts	Norfolk County	Brookline town	474	2%
Massachusetts	Suffolk County	Boston city	Massachusetts	Norfolk County	Brookline town	1,579	8%
Massachusetts	Suffolk County	Boston city	Massachusetts	Norfolk County	Brookline town	1,046	5%
Massachusetts	Suffolk County	Revere city	Massachusetts	Norfolk County	Brookline town	30	0%
Massachusetts	Suffolk County	Revere city	Massachusetts	Norfolk County	Brookline town	23	0%
Massachusetts	Suffolk County	Revere city	Massachusetts	Norfolk County	Brookline town	23	0%
Massachusetts	Suffolk County	Winthrop Town city	Massachusetts	Norfolk County	Brookline town	19	0%
Massachusetts	Suffolk County	Winthrop Town city	Massachusetts	Norfolk County	Brookline town	5	0%
Massachusetts	Worcester County	Grafton town	Massachusetts	Norfolk County	Brookline town	53	0%
Massachusetts	Worcester County	Harvard town	Massachusetts	Norfolk County	Brookline town	32	0%
Massachusetts	Worcester County	Westborough town	Massachusetts	Norfolk County	Brookline town	29	0%

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thip distribution

assumption

% student

ransportation Engineers & Planners

CAPACITY ANALYSIS

Boylston Street (Route 9) at Hammond Street

Hammond Street at Heath Street

Hammond Street at Soule Recreation Drive and Private Drive

Hammond Street at Woodland Road

Heath Street at Oak Street

Heath Street at Dunster Road

Boylston Street (Route 9) at Dunster Road

Heath Street at Cary Road

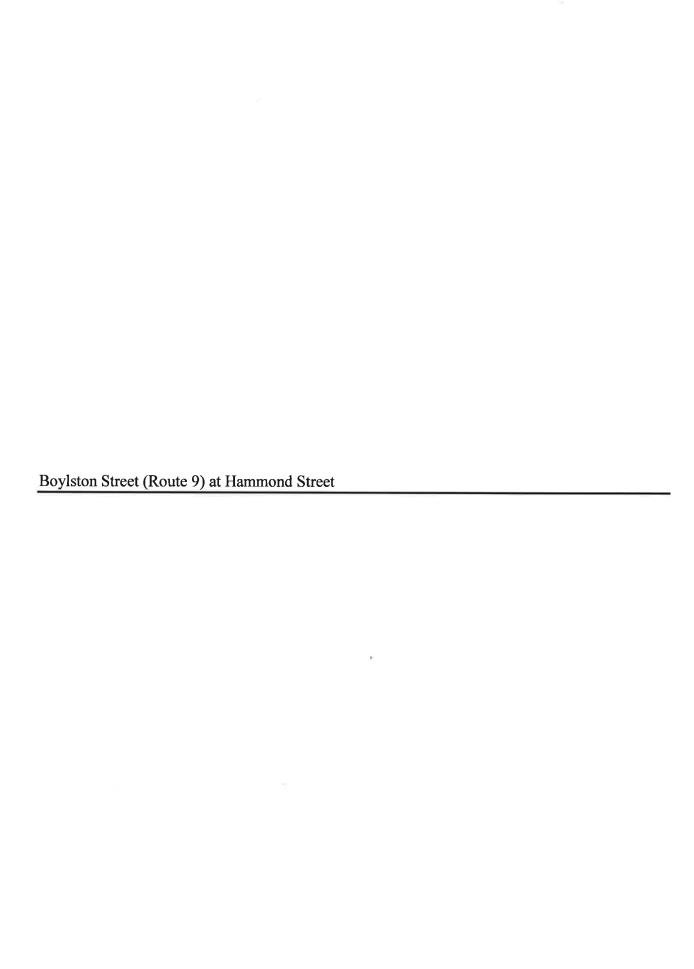
Heath Street at Soule Recreation Drive/Site Drive

Heath Street at Woodland Road

Heath Street at Randolph Road

Heath Street at Warren Street

James Horace Circle



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ň	1		ሻ	† †	7		4Th			414	7
Volume (veh/h)	122	1087	34	220	1291	43	113	355	73	124	238	124
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	184.5	184.0	190.0	182.7	186.3	190.0	190.0	190.8	190.0	190.0	187.5	182.7
Adj Flow Rate, veh/h	136	1208	38	232	1359	45	118	370	76	139	267	139
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	0	2	1
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	4	2	0	1	1	1	2	2	4
Cap, veh/h	190	1287	40	221	1383	883	149	489	105	193	399	423
Arrive On Green	0.11	0.37	0.35	0.13	0.39	0.38	0.18	0.20	0.18	0.15	0.16	0.16
Sat Flow, veh/h	1757	3460	109	1740	3539	1615	739	2427	520	1174	2425	1553
Grp Volume(v), veh/h	136	610	636	232	1359	45	299	0	265	215	191	139
Grp Sat Flow(s), veh/h/ln	1757	1748	1821	1740	1770	1615	1871	0	1816	1817	1782	1553
Q Serve(g_s), s	8.9	39.8	39.9	15.0	44.9	1.5	18.0	0.0	16.2	13.3	11.9	8.5
Cycle Q Clear(g_c), s	8.9	39.8	39.9	15.0	44.9	1.5	18.0	0.0	16.2	13.3	11.9	8.5
Prop In Lane	1.00		0.06	1.00	,	1.00	0.39		0.29	0.65		1.00
Lane Grp Cap(c), veh/h	190	650	677	221	1383	883	377	0	366	299	293	423
V/C Ratio(X)	0.72	0.94	0.94	1.05	0.98	0.05	0.79	0.00	0.73	0.72	0.65	0.33
Avail Cap(c_a), veh/h	223	650	677	221	1383	883	443	0	430	415	407	522
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	1.00	1.00	1.00	1.00	1.00	0.49	0.00	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	35.8	35.9	51.6	35.6	12.5	45.3	0.0	44.4	47.5	46.2	34.4
Incr Delay (d2), s/veh	8.7	23.0	22.5	74.8	20.4	0.1	4.2	0.0	2.5	3.7	2.4	0.4
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(50%),veh/In	4.8	23.3	24.2	11.8	25.8	1.0	9.8	0.0	8.4	7.0	6.0	3.7
LnGrp Delay(d),s/veh	59.7	58.8	58.4	126.4	56.1	12.6	49.5	0.0	46.9	51.2	48.7	34.8
LnGrp LOS	Ε	E	E	F	E	В	D	0.0	D	D	D	C
Approach Vol, veh/h		1382			1636			564			545	
Approach Delay, s/veh		58.7			64.9			48.3			46.1	
Approach LOS		E			E			D			D	
Timer	1	2	3	4	5	6	7	8	I SAME	- 146	2	300
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	61.9		27.8	19.0	59.7		23.5				
Change Period (Y+Rc), s	6.0	7.0		6.0	6.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	41.0		26.0	13.0	41.0		25.0				
Max Q Clear Time (g_c+l1), s	10.9	46.9		20.0	17.0	41.9		15.3				
Green Ext Time (p_c), s	0.1	0.0		1.8	0.0	0.0		2.1				
Intersection Summary	. "1	1 300	1.00		US 19	15 BL.	The M			1	32 -1	
HCM 2010 Ctrl Delay			58.1								FIF	
HCM 2010 LOS			E									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑ 1>		ሻ	^	77		4 14			414	7
Volume (vph)	122	1087	34	220	1291	43	113	355	73	124	238	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	12	12	10	11
Storage Length (ft)	220		0	330		150	0		0	0		100
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1694	3478	0	1678	3539	1615	0	3494	0	0	3269	1501
Flt Permitted /	0.950			0.950				0.990			0.983	
Satd. Flow (perm)	1694	3478	0	1678	3539	1615	0	3494	0	0	3269	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				76		12				139
Link Speed (mph)		40			45			25			25	
Link Distance (ft)		710			770			351			593	
Travel Time (s)		12.1			11.7			9.6			16.2	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	12%	4%	2%	0%	5%	1%	14%	0%	2%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	1246	0	232	1359	45	0	564	0	0	406	139
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4		8	8	1
Permitted Phases						2						8
Detector Phase	1	6		5	2	8	4	4		8	8	1
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	60.0		10.0	60.0	30.0	30.0	30.0		30.0	30.0	10.0
Total Split (s)	19.0	48.0		19.0	48.0	31.0	32.0	32.0		31.0	31.0	19.0
Total Split (%)	14.6%	36.9%		14.6%	36.9%	23.8%	24.6%	24.6%		23.8%	23.8%	14.6%
Maximum Green (s)	13.0	41.0		13.0	41.0	25.0	26.0	26.0		25.0	25.0	13.0
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0		3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	2.0
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0	-2.0		-2.0			-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	Ped	Ped	Ped		Ped	Ped	None
Walk Time (s)		20.0			20.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		20.0			20.0	18.0	19.0	19.0		18.0	18.0	
Pedestrian Calls (#/hr)		10			10	3	8	8		3	3	
Act Effct Green (s)	15.1	44.0		17.1	46.0	71.7		27.2			25.7	44.7
Actuated g/C Ratio	0.12	0.34		0.13	0.35	0.55		0.21			0.20	0.34
v/c Ratio	0.69	1.06		1.05	1.08	0.05		0.76			0.63	0.23
Control Delay	73.9	84.0		128.7	91.7	0.5		16.7			52.6	5.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		1.1			0.0	0.0
Total Delay	73.9	84.0		128.7	91.7	0.5		17.8			52.6	5.5
LOS	Е	F		F	F	Α		В			D	Α
Approach Delay		83.0			94.5			17.8			40.6	
Approach LOS		F			F			В			D	

	•	-	*	•	—	•	1	†	-	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	110	~604		~214	~700	0		52			167	0
Queue Length 95th (ft)	#202	#746		#405	#839	4		102			217	43
Internal Link Dist (ft)		630			690			271			513	
Turn Bay Length (ft)	220			330		150						100
Base Capacity (vph)	204	1179		220	1253	940		761			678	613
Starvation Cap Reductn	0	0		0	0	0		62			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.67	1.06		1.05	1.08	0.05		0.81			0.60	0.23

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 73.1 Intersection Capacity Utilization 82.3%

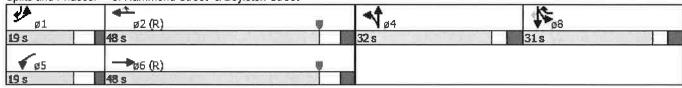
Intersection LOS: E
ICU Level of Service E

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	PF.	∱ ∱		ሻ	十 十	7		414			414	7
Volume (veh/h)	118	1070	69	234	1126	59	160	199	90	122	260	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	190.0	186.4	190.0	184.5	186.3	190.0	190.0	191.6	190.0	190.0	187.5	190.0
Adj Flow Rate, veh/h	128	1163	75	275	1325	69	176	219	99	137	292	112
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	3	2	0	1	1	1	1	1	0
Cap, veh/h	172	1077	69	327	1449	924	232	304	142	188	429	416
Arrive On Green	0.10	0.32	0.29	0.19	0.41	0.40	0.17	0.19	0.17	0.15	0.17	0.16
Sat Flow, veh/h	1810	3378	218	1757	3539	1615	1244	1631	762	1096	2506	1615
Grp Volume(v), veh/h	128	609	629	275	1325	69	262	0	232	228	201	112
Grp Sat Flow(s), veh/h/ln	1810	1771	1825	1757	1770	1615	1854	0	1782	1820	1781	1615
Q Serve(g_s), s	8.0	37.0	37.0	17.5	41.0	2.2	15.6	0.0	14.2	13.8	12.3	6.4
Cycle Q Clear(g_c), s	8.0	37.0	37.0	17.5	41.0	2.2	15.6	0.0	14.2	13.8	12.3	6.4
Prop In Lane	1.00		0.12	1.00		1.00	0.67		0.43	0.60		1.00
Lane Grp Cap(c), veh/h	172	564	582	327	1449	924	346	0	332	312	305	416
V/C Ratio(X)	0.74	1.08	1.08	0.84	0.91	0.07	0.76	0.00	0.70	0.73	0.66	0.27
Avail Cap(c_a), veh/h	343	564	582	333	1449	924	447	0	430	423	414	515
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	1.00	1.00	1.00	1.00	1.00	0.55	0.00	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	39.6	39.7	45.6	32.4	11.1	45.4	0.0	44.6	46.2	45.0	34.4
Incr Delay (d2), s/veh	6.2	61.1	61.2	17.2	10.4	0.2	3.1	0.0	1.9	4.1	2.4	0.3
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(50%),veh/ln	4.3	27.6	28.5	10.0	22.2	1.4	8.3	0.0	7.1	7.3	6.3	2.9
LnGrp Delay(d),s/veh	57.4	100.7	100.9	62.8	42.8	11.3	48.5	0.0	46.5	50.3	47.4	34.7
LnGrp LOS	Е	F	F	Е	D	В	D		D	D	D	C
Approach Vol, veh/h		1366			1669			494			541	
Approach Delay, s/veh		96.7			44.8			47.6			46.0	
Approach LOS		F			D			D			D	
Timer	1	2	3	4	5	6	7	8		100	100	230
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	65.4		25.6	25.6	54.9		23.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	6.0	7.0		6.0				
Max Green Setting (Gmax), s	21.0	34.0		26.0	20.0	34.0		25.0				
Max Q Clear Time (g_c+l1), s	10.0	43.0		17.6	19.5	39.0		15.8				
Green Ext Time (p_c), s	0.2	0.0		2.0	0.0	0.0		2.1				
Intersection Summary	000	200		4 1	181 Ju				3	Hites		
HCM 2010 Ctrl Delay			62.7									
HCM 2010 LOS			Е									

2016 Existing Weekday Evening

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	† }		ሻ	^	7		414			414	7
Volume (vph)	118	1070	69	234	1126	59	160	199	90	122	260	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	12	12	10	11
Storage Length (ft)	220		0	330		150	0		0	0		100
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25		Ţ.	25		
Satd. Flow (prot)	1745	3509	0	1694	3539	1615	0	3446	0	0	3272	1561
Flt Permitted	0.950			0.950				0.982			0.984	
Satd. Flow (perm)	1745	3509	0	1694	3539	1615	0	3446	0	0	3272	1561
Right Turn on Red			Yes			Yes			Yes		02.2	Yes
Satd. Flow (RTOR)		5	100			76		22	100			112
Link Speed (mph)		40			45			25			25	112
Link Distance (ft)		710			770			351			593	
Travel Time (s)		12.1			11.7			9.6			16.2	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.91	0.91	0.91	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	1%	3%	2%	0%	3%	1%	8%	2%	1%	0.03
Shared Lane Traffic (%)	070	270	170	070	270	0 70	070	170	070	270	170	0 70
Lane Group Flow (vph)	128	1238	0	275	1325	69	0	494	0	0	429	112
Number of Detectors	120	2	Ū	1	2	1	1	2	·	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	Ö		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OI. LX	OITEX		OIILX	OIILX	OILEX	OIILX	OILL		OIILX	CITEX	CITEX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	0.0	94		0.0	94	0.0	0.0	94		0.0	94	0.0
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OIILX			CITEX			CITEX			CITEX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2	8	Split 4	4		Spiit 8	8	•
Permitted Phases		· ·		J		2	7			0	0	1 8
Detector Phase	1	6		5	2	8	4	4		8	8	1
Switch Phase		0				0				0	0	'
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	60.0		10.0	60.0	29.0	30.0	30.0		29.0	29.0	4.0 10.0
Total Split (s)	26.0	41.0		26.0	41.0	31.0	32.0	32.0		31.0	31.0	26.0
Total Split (%)	20.0%	31.5%		20.0%	31.5%	23.8%	24.6%	24.6%		23.8%	23.8%	
	3.0	4.0		4.0		3.0						20.0%
Yellow Time (s)	2.0				4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	2.0
Lost Time Adjust (s)	-1.0 4.0	-3.0		-2.0	-3.0	-2.0		-2.0			-2.0	-1.0
Total Lost Time (s)		4.0		4.0	4.0	4.0		4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Act Effct Green (s)	15.8	40.4		24.8	49.4	73.4		24.8			23.9	43.7
Actuated g/C Ratio	0.12	0.31		0.19	0.38	0.56		0.19			0.18	0.34
v/c Ratio	0.61	1.13		0.85	0.99	0.07		0.73			0.71	0.19
Control Delay	65.6	112.4		74.9	61.7	1.7		18.0			56.5	5.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.4			0.0	0.0
Total Delay	65.6	112.4		74.9	61.7	1.7		18.5			56.5	5.1
LOS	E	F		E	E	Α		В			E	Α
Approach Delay		108.0			61.4			18.5			45.9	
Approach LOS		F			E			В			D	
Queue Length 50th (ft)	104	~680		223	~627	0		48			178	0
Queue Length 95th (ft)	164	#822		#372	#811	9		114			230	37
Internal Link Dist (ft)		630			690			271			513	
Turn Bay Length (ft)	220			330		150						100
Base Capacity (vph)	295	1093		323	1345	980		759			679	668
Starvation Cap Reductn	0	0		0	0	0		53			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.43	1.13		0.85	0.99	0.07		0.70			0.63	0.17

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13 Intersection Signal Delay: 69.8 Intersection Capacity Utilization 81.8%

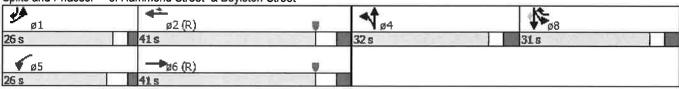
Intersection LOS: E ICU Level of Service D

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



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Movement	EBL	EBT	EBR	WBL	WET	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	↑ ↑		M	十 十	7		414			414	7"
Volume (veh/h)	132	1221	37	241	1473	46	122	388	83	134	260	134
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	184.5	184.0	190.0	182.7	186.3	190.0	190.0	190.7	190.0	190.0	187.5	182.7
Adj Flow Rate, veh/h	147	1357	41	254	1551	48	127	404	86	151	292	151
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	0	2	1
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	4	2	0	1	1	1	2	2	4
Cap, veh/h	199	1251	38	214	1312	865	153	511	114	202	420	445
Arrive On Green	0.11	0.36	0.34	0.12	0.37	0.36	0.19	0.21	0.19	0.16	0.17	0.17
Sat Flow, veh/h	1757	3465	105	1740	3539	1615	726	2419	538	1169	2429	1553
Grp Volume(v), veh/h	147	684	714	254	1551	48	327	0	290	235	208	151
Grp Sat Flow(s), veh/h/ln	1757	1748	1821	1740	1770	1615	1870	0	1812	1817	1782	1553
Q Serve(g_s), s	9.9	44.0	44.0	15.0	45.2	1.7	20.4	0.0	18.3	15.0	13.3	9.4
Cycle Q Clear(g_c), s	9.9	44.0	44.0	15.0	45.2	1.7	20.4	0.0	18.3	15.0	13.3	9.4
Prop In Lane	1.00		0.06	1.00		1.00	0.39		0.30	0.64		1.00
Lane Grp Cap(c), veh/h	199	631	658	214	1312	865	395	0	383	314	308	445
V/C Ratio(X)	0.74	1.08	1.09	1.19	1.18	0.06	0.83	0.00	0.76	0.75	0.68	0.34
Avail Cap(c_a), veh/h	216	631	658	214	1312	865	430	0	416	403	395	520
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	1.00	1.00	1.00	1.00	1.00	0.39	0.00	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	38.9	39.0	53.4	38.3	13.5	46.3	0.0	45.4	48.5	47.2	34.4
Incr Delay (d2), s/veh	11.5	60.5	60.5	120.7	89.9	0.1	5.1	0.0	2.9	5.6	3.1	0.4
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(50%),veh/ln	5.4	31.7	33.0	14.3	38.3	1.1	11.1	0.0	9.5	8.0	6.9	4.1
LnGrp Delay(d),s/veh	63.8	99.4	99.6	174.1	128.2	13.7	51.4	0.0	48.3	54.0	50.3	34.8
LnGrp LOS	E	F	F	F	F	В	D		D	D	D	C
Approach Vol, veh/h		1545			1853			617			594	
Approach Delay, s/veh		96.1			131.5			49.9			47.8	
Approach LOS		F			F			D			D	
Timer	1	2	3	4	5	6	7	8	85.1			HEL.
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	57.3		29.8	19.0	56.2		25.1				
Change Period (Y+Rc), s	6.0	7.0		6.0	6.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	41.0		26.0	13.0	41.0		25.0				
Max Q Clear Time (g_c+l1), s	11.9	47.2		22.4	17.0	46.0		17.0				
Green Ext Time (p_c), s	0.0	0.0		1.3	0.0	0.0		2.1				
Intersection Summary	12	81818		TEI S	3/10/2	RIS TO	- S	491	right light	W 177		7 4
HCM 2010 Ctrl Delay			97.9									
HCM 2010 LOS			F									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑ ↑		ሻ	十	7		414			414	77
Volume (vph)	132	1221	37	241	1473	46	122	388	83	134	260	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	12	12	10	11
Storage Length (ft)	220		0	330		150	0		0	0		100
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1694	3482	0	1678	3539	1615	0	3489	0	0	3269	1501
Flt Permitted	0.950			0.950				0.990			0.983	
Satd. Flow (perm)	1694	3482	0	1678	3539	1615	0	3489	0	0	3269	1501
Right Turn on Red			Yes			Yes			Yes		0200	Yes
Satd. Flow (RTOR)		2				76		13				139
Link Speed (mph)		40			45			25			25	
Link Distance (ft)		710			770			351			593	
Travel Time (s)		12.1			11.7			9.6			16.2	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	12%	4%	2%	0%	5%	1%	14%	0%	2%	4%
Shared Lane Traffic (%)	0,0	0,0	1270	770	270	070	070	1 70	1-770	070	270	770
Lane Group Flow (vph)	147	1398	0	254	1551	48	0	617	0	0	443	151
Turn Type	Prot	NA	_	Prot	NA	pm+ov	Split	NA	·	Split	NA	pm+ov
Protected Phases	1	6		5	2	8	3piit	4		Spirt 8	8	1
Permitted Phases	•	U		,		2						8
Detector Phase	1	6		5	2	8	4	4		8	8	1
Switch Phase				J						O	0	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	60.0		10.0	60.0	30.0	30.0	30.0		30.0	30.0	10.0
Total Split (s)	19.0	48.0		19.0	48.0	31.0	32.0	32.0		31.0	31.0	19.0
Total Split (%)	14.6%	36.9%		14.6%	36.9%	23.8%	24.6%	24.6%		23.8%	23.8%	14.6%
Maximum Green (s)	13.0	41.0		13.0	41.0	25.0	26.0	26.0		25.0	25.0	13.0
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0		3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	2.0
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0	-2.0	3.0	-2.0		3.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
						4.0		4.0			4.0	
Lead/Lag	Lead Yes	Lag Yes		Lead Yes	Lag Yes							Lead
Lead-Lag Optimize?	3.0	3.0		3.0		2.0	2.0	2.0		2.0	2.0	Yes
Vehicle Extension (s) Recall Mode					3.0	3.0	3.0	3.0		3.0	3.0	3.0
	None	C-Max		None	C-Max	Ped	Ped	Ped		Ped	Ped	None
Walk Time (s)		20.0			20.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		20.0			20.0	18.0	19.0	19.0		18.0	18.0	
Pedestrian Calls (#/hr)	45.0	10		40.5	10	3	8	8		3	3	45.4
Act Effct Green (s)	15.2	44.0		16.5	45.3	71.2		27.6			25.9	45.1
Actuated g/C Ratio	0.12	0.34		0.13	0.35	0.55		0.21			0.20	0.35
v/c Ratio	0.74	1.19		1.20	1.26	0.05		0.82			0.68	0.25
Control Delay	78.1	130.8		172.9	159.7	0.7		20.6			54.1	6.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		2.3			0.0	0.0
Total Delay	78.1	130.8		172.9	159.7	0.7		22.9			54.1	6.8
LOS	E	F		F	F	Α		С			D	Α
Approach Delay		125.8			157.4			22.9			42.0	
Approach LOS		F			F			С			D	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	120	~747		~259	~877	0	4	56			184	7
Queue Length 95th (ft)	#226	#889		#449	#1017	4		m106			237	52
Internal Link Dist (ft)		630			690			271			513	
Turn Bay Length (ft)	220			330		150						100
Base Capacity (vph)	203	1179		212	1232	931		761			678	615
Starvation Cap Reductn	0	0		0	0	0		62			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.72	1.19		1.20	1.26	0.05		0.88			0.65	0.25

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 113.9

Intersection LOS: F
ICU Level of Service E

Intersection Capacity Utilization 89.6%

Analysis Period (min) 15

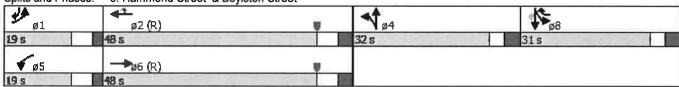
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	∱ }		ሻ	^	7*		414			414	7"
Volume (veh/h)	128	1205	75	263	1275	65	65	218	100	132	289	108
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	190.0	186.4	190.0	184.5	186.3	190.0	190.0	191.5	190.0	190.0	187.5	190.0
Adj Flow Rate, veh/h	139	1310	82	309	1500	76	71	240	110	148	325	121
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	3	2	0	1	1	1	1	1	0
Cap, veh/h	184	1087	68	335	1451	945	98	340	163	198	465	447
Arrive On Green	0.10	0.32	0.29	0.19	0.41	0.40	0.15	0.17	0.15	0.17	0.18	0.18
Sat Flow, veh/h	1810	3386	212	1757	3539	1615	592	2052	983	1075	2528	1615
Grp Volume(v), veh/h	139	684	708	309	1500	76	226	0	195	251	222	121
Grp Sat Flow(s), veh/h/ln	1810	1771	1826	1757	1770	1615	1886	0	1742	1822	1782	1615
Q Serve(g_s), s	8.6	37.0	37.0	19.9	47.3	2.4	13.1	0.0	12.2	15.1	13.4	6.8
Cycle Q Clear(g_c), s	8.6	37.0	37.0	19.9	47.3	2.4	13.1	0.0	12.2	15.1	13.4	6.8
Prop In Lane	1.00	57.15	0.12	1.00		1.00	0.31	0.0	0.56	0.59		1.00
Lane Grp Cap(c), veh/h	184	568	586	335	1451	945	312	0	289	335	327	447
V/C Ratio(X)	0.76	1.20	1.21	0.92	1.03	0.08	0.72	0.00	0.68	0.75	0.68	0.27
Avail Cap(c_a), veh/h	345	568	586	335	1451	945	458	0	423	427	417	528
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	1.00	1.00	1.00	1.00	1.00	0.48	0.00	0.48	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	39.1	39.3	45.8	34.0	10.4	45.9	0.0	45.7	45.1	43.9	32.6
Incr Delay (d2), s/veh	6.2	107.5	108.9	30.0	32.7	0.2	1.6	0.0	1.3	5.4	3.0	0.3
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(50%),veh/ln	4.6	35.0	36.3	12.4	29.6	1.6	7.0	0.0	6.0	8.1	6.9	3.0
LnGrp Delay(d),s/veh	56.6	146.7	148.3	75.8	66.7	10.6	47.5	0.0	47.1	50.5	46.9	32.9
LnGrp LOS	Е	F	F	Е	F	В	D		D	D	D	С
Approach Vol, veh/h		1531			1885			421			594	
Approach Delay, s/veh		139.2			65.9			47.3			45.6	
Approach LOS		F			E			D			D	
Timer	1	2	3	4	5	6	7	8	y and	-17 -		100
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	66.0		23.1	26.0	55.7		25.2				
Change Period (Y+Rc), s	5.0	7.0		6.0	6.0	7.0		6.0				
Max Green Setting (Gmax), s	21.0	34.0		26.0	20.0	34.0		25.0				
Max Q Clear Time (g_c+l1), s	10.6	49.3		15.1	21.9	39.0		17.1				
Green Ext Time (p_c), s	0.2	0.0		2.0	0.0	0.0		2.1				
Intersection Summary	130	- Pri 18	W KI V	B. Low	WHY.X	8-1 3	ya fi fi S					3.50
HCM 2010 Ctrl Delay			86.8									
HCM 2010 LOS			F									

	۶	→	*	1	—	•	•	†	<i>></i>	/	+	- ✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	†		ሻ	十 十	7		4 14			41	77
Volume (vph)	128	1205	75	263	1275	65	65	218	100	132	289	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	12	12	10	11
Storage Length (ft)	220		0	330		150	0		0	0		100
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	3509	0	1694	3539	1615	0	3447	0	0	3276	1561
FIt Permitted	0.950			0.950				0.992			0.985	
Satd. Flow (perm)	1745	3509	0	1694	3539	1615	0	3447	0	0	3276	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				76		35				114
Link Speed (mph)		40			45			25			25	
Link Distance (ft)		710			770			351			593	
Travel Time (s)		12.1			11.7			9.6			16.2	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.91	0.91	0.91	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	1%	3%	2%	0%	3%	1%	8%	2%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1392	0	309	1500	76	0	421	0	0	473	121
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94		4,0	94			94		-,,-	94	0.0
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2	. 8	. 4	4		. 8	8	1
Permitted Phases						2						8
Detector Phase	1	6		5	2	8	4	4		8	8	1
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	60.0		10.0	60.0	29.0	30.0	30.0		29.0	29.0	10.0
Total Split (s)	26.0	41.0		26.0	41.0	31.0	32.0	32.0		31.0	31.0	26.0
Total Split (%)	20.0%	31.5%		20.0%	31.5%	23.8%	24.6%	24.6%		23.8%	23.8%	20.0%
Yellow Time (s)	3.0	4.0		4.0	4.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	2.0
Lost Time Adjust (s)	-1.0	-3.0		-2.0	-3.0	-2.0	0.0	-2.0			-2.0	-1.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead

	•	-	•	•	←	•	1	†	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Act Effct Green (s)	16.5	37.5		28.6	49.6	75.2		22.2			25.6	46.2
Actuated g/C Ratio	0.13	0.29		0.22	0.38	0.58		0.17			0.20	0.36
v/c Ratio	0.63	1.37		0.83	1.11	0.08		0.68			0.73	0.19
Control Delay	65.9	209.9		68.6	98.8	2.0		24.3			56.0	5.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.2			0.0	0.0
Total Delay	65.9	209.9		68.6	98.8	2.0		24.5			56.0	5.6
LOS	Е	F		Е	F	Α		С			Е	Α
Approach Delay		196.8			89.9			24.5			45.7	
Approach LOS		F			F			С			D	
Queue Length 50th (ft)	113	~824		251	~770	0		64			196	4
Queue Length 95th (ft)	176	#966		#435	#973	11		m101			253	40
Internal Link Dist (ft)		630			690			271			513	
Turn Bay Length (ft)	220			330		150						100
Base Capacity (vph)	295	1015		373	1350	989		769			695	688
Starvation Cap Reductn	0	0		0	0	0		46			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	Ö
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.47	1.37		0.83	1,11	0.08		0.58			0.68	0.18

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay: 114.7

Intersection LOS: F

Intersection Capacity Utilization 86.5%

ICU Level of Service E

Analysis Period (min) 15

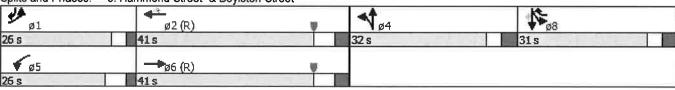
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	↑ ↑		۲	十 个	7		4P			414	77
Volume (veh/h)	132	1221	73	259	1473	46	148	411	83	134	292	134
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	184.5	183.6	190.0	182.7	186.3	190.0	190.0	190.7	190.0	190.0	187.4	182.7
Adj Flow Rate, veh/h	147	1357	81	273	1551	48	159	442	89	158	344	158
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	0	2	1
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.93	0.93	0.93	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	4	2	0	1	1	1	2	2	4
Cap, veh/h	165	1259	75	269	1546	975	153	447	94	188	437	416
Arrive On Green	0.09	0.38	0.36	0.15	0.44	0.43	0.17	0.19	0.17	0.16	0.17	0.17
Sat Flow, veh/h	1757	3345	199	1740	3539	1615	812	2375	499	1081	2519	1553
Grp Volume(v), veh/h	147	706	732	273	1551	48	365	0	325	266	236	158
Grp Sat Flow(s), veh/h/ln	1757	1744	1800	1740	1770	1615	1867	0	1819	1820	1781	1553
Q Serve(g_s), s	12.3	56.0	56.0	23.0	65.0	1.8	28.0	0.0	26.3	21.1	18.8	12.3
Cycle Q Clear(g_c), s	12.3	56.0	56.0	23.0	65.0	1.8	28.0	0.0	26.3	21.1	18.8	12.3
Prop In Lane	1.00		0.11	1.00		1.00	0.44		0.27	0.59		1.00
Lane Grp Cap(c), veh/h	165	656	677	269	1546	975	351	0	342	316	309	416
V/C Ratio(X)	0.89	1.08	1.08	1.02	1.00	0.05	1.04	0.00	0.95	0.84	0.76	0.38
Avail Cap(c_a), veh/h	165	656	677	269	1546	975	351	0	342	330	323	428
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	1.00	1.00	1.00	1.00	1.00	0.65	0.00	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	46.4	46.6	62.9	41.9	12.1	60.9	0.0	60.0	60.1	58.6	44.4
Incr Delay (d2), s/veh	40.1	57.3	58.4	58.9	23.7	0.1	49.6	0.0	26.9	17.0	9.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/in	7.8	37.2	38.7	15.4	36.6	1.2	19.2	0.0	15.7	12.1	10.1	5.4
LnGrp Delay(d),s/veh	106.8	103.7	105.0	121.9	65.6	12.1	110.4	0.0	86.8	77.1	68.5	45.0
LnGrp LOS	F	F	F	F	- 85 F 5	В	F		L F	E	E	D
Approach Vol, veh/h		1585			1872			690			660	
Approach Delay, s/veh		104.6			72.5			99.3			66.4	
Approach LOS		F			Е			F			Е	
Timer	1	2	3	4	5	6	7	8	3/1 - 0	100	TES.	13.
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	70.2		32.0	27.0	61.2		29.8				
Change Period (Y+Rc), s	6.0	7.0		6.0	6.0	7.0		6.0				
Max Green Setting (Gmax), s	12.0	62.0		26.0	21.0	53.0		25.0				
Max Q Clear Time (g_c+l1), s	14.3	67.0		30.0	25.0	58.0		23.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.7				
Intersection Summary	15, 32	5 2 m	RAS	35, 40	1855		9	1400			15,275	of a
HCM 2010 Ctrl Delay			86.1									
HCM 2010 LOS			F									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	↑ ⊅		ሻ	ተተ	7		414			414	7
Volume (vph)	132	1221	73	259	1473	46	148	411	83	134	292	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	12	12	10	11
Storage Length (ft)	220		0	330		150	0		0	0		100
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25		J	25		•
Satd. Flow (prot)	1694	3460	0	1678	3539	1615	0	3493	0	0	3274	1501
Fit Permitted	0.950	0.100		0.950	0000	1010		0.989			0.985	1001
Satd. Flow (perm)	1694	3460	0	1678	3539	1615	0	3493	0	0	3274	1501
Right Turn on Red	1001	0100	Yes	1010	0000	Yes		0100	Yes		OZI	Yes
Satd. Flow (RTOR)		5	100			65		10	100			116
Link Speed (mph)		40			45	00		25			25	110
Link Distance (ft)		710			770			351			593	
Travel Time (s)		12.1			11.7			9.6			16.2	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.93	0.93	0.93	0.85	0.85	0.85
Heavy Vehicles (%)	3%	3%	12%	4%	2%	0.33	5%	1%	14%	0.03	2%	4%
Shared Lane Traffic (%)	370	370	12.70	7/0	270	070	3 70	1 70	1770	0 /0	270	7/0
Lane Group Flow (vph)	147	1438	0	273	1551	48	0	690	0	0	502	158
Turn Type	Prot	NA	·	Prot	NA	pm+ov	Split	NA	U	Split	NA	pm+ov
Protected Phases	1	6		5	2	8	Split 4	4		Split 8	8	pilitov
Permitted Phases	1	0		J		2	4	4		0	0	0
Detector Phase	1	6		5	2	8	4	4		8	8	8
Switch Phase	1.	0		3		0	-	4		- 0	0	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
	10.0	60.0		10.0	60.0	30.0	30.0	30.0		30.0	30.0	10.0
Minimum Split (s)	18.0	60.0		27.0	69.0	31.0	32.0	32.0		31.0	31.0	18.0
Total Split (s)	12.0%			18.0%		20.7%		21.3%		20.7%		
Total Split (%)		40.0%			46.0%		21.3%				20.7%	12.0%
Maximum Green (s)	12.0	53.0		21.0	62.0	25.0	26.0	26.0		25.0	25.0	12.0
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0		3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0	3.0	3.0			3.0	3.0	2.0
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0	-2.0		-2.0			-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	2.0	2.0	2.0		- 0.0	2.0	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	Ped	Ped	Ped		Ped	Ped	None
Walk Time (s)		20.0			20.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		20.0			20.0	18.0	19.0	19.0		18.0	18.0	
Pedestrian Calls (#/hr)	44.4	10		00.4	10	3	8	8		3	3	45.0
Act Effct Green (s)	14.4	56.0		23.4	65.0	91.6		28.0			26.6	45.0
Actuated g/C Ratio	0.10	0.37		0.16	0.43	0.61		0.19			0.18	0.30
v/c Ratio	0.91	1.11		1.05	1.01	0.05		1.05			0.87	0.30
Control Delay	115.3	104.6		127.2	67.8	0.8		89.6			75.7	13.7
Queue Delay	0.0	0.0		19.6	0.0	0.0		21.0			0.0	0.0
Total Delay	115.3	104.6		146.8	67.8	0.8		110.6			75.7	13.7
LOS	F	F		F	E	Α		F			Е	В
Approach Delay		105.6			77.6			110.6			60.9	
Approach LOS		F			Е			F			Е	

†	~	-	↓	4
ВТ	NBR	SBL	SBT	SBR
382			253	30
198			302	78
271			513	

				-			•	•	•		•	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	145	~844		~293	~813	0		~382			253	30
Queue Length 95th (ft)	#288	#987		#479	#975	6		#498			302	78
Internal Link Dist (ft)		630			690			271			513	
Turn Bay Length (ft)	220			330		150						100
Base Capacity (vph)	162	1294		261	1533	1015		660			589	531
Starvation Cap Reductn	0	0		0	0	0		61			0	0
Spillback Cap Reductn	0	0		23	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.91	1.11		1.15	1.01	0.05		1.15			0.85	0.30

Area Type:

Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 89.2

Intersection Capacity Utilization 94.0%

Intersection LOS: F

ICU Level of Service F

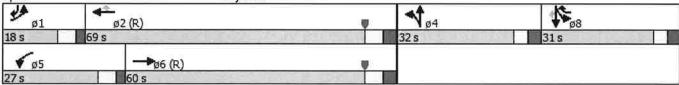
Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑ ↑		ሻ	^	77		4TÞ			41>	7"
Volume (veh/h)	128	1205	92	287	1275	65	83	233	101	132	303	108
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	190.0	186.4	190.0	184.5	186.3	190.0	190.0	191.7	190.0	190.0	187.6	190.0
Adj Flow Rate, veh/h	139	1310	100	342	1518	77	89	251	109	147	337	120
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.93	0.93	0.93	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	3	2	0	1	1	1	1	1	0
Cap, veh/h	152	1216	93	333	1662	1026	113	327	148	180	441	403
Arrive On Green	0.08	0.36	0.34	0.19	0.47	0.46	0.15	0.16	0.15	0.16	0.17	0.17
Sat Flow, veh/h	1810	3336	254	1757	3539	1615	696	2022	918	1044	2561	1615
Grp Volume(v), veh/h	139	694	716	342	1518	77	241	0	208	257	227	120
Grp Sat Flow(s), veh/h/ln	1810	1771	1819	1757	1770	1615	1882	0	1755	1823	1782	1615
Q Serve(g_s), s	10.9	52.0	52.0	27.0	56.8	2.6	17.6	0.0	16.1	19.4	17.3	8.6
Cycle Q Clear(g_c), s	10.9	52.0	52.0	27.0	56.8	2.6	17.6	0.0	16.1	19.4	17.3	8.6
Prop In Lane	1.00	02.0	0.14	1.00	00.0	1.00	0.37	0.0	0.52	0.57	11.0	1.00
Lane Grp Cap(c), veh/h	152	646	663	333	1662	1026	304	0	284	314	307	403
V/C Ratio(X)	0.91	1.07	1.08	1.03	0.91	0.08	0.79	0.00	0.73	0.82	0.74	0.30
Avail Cap(c_a), veh/h	152	646	663	333	1662	1026	369	0.00	344	345	337	430
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	1.00	1.00	1.00	1.00	1.00	0.87	0.00	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	45.3	45.5	57.8	35.1	10.0	57.8	0.0	57.4	57.4	56.0	43.4
Incr Delay (d2), s/veh	48.1	57.2	58.5	56.9	9.2	0.1	8.1	0.0	5.5	13.2	7.7	0.4
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(50%),veh/ln	7.5	35.5	36.8	18.3	29.7	1.8	9.9	0.0	8.3	10.9	9.2	3.9
LnGrp Delay(d),s/veh	112.9	102.5	104.1	114.7	44.3	10.1	66.0	0.0	62.9	70.6	63.7	43.8
LnGrp LOS	F	F	F	F	D	В	E	0.0	02.5 E	7 0.0	E	75.0 D
Approach Vol, veh/h		1549		·	1937			449			604	
Approach Delay, s/veh		104.2			55.4			64.6			62.7	
Approach LOS		F			55.4 E			04.0 E			02.7 E	
Timer	1	2	3	4	5	- 6	7	8	9 40		300	
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	78.3		27.1	31.0	63.3		28.6				
Change Period (Y+Rc), s	5.0	7.0		6.0	6.0	7.0		6.0				
Max Green Setting (Gmax), s	11.0	64.0		26.0	25.0	49.0		25.0				
Max Q Clear Time (g_c+l1), s	12.9	58.8		19.6	29.0	54.0		21.4				
Green Ext Time (p_c), s	0.0	4.9		1.5	0.0	0.0		1.2				
Intersection Summary		128 J. H. 940	E. L.	ZSIN SILL			- 1 - 2		-01.10	- 11	-SP	
HCM 2010 Ctrl Delay			73.9	4								
HCM 2010 Cut Delay			73.9 E									
I IOW ZU IU LOO												

	•	→	•	1	←	•	•	†	~	/		- ✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^		ř	个 个	7"		414			ተቡ	7
Volume (vph)	128	1205	92	287	1275	65	83	233	101	132	303	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	12	12	10	11
Storage Length (ft)	220		0	330		150	0		0	0		100
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25		-	25			25			25		
Satd. Flow (prot)	1745	3503	0	1694	3539	1615	0	3453	0	0	3276	1561
FIt Permitted	0.950			0.950				0.990			0.985	
Satd. Flow (perm)	1745	3503	0	1694	3539	1615	0	3453	0	0	3276	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6	- 7			58		25				116
Link Speed (mph)		40			45	00		25			25	110
Link Distance (ft)		710			770			351			593	
Travel Time (s)		12.1			11.7			9.6			16.2	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	1%	3%	2%	0%	3%	1%	8%	2%	1%	0.30
Shared Lane Traffic (%)	070	270	1 70	070	270	070	070	170	070	270	170	0 70
Lane Group Flow (vph)	139	1410	0	342	1518	77	0	449	0	0	484	120
Number of Detectors	1	2	U	1	2	1	1	2	· ·	1	2	120
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
	20	6		20	6	20	20	6		20	6	20
Detector 1 Size(ft)	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Type	CITEX	CITEX		CITEX	CITEX	CITEX	CITEX	CITEX		CITEX	CITEX	CITEX
Detector 1 Channel	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)	D. A	0.0		D .1	0.0		0171	0.0		0.33	0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4		8	8	1
Permitted Phases				_		2						8
Detector Phase	1	6		5	2	8	4	4		8	8	1
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	60.0		10.0	60.0	29.0	30.0	30.0		29.0	29.0	10.0
Total Split (s)	16.0	56.0		31.0	71.0	31.0	32.0	32.0		31.0	31.0	16.0
Total Split (%)	10.7%	37.3%		20.7%	47.3%	20.7%	21.3%	21.3%		20.7%	20.7%	10.7%
Yellow Time (s)	3.0	4.0		4.0	4.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	2.0
Lost Time Adjust (s)	-1.0	-3.0		-2.0	-3.0	-2.0		-2.0			-2.0	-1.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead

	*	-	*	•	4	•	1	†	1	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Act Effct Green (s)	14.0	52.0		30.1	68.1	94.8		25.2			26.7	44.8
Actuated g/C Ratio	0.09	0.35		0.20	0.45	0.63		0.17			0.18	0.30
v/c Ratio	0.86	1.16		1.01	0.95	0.07		0.75			0.83	0.22
Control Delay	106.5	123.8		109.4	52.3	2.2		54.0			72.3	8.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		1.0			0.0	0.0
Total Delay	106.5	123.8		109.4	52.3	2.2		55.1			72.3	8.1
LOS	F	F		F	D	Α		Е			E	Α
Approach Delay		122.3			60.4			55.1			59.5	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	139	~855		~385	748	4		174			240	3
Queue Length 95th (ft)	#286	#998		#526	766	14		239			#314	52
Internal Link Dist (ft)		630			690			271			513	
Turn Bay Length (ft)	220			330		150						100
Base Capacity (vph)	162	1218		339	1605	1049		664			599	547
Starvation Cap Reductn	0	0		0	0	0		69			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.86	1.16		1.01	0.95	0.07		0.75			0.81	0.22

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

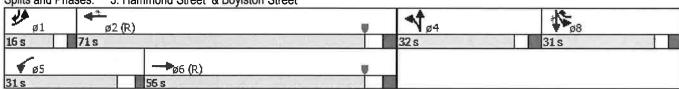
Maximum v/c Ratio: 1.16 Intersection Signal Delay: 80.9 Intersection Capacity Utilization 89.8%

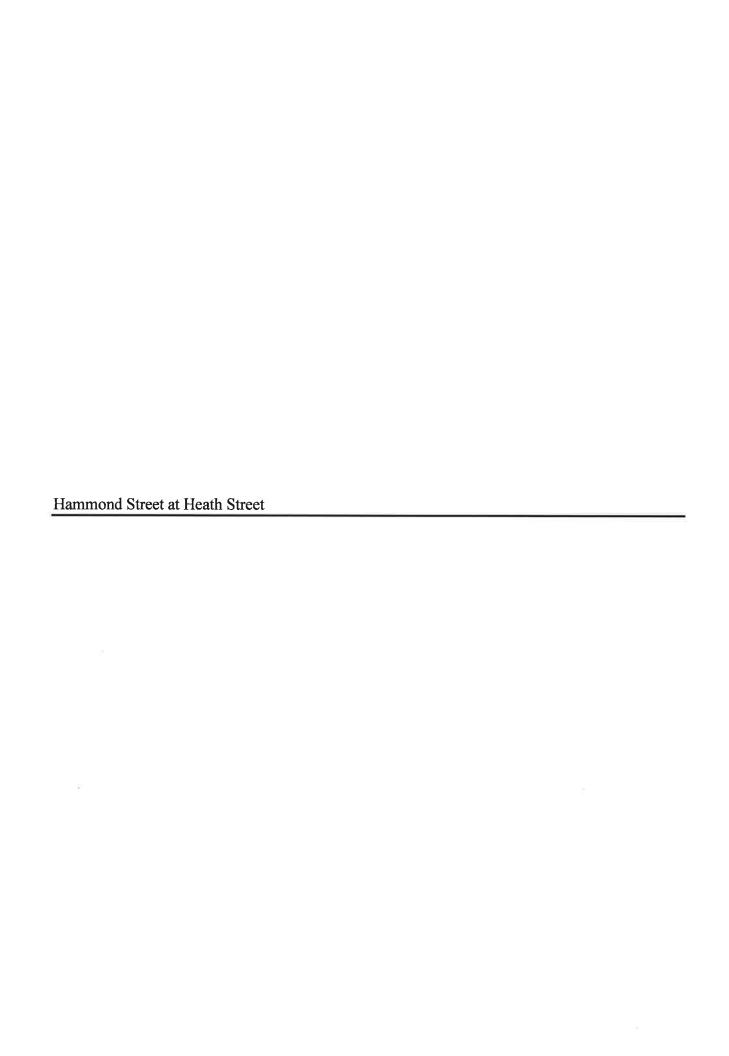
Intersection LOS: F
ICU Level of Service E

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.

 Queue shown is maximum after two cycles.





	•	-	>	1	4	•	4	†	-	-	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations					43			414			414	
Volume (veh/h)	0	0	0	84	23	87	13	454	91	46	416	26
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	189.2	190.0	190.0	185.2	190.0	190.0	183.1	190.0
Adj Flow Rate, veh/h				99	27	102	15	516	103	54	489	31
Adj No. of Lanes				0	1	0	0	2	0	0	2	C
Peak Hour Factor				0.85	0.85	0.85	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %				0	0	0	3	3	3	3	3	3
Cap, veh/h				120	33	124	40	653	128	60	1200	76
Arrive On Green				0.14	0.16	0.14	0.21	0.23	0.21	0.75	0.77	0.77
Sat Flow, veh/h				746	204	769	39	2805	551	2	1551	98
Grp Volume(v), veh/h				228	0	0	337	0	297	54	0	520
Grp Sat Flow(s), veh/h/ln				1719	0	0	1808	0	1588	2	0	1649
Q Serve(g_s), s				15.8	0.0	0.0	9.3	0.0	21.7	9.3	0.0	12.8
Cycle Q Clear(g_c), s				15.8	0.0	0.0	22.1	0.0	21.7	9.3	0.0	12.8
Prop In Lane				0.43		0.45	0.04		0.35	1.00		0.06
Lane Grp Cap(c), veh/h				277	0	0	407	0	370	0	0	1276
V/C Ratio(X)				0.82	0.00	0.00	0.83	0.00	0.80	0.00	0.00	0.41
Avail Cap(c_a), veh/h				378	0	0	442	0	401	0	0	1276
HCM Platoon Ratio				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	0.53	0.00	0.53
Uniform Delay (d), s/veh				50.7	0.0	0.0	44.6	0.0	44.9	0.0	0.0	4.6
Incr Delay (d2), s/veh				10.1	0.0	0.0	11.6	0.0	10.4	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				8.3	0.0	0.0	12.7	0.0	10.6	0.0	0.0	6.0
LnGrp Delay(d),s/veh				60.8	0.0	0.0	56.2	0.0	55.4	0.0	0.0	5.1
LnGrp LOS				E			E		Е			Α
Approach Vol, veh/h					228			634			574	
Approach Delay, s/veh					60.8			55.8			4.6	
Approach LOS					Ε			E			Α	
Timer	1	2	3	4	5	6	7	8	1 11 10		10 - 2	0.014
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		106.2		23.8		106.2						
Change Period (Y+Rc), s		7.0		6.0		* 7						
Max Green Setting (Gmax), s		92.0		25.0		* 28						
Max Q Clear Time (g_c+l1), s		14.8		17.8		24.1						
Green Ext Time (p_c), s		5.0		0.0		1.5						
Intersection Summary	فيسيف	4 4	1100	100	1 3 W		Jegen II	V. U.)	W- 3	1 3 30	280	- 740
HCM 2010 LOS			D									
HCM 2010 Ctrl Delay HCM 2010 LOS			36.1 D									

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

	۶	→	•	•	←	*	4	†	~	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			ብጉ			414	
Volume (vph)	0	0	0	84	23	87	13	454	91	46	416	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Satd. Flow (prot)	0	0	0	0	1741	0	0	3431	0	0	3320	0
Flt Permitted					0.979			0.931			0.896	
Satd. Flow (perm)	0	0	0	0	1741	0	0	3197	0	0	2990	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			16			12	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		250			324			214			351	
Travel Time (s)		6.8			8.8			5.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.88	0.88	0.88	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	3%	1%	4%	3%	15%
Shared Lane Traffic (%)		0.0		• • • • • • • • • • • • • • • • • • • •	0,0		• , ,	•	. , ,	.,,	0,10	1070
Lane Group Flow (vph)	- 0	0	0	0	228	0	0	634	0	0	574	0
Turn Type				Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases				Comm	4		1 01111	6		5	2	
Permitted Phases				4	-		6	J		2		
Detector Phase				4	4		6	6		5	2	
Switch Phase				7	7		U	U			2	
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				26.0	26.0		23.0	23.0		11.0	23.0	
Total Split (s)				31.0	31.0		35.0	35.0		64.0	99.0	
Total Split (%)				23.8%	23.8%		26.9%	26.9%		49.2%	76.2%	
Maximum Green (s)				25.0	25.0		28.0	28.0		57.0	92.0	
Yellow Time (s)				3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)				3.0	-2.0		3.0	-3.0		3.0	-3.0	
					4.0			4.0			4.0	
Total Lost Time (s)					4.0		Lood			Lon	4.0	
Lead/Lag							Lead Yes	Lead Yes		Lag Yes		
Lead-Lag Optimize?				3.0	3.0		3.0	3.0		3.0	3.0	
Vehicle Extension (s)												
Recall Mode				None	None		None	None		C-IVIAX	C-Max	
Walk Time (s)				7.0	7.0		5.0	5.0			5.0	
Flash Dont Walk (s)				13.0	13.0		5.0	5.0			11.0	
Pedestrian Calls (#/hr)				10	10		2	24.5			6	
Act Effet Green (s)					21.8			31.5			100.2	
Actuated g/C Ratio					0.17			0.24			0.77	
v/c Ratio					0.73			0.81			0.23	
Control Delay					57.9			54.1			0.9	
Queue Delay					0.0			0.1			0.3	
Total Delay					57.9			54.2			1.2	
LOS					E			D			Α	
Approach Delay					57.9			54.2			1.2	
Approach LOS					Е			D			Α	
Queue Length 50th (ft)					161			251			11	
Queue Length 95th (ft)					225			325			m14	
Internal Link Dist (ft)		170			244			134			271	

	•	\rightarrow	•	•	—	•	1	†		1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					383			802			2472	
Starvation Cap Reductn					0			0			1209	
Spillback Cap Reductn					0			7			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.60			0.80			0.45	
					-				-			- 1

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 92 (71%), Referenced to phase 2:SBTL and 5:SBL, Start of Yellow

Natural Cycle: 60

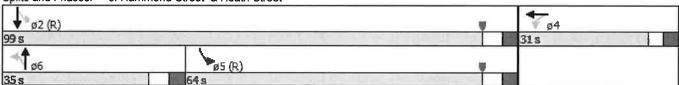
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay: 33.6 Intersection Capacity Utilization 50.7%

Intersection LOS: C
ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.



•	-	•	1	—	•	4	†	-	-	↓	4
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
				4			413			414	
0	0	0	118	26	87	11	366	82	32	496	32
			7	4	14	1					12
			0	0	0	0	0	0	0	0	(
			1.00		1.00	1.00		1.00	1.00		1.00
				1.00	1.00	1.00	1.00		1.00	1.00	1.00
				185.7	190.0	190.0		190.0			190.0
								101			34
				1							C
											0.95
											3
											75
											0.74
											102
											556
											1666
											15.8
											15.8
				0.0			0.0			0.0	0.06
							0			^	1230
											0.45
											1230
											1.00
											0.55
											6.2
											0.7
											0.0
											7.3
				0.0	0.0		0.0		0.0	0.0	6.9
		1 22	Ŀ,			D		D			A
										6.5	
				E			D			Α	
1	2	3	4	5	6	7	8	ments.			100
	2		4		6						
	102.4		27.6		102.4						
	7.0				* 7						
	86.0		31.0		* 28						
					23.3						
	5.1		0.0		1.5						
	41 45	5.315	1125		100		121811	1800	-,330		
		34.9									
		С									
	EBL	EBL EBT 0 0 1 2 102.4 7.0 86.0 17.8	EBL EBT EBR 0 0 0 0 1 2 3 2 102.4 7.0 86.0 17.8 5.1	EBL EBT EBR WBL 0 0 0 118	BBL BBT BBR WBL WBT 0 0 0 118 26 7 4 0 0 0 1.00 1.00 1.00 1.00 190.0 185.7 146 32 0 1 0.81 0.81 0 4 170 37 0.18 0.20 871 191 285 0 1701 0 19.6 0.0 19.6 0.0 0.51 3333 0 0.86 0.00 465 0 1.00 1.00 1.00 1.00 1.00 0.00 47.8 0.0 10.9 0.0 0.0 0.0 10.2 0.0 58.6 0.0 E 285 58.6 E 1 2 3 4 5 2 4 102.4 27.6 7.0 6.0 86.0 31.0 17.8 21.6 5.1 0.0	BBL BBT BBR WBL WBT WBR	EBL EBT EBR WBL WBT WBR NBL 1	BBL BBT BBR WBL WBT WBR NBL NBT	BBL BBT BBR WBL WBT WBR NBL NBT NBR	FBL FBT FBR WBL WBT WBR NBL NBT NBR SBL WBL WBT WBR NBL NBT NBR SBL WBL WBT WBR NBL NBT NBR SBL WBL WBT WBR NBL NBT NBR SBL WBT WBR NBL NBT NBR SBL WBT NBT NBR SBL WBT NBT NBR SBL WBT NBT NBR SBL WBT NBT	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT 0 0 0 1118 26 87 11 366 82 32 496 7 4 14 14 1 6 16 5 2 0 0 0 1.00 1.00 1.00 1.00 1.00 1.00 1.

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

	•	→	*	•	—	•	4	†	~	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			414			414	
Volume (vph)	0	0	0	118	26	87	11	366	82	32	496	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Satd. Flow (prot)	0	0	0	0	1718	0	0	3395	0	0	3359	0
Flt Permitted					0.975			0.930			0.945	
Satd. Flow (perm)	0	0	0	0	1718	0	0	3160	0	0	3184	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					22			19			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		250			324			214			351	
Travel Time (s)		6.8			8.8			5.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.81	0.81	0.81	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	4%	5%	0%	4%	1%	0%	3%	0%
Shared Lane Traffic (%)	0.70	0,0	070	070	770	070	0 70	770	1 70	070	070	0 /0
Lane Group Flow (vph)	0	0	0	0	285	0	0	567	0	0	590	0
Number of Detectors				1	2		1	2	•	1	2	•
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel				CITEX	CITEX		CITEX	CITEX		CITEX	CITEX	
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				0.0	94		0,0	94		0.0	94	
Detector 2 Size(ft)					6			6				
Detector 2 Type					CI+Ex						6	
Detector 2 Channel					CITEX			CI+Ex			CI+Ex	
Detector 2 Extend (s)					0.0			0.0			0.0	
				D	0.0		B	0.0			0.0	
Turn Type Protected Phases				Perm	NA		Perm	NA		pm+pt	NA	
					4		^	б		5	2	
Permitted Phases Detector Phase				4			6	0		2	•	
				4	4		6	6		5	2	
Switch Phase				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				26.0	26.0		23.0	23.0		11.0	23.0	
Total Split (s)				37.0	37.0		35.0	35.0		58.0	93.0	
Total Split (%)				28.5%	28.5%		26.9%	26.9%		44.6%	71.5%	
Yellow Time (s)				3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)					-2.0			-3.0			-3.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode				None	None		None	None		C-Max	C-Max	
Act Effct Green (s)					26.7			29.7			95.3	

1/31/2017

	<u> </u>	-	•	•	—	•	4	†	1	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio			_	- 1	0.21			0.23			0.73	
v/c Ratio					0.77			0.77			0.24	
Control Delay					58.5			52.8			5.0	
Queue Delay					0.0			0.0			0.4	
Total Delay					58.5			52.8			5.4	
LOS					Ε			D			Α	
Approach Delay					58.5			52.8			5.4	
Approach LOS					Ε			D			Α	
Queue Length 50th (ft)					211			225			33	
Queue Length 95th (ft)					258			256			m83	
Internal Link Dist (ft)		170			244			134			271	
Turn Bay Length (ft)												
Base Capacity (vph)					452			780			2419	
Starvation Cap Reductn					0			0			1210	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.63			0.73			0.49	

Intersection Summary

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 2:SBTL and 5:SBL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 34.5

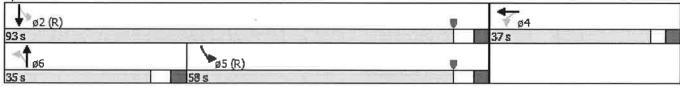
Intersection LOS: C

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.



	1	-	-	1	•	•	4	†	-	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations					4			4T >			4T >	
Volume (veh/h)	0	0	0	91	25	94	14	500	99	49	454	29
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	189.1	190.0	190.0	185.2	190.0	190.0	183.1	190.0
Adj Flow Rate, veh/h				107	29	111	16	568	112	58	534	34
Adj No. of Lanes				0	1	0	0	2	0	0	2	(
Peak Hour Factor				0.85	0.85	0.85	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %				0	0	0	3	3	3	3	3	3
Cap, veh/h				128	35	133	39	678	132	59	1185	75
Arrive On Green				0.16	0.17	0.16	0.22	0.25	0.22	0.74	0.76	0.76
Sat Flow, veh/h				744	202	772	35	2723	529	2	1551	99
Grp Volume(v), veh/h				247	0	0	359	0	337	58	0	568
Grp Sat Flow(s), veh/h/ln				1718	Ö	0	1696	Ö	1592	2	Ö	1649
Q Serve(g_s), s				17.4	0.0	0.0	10.5	0.0	25.1	10.5	0.0	15.4
Cycle Q Clear(g_c), s				17.4	0.0	0.0	25.9	0.0	25.1	10.5	0.0	15.4
Prop In Lane				0.43	0.0	0.45	0.04	0.0	0.33	1.00	0.0	0.06
Lane Grp Cap(c), veh/h				295	0	0.40	412	0	396	0	0	1260
V/C Ratio(X)				0.84	0.00	0.00	0.87	0.00	0.85	0.00	0.00	0.45
Avail Cap(c_a), veh/h				373	0.00	0.00	412	0.00	397	0.00	0.00	1260
HCM Platoon Ratio				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	0.38	0.00	0.38
Uniform Delay (d), s/veh				50.7	0.00	0.00	44.6	0.00	45.0	0.0	0.00	5.3
Incr Delay (d2), s/veh				12.6	0.0	0.0	18.1	0.0	15.9	0.0	0.0	0.4
				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh				9.3	0.0	0.0	14.5	0.0	12.8	0.0	0.0	7.1
%ile BackOfQ(50%),veh/ln				63.3	0.0	0.0	62.7	0.0	60.8	0.0	0.0	5.7
LnGrp Delay(d),s/veh				03.3 E	0.0	0.0		0.0		0.0	0.0	
LnGrp LOS	N				047		Е	200	E		000	
Approach Vol, veh/h					247			696			626	
Approach Delay, s/veh					63.3			61.8			5.2	
Approach LOS					E			Е			Α	
Timer	1	2	3	4	5	6	7	8			Was S	
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		104.7		25.3		104.7						
Change Period (Y+Rc), s		7.0		6.0		* 7						
Max Green Setting (Gmax), s		92.0		25.0		* 28						
Max Q Clear Time (g_c+l1), s		17.4		19.4		27.9						
Green Ext Time (p_c), s		5.6		0.0		0.0						
Intersection Summary		1280	3505		L Marie	u S	27.3	بالبات	Ac A E	P. Carlot	110	
HCM 2010 Ctrl Delay			39.5									
HCM 2010 LOS			D									

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

	•	-	•	•	•	*	1	†	~	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4T>			41>	
Volume (vph)	0	0	0	91	25	94	14	500	99	49	454	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Satd. Flow (prot)	0	0	0	0	1739	0	0	3430	0	0	3320	0
FIt Permitted					0.979			0.929			0.846	
Satd. Flow (perm)	0	0	0	0	1739	0	0	3190	0	0	2823	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29			16			12	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		250			324			214			351	
Travel Time (s)		6.8			8.8			5.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.88	0.88	0.88	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	3%	1%	4%	3%	15%
Shared Lane Traffic (%)	070	070	0,0	070	070	170	070	070	. 70	-170	070	1070
Lane Group Flow (vph)	0	0	0	0	247	0	0	696	0	0	626	0
Turn Type		0	U	Perm	NA	U	Perm	NA	U	pm+pt	NA	U
Protected Phases				I Cilli	4		Feilit	6		5	2	
Permitted Phases				4	7		6	U		2		
Detector Phase				4	4		6	6		5	2	
Switch Phase				4	4		0	0		o o		
				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Initial (s)				26.0	26.0		4.0			4.0	4.0	
Minimum Split (s)							23.0	23.0		11.0	23.0	
Total Split (%)				31.0	31.0		35.0	35.0		64.0	99.0	
Total Split (%)				23.8%	23.8%		26.9%	26.9%		49.2%	76.2%	
Maximum Green (s)				25.0	25.0		28.0	28.0		57.0	92.0	
Yellow Time (s)				3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)					-2.0			-3.0			-3.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		None	None		C-Max	C-Max	
Walk Time (s)				7.0	7.0		5.0	5.0			5.0	
Flash Dont Walk (s)				13.0	13.0		5.0	5.0			11.0	
Pedestrian Calls (#/hr)				10	10		2	2			6	
Act Effct Green (s)					22.8			32.5			99.2	
Actuated g/C Ratio					0.18			0.25			0.76	
v/c Ratio					0.75			0.86			0.26	
Control Delay					59.1			57.3			0.9	
Queue Delay					0.0			1.1			0.3	
Total Delay					59.1			58.4			1.3	
LOS					E			E			Α	
Approach Delay					59.1			58.4			1.3	
Approach LOS					E			E			Α	
Queue Length 50th (ft)					176			284			12	
Queue Length 95th (ft)					245			#387			m14	
Internal Link Dist (ft)		170			244			134			271	

-	•	→	*	1	-	•	4	†	~	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					384			811			2397	
Starvation Cap Reductn					0			0			1138	
Spillback Cap Reductn					0			26			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.64			0.89			0.50	
Intersection Summary		1818		Seal's	-1.9 5301	- 400			18 T T	100	Pall	2 1
Area Type:	Other											
Cycle Length: 130												
Actuated Cycle Length: 13	30											
Offset: 92 (71%), Referen	ced to phase	2:SBTL a	ind 5:SBL	, Start of	Yellow							
Natural Cycle: 60												
Control Type: Actuated-C	oordinated											
Maximum v/c Ratio: 0.86												
Intersection Signal Delay:	35.7			In	tersection	LOS: D						
Intersection Capacity Utili				IC	CU Level o	of Service	Α					
Analysis Period (min) 15												

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



	≯	-	*	1	-		1	†	~	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4T>			414	
Volume (veh/h)	0	0	0	128	28	94	12	402	89	35	556	35
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	- 0	0	0	0	0	C
Ped-Bike Adj(A_pbT)				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
Adj Sat Flow, veh/h/ln				190.0	185.7	190.0	190.0	183.8	190.0	190.0	185.1	190.0
Adj Flow Rate, veh/h				158	35	116	15	496	110	37	585	37
Adj No. of Lanes				0	1	0	0	2	0	0	2	0
Peak Hour Factor				0.81	0.81	0.81	0.81	0.81	0.81	0.95	0.95	0.95
Percent Heavy Veh, %				0	4	0	4	4	4	3	3	3
Cap, veh/h				182	40	133	37	610	133	60	1138	72
Arrive On Green				0.19	0.21	0.19	0.23	0.25	0.23	0.70	0.73	0.73
Sat Flow, veh/h				870	193	638	24	2436	530	2	1568	99
Grp Volume(v), veh/h				309	0	0	293	0	328	37	0	622
Grp Sat Flow(s), veh/h/ln				1701	0	Ö	1411	Ö	1579	2	ő	1667
Q Serve(g_s), s				21.6	0.0	0.0	5.4	0.0	24.1	11.3	0.0	20.0
Cycle Q Clear(g_c), s				21.6	0.0	0.0	25.4	0.0	24.1	11.3	0.0	20.0
Prop In Lane				0.51	0.0	0.38	0.05	0.0	0.34	1.00	0.0	0.06
Lane Grp Cap(c), veh/h				355	0	0.00	349	0	395	0	0	1210
V/C Ratio(X)				0.87	0.00	0.00	0.84	0.00	0.83	0.00	0.00	0.51
Avail Cap(c_a), veh/h				458	0.00	0.00	354	0.00	399	0.00	0.00	1210
HCM Platoon Ratio				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	0.55	0.00	0.55
Uniform Delay (d), s/veh				47.8	0.00	0.00	42.6	0.00	44.0	0.0	0.0	7.3
Incr Delay (d2), s/veh				13.5	0.0	0.0	16.0	0.0	13.6	0.0	0.0	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.5	0.0	0.0	11.5	0.0	12.0	0.0	0.0	9.4
				61.3	0.0	0.0	58.6	0.0	57.5	0.0	0.0	8.2
LnGrp Delay(d),s/veh					0.0	0.0		0.0		0.0	0.0	
LnGrp LOS				Е	000		E	004	E		050	Α
Approach Vol, veh/h					309			621			659	
Approach Delay, s/veh					61.3			58.0			7.7	
Approach LOS					Е			Ε			Α	
Timer	1	2	3	4	5	6	7	8		-		- F
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		100.4		29.6		100.4						
Change Period (Y+Rc), s		7.0		6.0		* 7						
Max Green Setting (Gmax), s		86.0		31.0		* 28						
Max Q Clear Time (g_c+l1), s		22.0		23.6		27.4						
Green Ext Time (p_c), s		6.0		0.0		0.2						
Intersection Summary	87 E 1 8	April 6	- 15 FM		100	175	7 18 19		1	T.S.	3 57	
HCM 2010 Ctrl Delay			37.8									
HCM 2010 LOS			D									

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

	•	→	*	•	—	4	•	†	<i>></i>	-	ļ	1
Lane Group	EBL	EST	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4T)			414	
Volume (vph)	0	0	0	128	28	94	12	402	89	35	556	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Satd. Flow (prot)	0	- 0	0	0	1718	0	0	3395	0	0	3362	0
FIt Permitted					0.975			0.927			0.936	
Satd. Flow (perm)	0	0	0	0	1718	0	0	3150	0	0	3156	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					22			18			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		250			324			214			351	
Travel Time (s)		6.8			8.8			5.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.81	0.81	0.81	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	4%	5%	0%	4%	1%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	309	0	0	621	0	0	659	0
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	Ö		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel				OI LX	OI · LX		OI LX	OI LX		OI LX	OILX	
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94		7.55	94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel					OI · LX			OI - ZX			OI · EX	
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases				. •	4			6		5	2	
Permitted Phases				4			6	_		2	_	
Detector Phase				4	4		6	6		5	2	
Switch Phase											_	
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				26.0	26.0		23.0	23.0		11.0	23.0	
Total Split (s)				37.0	37.0		35.0	35.0		58.0	93.0	
Total Split (%)				28.5%	28.5%		26.9%	26.9%		44.6%	71.5%	
Yellow Time (s)				3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)				5.0	-2.0		0.0	-3.0		3.0	-3.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode				None	None		None	None		C-Max	C-Max	
Act Effct Green (s)					28.1			31.1			93.9	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.22			0.24			0.72	
v/c Ratio					0.80			0.81			0.28	
Control Delay					59.8			54.6			5.3	
Queue Delay					0.0			0.0			0.4	
Total Delay					59.8			54.6			5.7	
LOS					E			D			Α	
Approach Delay					59.8			54.6			5.7	
Approach LOS					E			D			Α	
Queue Length 50th (ft)					230			244			39	
Queue Length 95th (ft)					282			285			m92	
Internal Link Dist (ft)		170			244			134			271	
Turn Bay Length (ft)												
Base Capacity (vph)					452			784			2375	
Starvation Cap Reductn					0			0			1126	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.68			0.79			0.53	

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 2:SBTL and 5:SBL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 35.3

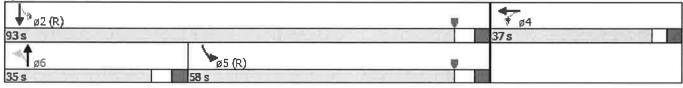
Intersection LOS: D

Intersection Capacity Utilization 56.1%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.



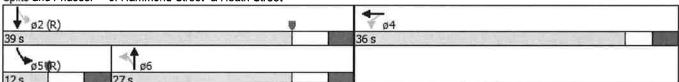
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			413			41>	
Volume (veh/h)	0	0	0	155	45	142	14	501	99	135	455	29
Number				7	4	14	1	6	16	5	2	. 12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	189.2	190.0	190.0	185.2	190.0	190.0	183.1	190.0
Adj Flow Rate, veh/h				254	74	233	16	569	112	159	535	34
Adj No. of Lanes				0	1	0	0	2	0	0	2	0
Peak Hour Factor				0.61	0.61	0.61	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %				0	0	0	3	3	3	3	3	3
Cap, veh/h				286	83	263	70	1460	282	109	800	51
Arrive On Green				0.34	0.37	0.34	0.47	0.52	0.47	0.47	0.52	0.52
Sat Flow, veh/h				782	228	717	28	2830	547	5	1551	99
Grp Volume(v), veh/h				561	0	0	372	0	325	159	0	569
Grp Sat Flow(s), veh/h/ln				1727	0	0	1817	0	1588	5	0	1649
Q Serve(g_s), s				20.8	0.0	0.0	0.0	0.0	8.7	20.8	0.0	17.3
Cycle Q Clear(g_c), s				20.8	0.0	0.0	8.5	0.0	8.7	20.8	0.0	17.3
Prop in Lane				0.45	0.0	0.42	0.04	0.0	0.34	1.00	0.0	0.06
Lane Grp Cap(c), veh/h				632	0	0.42	913	0	820	0	0	851
V/C Ratio(X)				0.89	0.00	0.00	0.41	0.00	0.40	0.00	0.00	0.67
Avail Cap(c_a), veh/h				814	0.00	0.00	913		820	0.00		851
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)					0.00	0.00	1.00	0.00	1.00	0.25	0.00	0.25
Uniform Delay (d), s/veh				21.0	0.0	0.0	10.0	0.0	10.4	0.0	0.0	12.1
Incr Delay (d2), s/veh				9.7	0.0	0.0	0.3	0.0	0.3	0.0	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
%ile BackOfQ(50%),veh/ln				11.6	0.0	0.0	4.7	0.0	3.8	0.0	0.0	8.0
LnGrp Delay(d),s/veh				30.7	0.0	0.0	10.3	0.0	10.7	0.0	0.0	13.2
LnGrp LOS				С			В		В			В
Approach Vol, veh/h					561			697			728	
Approach Delay, s/veh					30.7			10.5			10.3	
Approach LOS					С			В			В	
Timer	1	2	3	4	5	6	7	8	11114		1725	We ill
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		46.2		28.8		46.2						
Change Period (Y+Rc), s		7.0		6.0		7.0						
Max Green Setting (Gmax), s		32.0		30.0		20.0						
Max Q Clear Time (g_c+l1), s		22.8		22.8		10.7						
Green Ext Time (p_c), s		6.2		0.0		6.2						
Intersection Summary			34.0		O'STATE	A 104		718		48	0.135	
HCM 2010 Ctrl Delay			16.1									
HCM 2010 LOS			В									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			414			4T>	
Volume (vph)	0	0	0	155	45	142	14	501	99	135	455	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Satd. Flow (prot)	0	0	0	0	1747	0	0	3430	0	0	3302	0
Flt Permitted					0.978			0.927			0.561	
Satd. Flow (perm)	0	0	0	0	1747	0	0	3183	0	0	1873	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					59			30			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		250			324			214			351	
Travel Time (s)		6.8			8.8			5.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.61	0.61	0.61	0.88	0.88	0.88	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0.02	0%	0%	1%	0%	3%	1%	4%	3%	15%
Shared Lane Traffic (%)	070	070	070	070	070	1 70	070	370	1 70	770	070	1070
Lane Group Flow (vph)	0	0	- 0	0	561	0	- 0	697	0	0	728	0
Turn Type	U	U	U	Perm	NA	U	Perm	NA	U	pm+pt	NA	U
Protected Phases				remi	4		remi	6			2	
Permitted Phases				4	4		c	0		5		
Detector Phase				4	4		6			2 5		
				4	4		0	6			2	
Switch Phase				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				26.0	26.0		23.0	23.0		11.0	23.0	
Total Split (s)				36.0	36.0		27.0	27.0		12.0	39.0	
Total Split (%)				48.0%	48.0%		36.0%	36.0%		16.0%	52.0%	
Maximum Green (s)				30.0	30.0		20.0	20.0		5.0	32.0	
Yellow Time (s)				3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)					-2.0			-3.0			-3.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		None	None		C-Max	C-Max	
Walk Time (s)				7.0	7.0		5.0	5.0			5.0	
Flash Dont Walk (s)				13.0	13.0		5.0	5.0			11.0	
Pedestrian Calls (#/hr)				10	10		2	2			6	
Act Effct Green (s)					28.2			23.0			38.8	
Actuated g/C Ratio					0.38			0.31			0.52	
v/c Ratio					0.81			0.70			0.61	
Control Delay					28.2			26.4			17.8	
Queue Delay					1.2			9.3			0.7	
Total Delay					29.5			35.7			18.5	
LOS					С			D			В	
Approach Delay					29.5			35.7			18.5	
Approach LOS					C			D			В	
Queue Length 50th (ft)					197			142			192	
Queue Length 95th (ft)					159			195			m198	
Internal Link Dist (ft)		170			244			134			271	

6: Hammond Street & Heath Street

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					779			996			1198	
Starvation Cap Reductn					0			0			199	
Spillback Cap Reductn					78			267			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.80			0.96			0.73	
Intersection Summary						177	1000	131375	2 2 7 11	100	200	497
Area Type:	Other											
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 72 (96%), Reference	ed to phase	2:SBTL a	nd 5:SBL	, Start of	Yellow							
Natural Cycle: 60	-											
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.81												
Intersection Signal Delay:	27.6			In	tersection	LOS: C						
Intersection Capacity Utiliz	ation 64.5%			IC	U Level o	of Service	С					
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations					4			4TÞ			47>	
Volume (veh/h)	0	0	0	186	48	125	12	405	89	90	556	35
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	185.8	190.0	190.0	183.8	190.0	190.0	185.5	190.0
Adj Flow Rate, veh/h				221	57	149	15	500	110	95	585	37
Adj No. of Lanes				0	1	0	0	2	0	0	2	0
Peak Hour Factor				0.84	0.84	0.84	0.81	0.81	0.81	0.95	0.95	0.95
Percent Heavy Veh, %				0	4	0	4	4	4	3	3	3
Cap, veh/h				259	67	175	70	1631	351	104	932	59
Arrive On Green				0.27	0.29	0.27	0.55	0.59	0.55	0.55	0.59	0.59
Sat Flow, veh/h				884	228	596	28	2749	592	4	1571	99
Grp Volume(v), veh/h				427	0	0	334	0	291	95	0	622
Grp Sat Flow(s), veh/h/ln				1708	0	0	1801	0	1568	4	0	1671
Q Serve(g_s), s				16.8	0.0	0.0	0.0	0.0	6.8	12.7	0.0	17.1
Cycle Q Clear(g_c), s				16.8	0.0	0.0	6.5	0.0	6.8	12.7	0.0	17.1
Prop In Lane				0.52		0.35	0.04		0.38	1.00		0.06
Lane Grp Cap(c), veh/h				501	0	0	1045	0	931	0	0	991
V/C Ratio(X)				0.85	0.00	0.00	0.32	0.00	0.31	0.00	0.00	0.63
Avail Cap(c_a), veh/h				603	0	0	1045	0	931	0	0	991
HCM Platoon Ratio				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	0.31	0.00	0.31
Uniform Delay (d), s/veh				24.4	0.0	0.0	7.2	0.0	7.5	0.0	0.0	9.3
Incr Delay (d2), s/veh				9.7	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.2	0.0	0.0	3.6	0.0	3.0	0.0	0.0	8.0
LnGrp Delay(d),s/veh				34.1	0.0	0.0	7.4	0.0	7.7	0.0	0.0	10.3
LnGrp LOS				C	0.0	0.0	Α	0.0	Α	0.0	0.0	В
Approach Vol, veh/h					427			625			717	
Approach Delay, s/veh					34.1			7.5			8.9	
Approach LOS					С			Α			Α	
Timer	1	2	3	4	5	6	7	8		1500	175	Enc) a
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		50.2		24.8		50.2						
Change Period (Y+Rc), s		7.0		6.0		7.0						
Max Green Setting (Gmax), s		39.0		23.0		27.0						
Max Q Clear Time (g_c+l1), s		19.1		18.8		8.8						
Green Ext Time (p_c), s		9.8		0.0		9.3						
Intersection Summary		3,50				- Profit	LI CEN	2 7 7 Pg.	u Si al	dia 1	9, 7	
HCM 2010 Ctrl Delay			14.5									
HCM 2010 LOS			В									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4T)			414	
Volume (vph)	0	0	0	186	48	125	12	405	89	90	556	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Satd. Flow (prot)	0	0	0	0	1726	0	0	3398	0	0	3355	0
Flt Permitted					0.975			0.930			0.759	
Satd. Flow (perm)	0	0	0	0	1726	0	0	3163	0	0	2565	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					39			40			12	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		250			324			214			351	
Travel Time (s)		6.8			8.8			5.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.81	0.81	0.81	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	4%	5%	0%	4%	1%	0.55	3%	0.55
Shared Lane Traffic (%)	0 70	0 70	0 70	0 70	770	370	070	7/0	1 70	0 /0	370	0 70
Lane Group Flow (vph)	0	0	0	0	427	0	0	625	0	0	717	0
Number of Detectors	U	U	U	1	2	U	1	2	U	1	2	U
Detector Template				Left	Thru		Left			Left		
								Thru			Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases					4			6		5	2	
Permitted Phases				4			6			2		
Detector Phase				4	4		6	6		- 5	2	
Switch Phase												
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				26.0	26.0		23.0	23.0		11.0	23.0	
Total Split (s)				29.0	29.0		34.0	34.0		12.0	46.0	
Total Split (%)				38.7%	38.7%		45.3%	45.3%		16.0%	61.3%	
Yellow Time (s)				3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)				0.0	-2.0		0.0	-3.0		0.0	-3.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag					1.0		Lag	Lag		Lead	T. U	
Lead-Lag Optimize?							Lag	Lug		Loau		
Recall Mode				None	None		None	None		C.May	C-Max	
Act Effct Green (s)				INOTIE	22.3		INOLIG	30.0		O-IVIAX	44.7	
Act Flict Gleen (9)					22.3			30.0			44.1	

	•	-	*	1	$-\!$	•	4	†	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.30			0.40			0.60	
v/c Ratio					0.79			0.48			0.44	
Control Delay					33.0			17.1			7.2	
Queue Delay					0.0			0.0			0.6	
Total Delay					33.0			17.2			7.8	
LOS					С			В			Α	
Approach Delay					33.0			17.2			7.8	
Approach LOS					С			В			Α	
Queue Length 50th (ft)					158			103			165	
Queue Length 95th (ft)					232			128			m149	
Internal Link Dist (ft)		170			244			134			271	
Turn Bay Length (ft)												
Base Capacity (vph)					601			1289			1644	
Starvation Cap Reductn					0			0			509	
Spillback Cap Reductn					0			40			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.71			0.50			0.63	

Intersection Summary

Area Type:

Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 70 (93%), Referenced to phase 2:SBTL and 5:SBL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 17.2

Intersection LOS: B

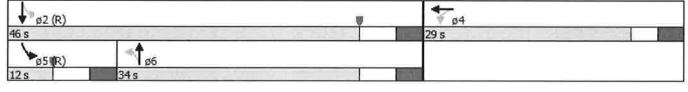
Intersection Capacity Utilization 63.9%

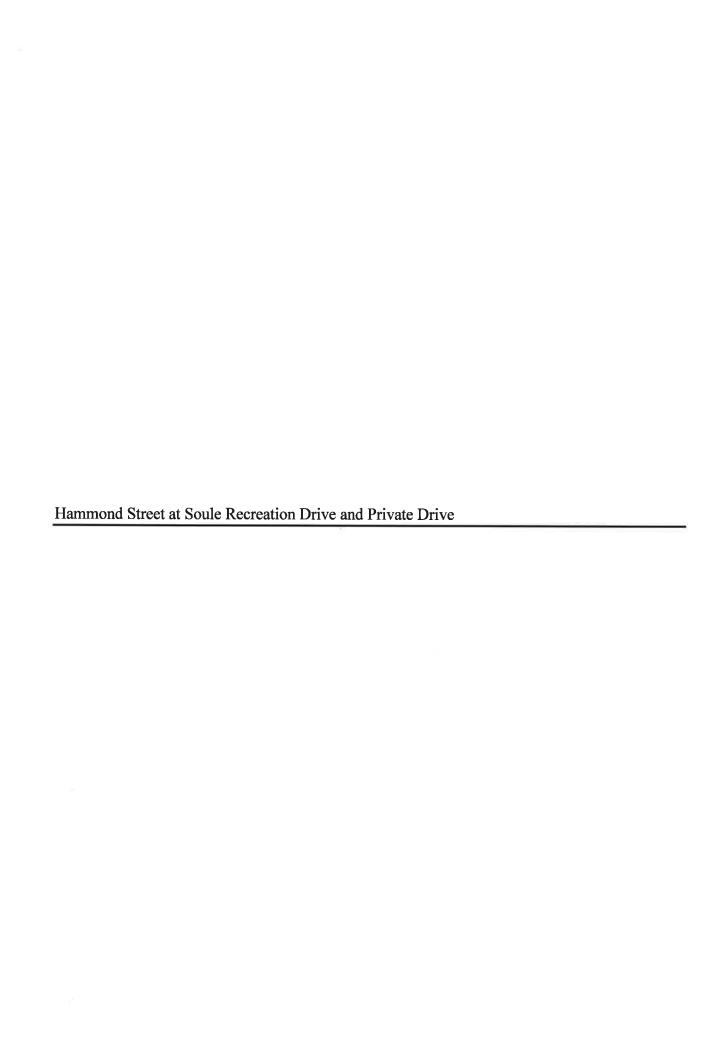
ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Hammond Street & Heath Street





Int Delay, s/veh	0.5									
Movement	EBL	EBT	EBR		WBL	WBT	WBR	NBL	NBT	NBF
Vol, veh/h	1	0	0		7	0	6	2	531	15
Conflicting Peds, #/hr	0	0	0		0	0	0	0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free
RT Channelized		-	None			-	None	8 = 2		None
Storage Length			75							
Veh in Median Storage, #		0	3€		*	0			0	- 4
Grade, %		0				0	4		0	
Peak Hour Factor	25	25	25		46	46	46	88	88	88
Heavy Vehicles, %	0	0	0		0	0	0	0	2	(
Mvmt Flow	4	0	0		15	0	13	2	603	17
Major/Minor	Minor2		Total Control		Minor1		-	Major1		
Conflicting Flow All	941	1260	303	7.5	948	1252	310	606	0	
Stage 1	635	635	303				310	000	U	(
Stage 2	306	625	: * :		616 332	616 636	_		(₩)	
Critical Hdwy	7.5	6.5	- 60				-	4.4		
	6.5	5.5	6.9		7.5	6.5	6.9	4.1	(** *)	
Critical Hdwy Stg 1	6.5	5.5	•		6.5	5.5	- Y W	11000 -110		
Critical Hdwy Stg 2	3.5		2.2		6.5	5.5	2.2	-	**	
Follow-up Hdwy	221	4 172	3.3 699		3.5	4	3.3	2.2	- 50	
Pot Cap-1 Maneuver					218	174	692	982	5	-
Stage 1	438	476			450	485	V.011-0			
Stage 2	684	480	(*)		661	475	-			
Platoon blocked, %	040	400	000		044	400	000	000		
Mov Cap-1 Maneuver	213	168	699		214	169	692	982	-	
Mov Cap-2 Maneuver	213	168	7 F.		214	169				
Stage 1	437	465	•		449	484		*		
Stage 2	669	479	-		646	464			I Na	N. h. s
Approach	EB			1000	WB	70 2	110 20	NB	1 3 1	110
HCM Control Delay, s	22.2				17.6					
HCM LOS	C				C					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	J.L.B	
Capacity (veh/h)	982	-	-	213	314	970	-	ODIN		
HCM Lane V/C Ratio	0.002	-		0.019	0.09	0.015				
HCM Control Delay (s)	8.7	0	-	22.2	17.6	8.8	0.1			
HCM Lane LOS	0.1 A	A		22.2 C	17.0 C	0.0 A				
HCM 95th %tile Q(veh)	0	A		0		0	Α			
TIOM SOUL WING CA(AGII)	U	-	95%	U	0	U	(=)	186		

Int Delay, s/veh Movement SBL SBT SBR Vol, veh/h 12 483 2 Conflicting Peds, #/hr 0 0 0 Sign Control Free Free Free RT Channelized - None Storage Length Veh in Median Storage, # - 0 -
Vol, veh/h 12 483 2 Conflicting Peds, #/hr 0 0 0 Sign Control Free Free Free RT Channelized - None Storage Length Veh in Median Storage, # 12 483 2 0 0 0
Vol, veh/h 12 483 2 Conflicting Peds, #/hr 0 0 0 Sign Control Free Free Free RT Channelized - - None Storage Length - - - Veh in Median Storage, # - 0 -
Vol, veh/h 12 483 2 Conflicting Peds, #/hr 0 0 0 Sign Control Free Free Free RT Channelized - - None Storage Length - - - Veh in Median Storage, # - 0 -
Conflicting Peds, #/hr 0 0 0 0 Sign Control Free Free Free RT Channelized None Storage Length Veh in Median Storage, # - 0 -
Sign Control Free Free Free RT Channelized None Storage Length Veh in Median Storage, # - 0 -
RT Channelized None Storage Length Veh in Median Storage, # - 0 -
Storage Length Veh in Median Storage, # - 0 -
Veh in Median Storage, # - 0 -
Grade, % - 0 -
Peak Hour Factor 80 80 80
Heavy Vehicles, % 0 2 0
Mymt Flow 15 604 2
Major/Minor Major2
Conflicting Flow All 620 0 0
Stage 1
Stage 2
Critical Hdwy 4.1
Critical Hdwy Stg 1
Critical Hdwy Stg 2
Follow-up Hdwy 2.2
Pot Cap-1 Maneuver 970
Stage 1
Stage 2
Platoon blocked, %
Mov Cap-1 Maneuver 970
Mov Cap-2 Maneuver
Stage 1
Stage 2
Approach SB
HCM Control Delay, s
HCM LOS
TION LOG

Intersection	Marine adult le	3.4.0	3150	issi	R STILL S	E E	A THE REAL			4,17	
Int Delay, s/veh	0.2		.10 =								
Movement	EBL	EBT	EBR		WBL	WBT	WBR	3550	NBL	NBT	NBF
Vol, veh/h	1	0	1		3	0	9	Y 0 1	0	440	- 4
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	-	-	None			-	None		-	-	None
Storage Length					-		- 1-		3.345		
Veh in Median Storage, #	: #	0	-		- 4	0	1945		-	0	
Grade, %		0			4	0				0	Lilles
Peak Hour Factor	50	50	50		75	75	75		85	85	85
Heavy Vehicles, %	0	0	0		0	0	0		0	4	- (
Mvmt Flow	2	0	2		4	0	12		0	518	5
Major/Minor	Minor2	PARTIES N	- N. T. N.	1000	Minor1		****		Major1		
Conflicting Flow All	927	1190	323		865	1188	261	- X-1	646	0	- (
Stage 1	668	668	323		520	520	201		040	U	
Stage 2	259	522			345	668	-				-
Critical Hdwy	7.5	6.5	6.9		7.5	6.5	6.9		4.1		
Critical Hdwy Stg 1	6.5	5.5	0.5		6.5	5.5	0.5			d Long	
Critical Hdwy Stg 2	6.5	5.5			6.5	5.5					
Follow-up Hdwy	3.5	4	3.3		3.5	4	3.3		2.2	r i	
Pot Cap-1 Maneuver	226	189	679		251	190	744		949	-	
Stage 1	419	459	013		512	535	/44		343	SH I	
Stage 2	729	534			649	459	20		-		
Platoon blocked, %	120	554	And the		043	400					
Mov Cap-1 Maneuver	220	186	679		247	187	744		949		9/45
Mov Cap-2 Maneuver	220	186	013		247	187	744		343		
Stage 1	419	452			512	535					
Stage 2	717	534	711.		637	452					
Approach	EB	100	11100	1 7/1	WB	5-50 IIV		ALL VI	NB	1	Su.
HCM Control Delay, s	16				12.5						
HCM LOS	C				В					7 7. 5	
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			0 300
Capacity (veh/h)	949		-	332	495	1055	-	-			
HCM Lane V/C Ratio	0-10	Landa .	Par	0.012	0.032	0.01	N7.0				
HCM Control Delay (s)	0			16	12.5	8.4	0.1	-			
HCM Lane LOS	Ă.	Li Sa		C	12.5 B	Α	Α				
HCM 95th %tile Q(veh)	0	-		0	0	0					

Intersection	MILITED AND SW	100	177	THE PARTY OF THE P	70
Int Delay, s/veh					
Movement	SBL	SBT	SBR	19 19 19 19 19 19 19 19 19 19 19 19 19 1	77 1
Vol, veh/h	10	587	1		
Conflicting Peds, #/hr	0	0	0		
Sign Control	Free	Free	Free		
RT Channelized		-	None		
Storage Length					
Veh in Median Storage, #	3 * 3	0	300		
Grade, %		0	0.00		
Peak Hour Factor	91	91	91		
Heavy Vehicles, %	0	1	0		
Mvmt Flow	11	645	1		
DATE NEXT LOCALID	in the same of the	W	اشات		
Major/Minor	Major2	W. C. C. C. C. C. C. C. C. C. C. C. C. C.	1 1000		
Conflicting Flow All	522	0	0	Consultation .	
Stage 1	522	-	-		
Stage 2		Utal Qua			
Critical Hdwy	4.1	20-1			
Critical Hdwy Stg 1	4.1				
Critical Hdwy Stg 2					
Follow-up Hdwy	2.2	TA Pat			
	1055		•		
Pot Cap-1 Maneuver			MAD I		
Stage 1 Stage 2					
	(#)	i . €6			
Platoon blocked, %	4055	-			
Mov Cap-1 Maneuver	1055	₹ ₩ //	-		
Mov Cap-2 Maneuver			445		
Stage 1	*	-	<u>.</u>		
Stage 2		*	Y in the size		
Approach	SB				9000
HCM Control Delay, s	00				
HCM LOS				44444	

Intersection				TOUR !	PATE E		1 30	13 213	F 7 8	
Int Delay, s/veh	0.5									
Movement	EBL	EBT	EBR	- 6	WBL	WBT	WBR	NBL	NBT	NBF
Vol, veh/h	1	0	0		7	0	6	2	583	1:
Conflicting Peds, #/hr	0	0	0		0	0	0	0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Fre
RT Channelized	*	-	None			-	None	-	-	None
Storage Length						-	T.		-	
Veh in Median Storage, #	=	0	-		-	0	*	-	0	
Grade, %		0			-	0	-		0	
Peak Hour Factor	25	25	25		46	46	46	88	88	88
Heavy Vehicles, %	0	0	0		0	0	0	0	2	
Mvmt Flow	4	0	0		15	0	13	2	662	1
Major/Minor	Minor2		1000		Minor1	00000		Major1		
Conflicting Flow All	1026	1374	331		1035	1367	340	661	0	
Stage 1	690	690	-		676	676	540	001		'
Stage 2	336	684			359	691	110			
Critical Hdwy	7.5	6.5	6.9		7.5	6.5	6.9	4.1		
Critical Hdwy Stg 1	6.5	5.5	0.5		6.5	5.5	0.5	7.1	2	
Critical Hdwy Stg 2	6.5	5.5			6.5	5.5			2	
Follow-up Hdwy	3.5	4	3.3		3.5	4	3.3	2.2		
Pot Cap-1 Maneuver	192	147	671		189	148	662	937	2	
Stage 1	406	449	-		414	456	-	337		
Stage 2	657	452	150		637	449				
Platoon blocked, %	001	702			007	773				
Mov Cap-1 Maneuver	184	143	671		185	144	662	937	-	
Mov Cap-2 Maneuver	184	143	0/1		185	144	-	301		
Stage 1	405	437	140		413	455	941			
Stage 2	642	451			620	437	(4)	<u> </u>		
v										
Approach	EB		7 50	13%	WB			NB		
HCM Control Delay, s	25				19.5					
HCM LOS	D				С					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	1/3	-50
Capacity (veh/h)	937	(+)	9-	184	277	922	-	(m)		
HCM Lane V/C Ratio	0.002		-	0.022	0.102	0.016				
HCM Control Delay (s)	8.9	0	-	25	19.5	9	0.1	(a) -		
HCM Lane LOS	A	A		D	C	Ă	A			
HCM 95th %tile Q(veh)	0		-	0	0	0				

Int Delay, s/veh				
Movement	SBL	SBT	SBR	
Vol, veh/h	12	527	2	
Conflicting Peds, #/hr	0	0	0	
Sign Control	Free	Free	Free	
RT Channelized	:*)		None	
Storage Length	-		_	
Veh in Median Storage, #	-	0	2	
Grade, %	2	0		
Peak Hour Factor	80	80	80	
Heavy Vehicles, %	0	2	0	
Mymt Flow	15	659	2	
Major/Minor	Major2	12 10 10 10	1000	20 31 15 10
Conflicting Flow All	680	0	0	KONIVI
Stage 1	000	- 0	U	
Stage 2				
Critical Hdwy	4.1		-	
Critical Hdwy Stg 1	4.1	-	-	
Critical Hdwy Stg 2		-		
Follow-up Hdwy	2.2			
Pot Cap-1 Maneuver	922			
Stage 1	922	*		
Stage 2		•	-	
Platoon blocked, %		**		
Mov Cap-1 Maneuver	922	-		
	922	9		
Mov Cap-2 Maneuver	-	-	\.	
Stage 1	-	= =	_5=5	
Stage 2	•		(#)	
Approach	SB	Se 1 18 1		
HCM Control Delay, s				
HCM LOS				

Intersection	0.2			1- 10							
Int Delay, s/veh	0.2										
Movement	EBL	EBT	EBR	43,57	WBL	WBT	WBR	7119	NBL	NBT	NBF
Vol, veh/h	1	0	1		3	0	9		0	482	
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	# ·		None		=	-	None		-	-	None
Storage Length			: (*)		-		-				
Veh in Median Storage, #		0	1848		-	0	4		-	0	
Grade, %	42	0	72			0	<u> </u>			0	
Peak Hour Factor	50	50	50		75	75	75		85	85	8
Heavy Vehicles, %	0	0	0		0	0	0		0	4	(
Mvmt Flow	2	0	2		4	0	12		0	567	
Major/Minor	Minor2		100		Minor1	-	SIVER	NA	ajor1		
Conflicting Flow All	1025	1313	360		950	1311	286	1941	720	0	(
Stage 1	741	741	300		569	569	200		120	-	- '
Stage 2	284	572			381	742	120				
Critical Hdwy	7.5	6.5	6.9		7.5	6.5	6.9		4.1	2	
Critical Hdwy Stg 1	6.5	5.5	0.0		6.5	5.5	0.0		7.1		
Critical Hdwy Stg 2	6.5	5.5			6.5	5.5					
Follow-up Hdwy	3.5	4	3.3		3.5	4	3.3		2.2		
Pot Cap-1 Maneuver	192	160	642		218	160	717		891		
Stage 1	379	426	042		479	509	/ 1/		091		
Stage 2	705	508			619	425	-		340	-	
Platoon blocked, %	700	300			015	423			-		
Mov Cap-1 Maneuver	186	157	642		214	157	717		891		
Mov Cap-2 Maneuver	186	157	042		214	157	- 11				
Stage 1	379	418			479	509					
Stage 2	693	508	170		606	417			150	-	
Staye 2	093	300	- 3		000	417	(•		
Approach	EB	V-30-17	5,700	THE ST	WB	VENT N	1924	-V-17-	NB	100	
HCM Control Delay, s	17.7				13.3						
HCM LOS	С				В						
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR		1887	EL.
Capacity (veh/h)	891	-	-	288	452	1011	_	-			
HCM Lane V/C Ratio	-		-	0.014	0.035	0.011		NESS			
HCM Control Delay (s)	0			17.7	13.3	8.6	0.1				
HCM Lane LOS	Ä		1890	C	В	Α.	A				
HCM 95th %tile Q(veh)	0		:=1	0	0	Ô		.=.			

Intersection							Fight 9		PA
Int Delay, s/veh									
Movement	SBL	SBT	SBR	10 40	2000			STATE OF	W- 3
Vol, veh/h	10	654	1						
Conflicting Peds, #/hr	0	0	0						
Sign Control	Free	Free	Free						
RT Channelized	9	-	None						
Storage Length									
Veh in Median Storage, #	5	0	-						
Grade, %		0							
Peak Hour Factor	91	91	91						
Heavy Vehicles, %	0	1	0						
Mvmt Flow	11	719	1						
Major/Minor	Major2	100 p. Cal.	J 83m 3	TO THE M	52/ 12 (1	Sal Sav	8-30-17		
Conflicting Flow All	572	0	0						ī
Stage 1	¥								
Stage 2			17.						
Critical Hdwy	4.1								
Critical Hdwy Stg 1									
Critical Hdwy Stg 2		(i)	-						
Follow-up Hdwy	2.2	100							
Pot Cap-1 Maneuver	1011	925							
Stage 1		12							
Stage 2									
Platoon blocked, %									
Mov Cap-1 Maneuver	1011	: - :	3.0						
Mov Cap-2 Maneuver									
Stage 1		::							
Stage 2		- 4							
Approach	SB	AT . 1224	en En de	a Ar	13 5	1350			
HCM Control Delay, s									
HCM LOS									
dinor Lane/Major Mvmt	1 2 3 3 - 31		1000	V 4 3 8	10 miles	101/21	1716	I SELVE	ľ

2024 No-Build Weekday Evening 12/13/2016 S:\Jobs\7382\Synchro\2024 No-Build PM.syn

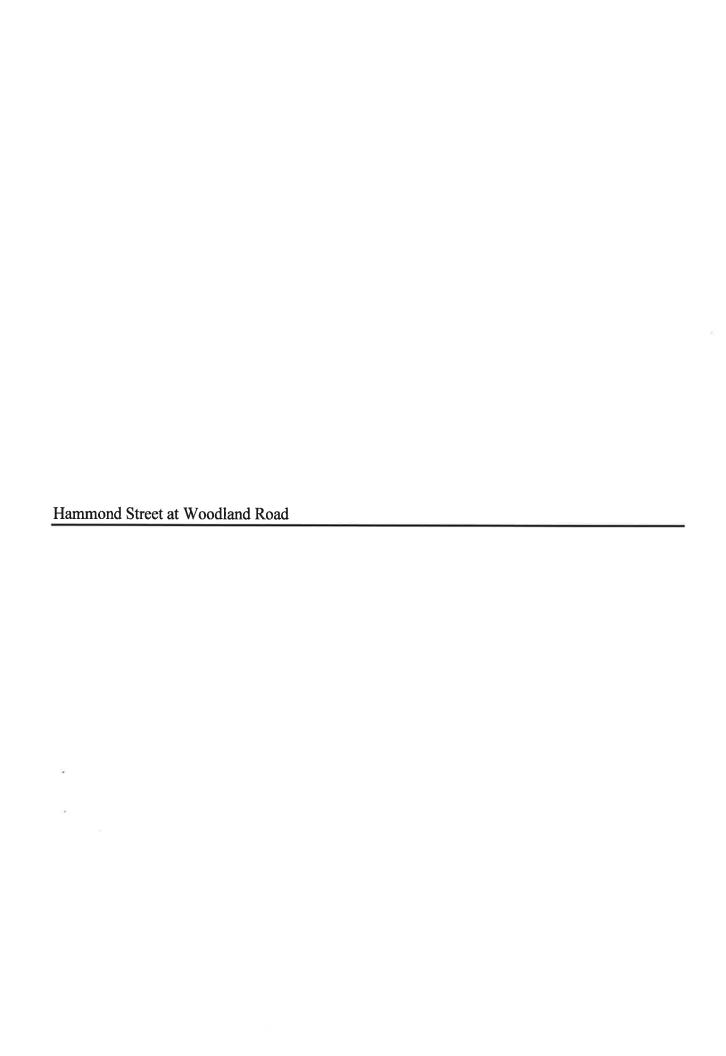
Intersection	ALCOHOLD ST	01.21	THE Y	5550T	1	100	23.7	10.150	Time.	100	
Int Delay, s/veh	0.6										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBF
Vol, veh/h	1	0	0		8	0	7		2	583	15
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	-	-	None			-	None		-	-	None
Storage Length									100		
Veh in Median Storage, #	-	0	:•:			0			-	0	
Grade, %		0				0				0	Ξ.
Peak Hour Factor	25	25	25		46	46	46		88	88	88
Heavy Vehicles, %	0	0	0		0	0	0		0	2	C
Mvmt Flow	4	0	0		17	0	15		2	662	17
Major/Minor	Minor2			-	Minor1	- TO 10	U.S. C.	M	lajor1		
Conflicting Flow All	1191	1539	402		1129	1532	340	IV.	804	0	0
Stage 1	855	855	402		676	676			004	U	U
Stage 2	336	684			453	856					
Critical Hdwy	7.5	6.5	6.9		7.5	6.5	6.9		4.1		
Critical Hdwy Stg 1	6.5	5.5	0.5		6.5	5.5	0.5		4.1	- 1 -	
Critical Hdwy Stg 2	6.5	5.5			6.5	5.5	_				
Follow-up Hdwy	3.5	4	3.3		3.5	4	3.3		2.2		
Pot Cap-1 Maneuver	145	117	604		161	118	662		829	2	
Stage 1	323	378	-		414	456	-		020		
Stage 2	657	452			561	377	_			-	
Platoon blocked, %	001	702			301	011					
Mov Cap-1 Maneuver	136	111	604		154	112	662		829		
Mov Cap-2 Maneuver	136	111	- 00		154	112	-		020	14	
Stage 1	322	359			412	454	-			2	72
Stage 2	639	450			532	358	-				V
Approach	EB			-	WB	200 30			NB		
HCM Control Delay, s	32.3		_		22.3				ND		
HCM LOS	32.3 D				22.3 C						
TIOWI LOO	D				U						
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	-775 E		
Capacity (veh/h)	829		:=:	136	240	922	-	5#6			
HCM Lane V/C Ratio	0.003	-	-	0.029	0.136	0.028		-			
HCM Control Delay (s)	9.4	0	:=1	32.3	22.3	9	0.2	1 127			
HCM Lane LOS	Α	Α	•	D	С	Α	Α				
HCM 95th %tile Q(veh)	0	-		0	0	0	-				

Int Delay, s/veh				
nt Bolay, or von				
Movement	SBL	SBT	SBR	
Vol, veh/h	19	585	2	
Conflicting Peds, #/hr	0	0	0	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length				
Veh in Median Storage, #	-	0	-	
Grade, %		0		
Peak Hour Factor	73	73	73	
Heavy Vehicles, %	0	2	0	
Mvmt Flow	26	801	3	
Major/Minor	Major2	100	10/11/50	Principal - Alternation Contribution
Conflicting Flow All	680	0	0	
Stage 1		-	-	
Stage 2				
Critical Hdwy	4.1	0.00	-	
Critical Hdwy Stg 1		-		
Critical Hdwy Stg 2	1960			
Follow-up Hdwy	2.2			
Pot Cap-1 Maneuver	922	848	541	
Stage 1	72	7 12	-	
Stage 2	796		-	
Platoon blocked, %		*		
Mov Cap-1 Maneuver	922	3.71		
Mov Cap-2 Maneuver			(4)	
Stage 1	0 3 6		3#00	
Stage 2		-	(4)	
J				
Approach	SB	129111	100	

Minor Lane/Major Mvmt

Int Delay, s/veh	0.3										
Movement	EBL	EBT	EBR		WBL	WBT	WBR	8 1 3	NBL	NBT	NBF
Vol, veh/h	1	0	1		4	0	12		0	482	- 4
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized		- 3	None		-		None		-		None
Storage Length	,	-	-			-	- 5				
Veh in Median Storage, #		0	-			0	_ =		2.00	0	3
Grade, %		0			(*)	0	-		3 3	0	
Peak Hour Factor	50	50	50		75	75	75		85	85	88
Heavy Vehicles, %	0	0	0		0	0	0		0	4	(
Mvmt Flow	2	0	2		5	0	16		0	567	
M-2	M0				Mand				Material		
Major/Minor	Minor2	4226	274		Minor1	4224	200	-	Major1 742	0	
Conflicting Flow All	1048	1336	371		962	1334	286		142	0	(
Stage 1	764	764			569	569	-		-	.50	
Stage 2	284	572	-		393	765			- 4 4		
Critical Hdwy	7.5	6.5	6.9		7.5	6.5	6.9		4.1	-	
Critical Hdwy Stg 1	6.5	5.5	•		6.5	5.5					
Critical Hdwy Stg 2	6.5	5.5	-		6.5	5.5	- 00		-		
Follow-up Hdwy	3.5	4	3.3		3.5	4	3.3		2.2		9
Pot Cap-1 Maneuver	185	155	632		213	155	717		874		9
Stage 1	367	416	-		479	509	11.		-		1
Stage 2	705	508	-		609	415	-		-	;€7.	
Platoon blocked, %						4-0				(*)	
Mov Cap-1 Maneuver	178	152	632		209	152	717		874		9
Mov Cap-2 Maneuver	178	152			209	152	-			-	
Stage 1	367	408	-		479	509				:#:	9
Stage 2	689	508			596	407	-		-		
Approach	EB		- Contraction	251.00	WB	50 FT.	1000	101000	NB		
HCM Control Delay, s	18.1				13.5						
HCM LOS	C				В						
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	874	-	2.00	278	446	1011	-	250			
HCM Lane V/C Ratio	•	至	76	0.014	0.048	0.011	-	12			
HCM Control Delay (s)	0			18.1	13.5	8.6	0.1	-			
HCM Lane LOS	Α		(5)	С	В	Α	Α				
HCM 95th %tile Q(veh)	0	=	353	0	0	0	Ħ				

Intersection	THE PARTY I	1932 -	150	
Int Delay, s/veh				
Movement	SBL	SBT	SBR	
Vol, veh/h	11	711	1	
Conflicting Peds, #/hr	0	0	0	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length			*:	
Veh in Median Storage, #	814	0	(=);	
Grade, %		0	2	
Peak Hour Factor	96	96	96	
Heavy Vehicles, %	0	1	0	
Mvmt Flow	11	741	1	
Major/Minor	Major2			
Conflicting Flow All	572	0	0	
Stage 1	(Sec)		140	
Stage 2	120	-		
Critical Hdwy	4.1	181	-	
Critical Hdwy Stg 1	- 1			
Critical Hdwy Stg 2	-	-	-	
Follow-up Hdwy	2.2	270		
Pot Cap-1 Maneuver	1011	::::	-	
Stage 1				
Stage 2	5 = 5	:*:	-	
Platoon blocked, %				
Mov Cap-1 Maneuver	1011	120	¥1	
Mov Cap-2 Maneuver	*	•	-	
Stage 1		3	-	
Stage 2		(*)		
Approach	SB	TIPS IN	30 30	
HCM Control Delay, s HCM LOS				



Intersection	50 15	SIFT	J . X 3	-1,6-900	31 L 24		2000	-	100	7	
Int Delay, s/veh	28.2		-300			11 5 0	. E . L S				
Movement	EBL	EBT	EBR		WBL	WBT	WBR	N	IBL	NBT	NBF
Vol, veh/h	18	106	43		0	0	0		93	549	482
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	F	ree	Free	Free
RT Channelized		*	None		-		None		-	-	None
Storage Length			50							1 2	7
Veh in Median Storage, #	4	0			-	0	-		-	0	
Grade, %	TANK DE	0	11_10			0				0	
Peak Hour Factor	58	58	58		92	92	92		91	91	91
Heavy Vehicles, %	0	- 1	5		0	0	0		0	2	2
Mvmt Flow	31	183	74		0	0	0	1	102	603	530
Major/Minor	Minor2	PINTER	V 100			A		Maj	or1		
Conflicting Flow All	1039	1870	281			K. N.			63	0	0
Stage 1	533	533							,00	-	
Stage 2	506	1337								-	
Critical Hdwy	6.8	6.52	7						4.1		
Critical Hdwy Stg 1	5.8	5.52									
Critical Hdwy Stg 2	5.8	5.52							_		
Follow-up Hdwy	3.5	4.01	3.35						2.2	- ///	
Pot Cap-1 Maneuver	230	~ 72	707						119	-	
Stage 1	558	526	-						-		
Stage 2	576	222	11 101							- 111 - 154	
Platoon blocked, %									354		
Mov Cap-1 Maneuver	152	0	707					10	119		
Mov Cap-2 Maneuver	152	0	101						-		
Stage 1	545	0	_						-	-	
Stage 2	391	0							-	-	
Approach	EB		1000		. 5 380		W-1000		NB		27
HCM Control Delay, s	205.5				100				VD.		
HCM LOS	203.5 F										
Minor Long Marinett and		6.HITTE	Non	ED) 4	FDI O	001	O ISSUE	600			
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR	Distance.	-10-17	V
Capacity (veh/h)	1019	_	-	152	707	624	6 ≡ i	·*:			
HCM Lane V/C Ratio	0.1	= 12		1.407	0.105	0.015					
HCM Control Delay (s)	8.9	1.1	-	273	10.7	10.9	0.1	Æ			
HCM Lane LOS	A	Α		F	В	В	Α				
HCM 95th %tile Q(veh)	0	-	•	14	0	0	•	-			
Notes		000	Y. W		SOL B.	1 - 2			14	SEIV	10.74
~: Volume exceeds capacity	\$: Delay exceed	s 300s	+: Com	putation	Not Define	ed *: A	I major vo	olume in plato	on		

Intersection		TENTIS .	A . 3	CH_CL
nt Delay, s/veh				
	CAST TO THE			
Movement	SBL	SBT	SBR	
Vol, veh/h	8	386	81	
Conflicting Peds, #/hr	0	0	0	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length	ALCOHOL:	60.0	-	
Veh in Median Storage, #	-	0	120	
Grade, %		0	1	
Peak Hour Factor	83	83	83	
Heavy Vehicles, %	0	3	4	
Mvmt Flow	10	465	98	
EN ENTER SUITE OF				
MajorAlinor	Madago			
Major/Minor	Major2			
Conflicting Flow All	1133	0	0	
Stage 1	?#!			
Stage 2		*		
Critical Hdwy	4.1	•	•	
Critical Hdwy Stg 1				
Critical Hdwy Stg 2		:::::::::::::::::::::::::::::::::::::::	J#3	
Follow-up Hdwy	2.2		-	
Pot Cap-1 Maneuver	624	7-2	:₩):	
Stage 1			-	
Stage 2	989			
Platoon blocked, %			-	
Mov Cap-1 Maneuver	624	•		
Mov Cap-2 Maneuver		0 350	ul s	
Stage 1	:-	370	*	
Stage 2	- Jarre J			
Approach	SB	J. 1930.	and the S	W. W. W. W. W.
HCM Control Delay, s				
HCM LOS				
TION LOO				
Minor Lane/Major Mvmt				PERSONAL PROPERTY.

Intersection	A Burio	1000	VI 12-55	S 15 1	1 H = 1 - 6	4 5 1	200	2000		100	500
Int Delay, s/veh	1.4				V 1 A 2						
Movement	EBL	EBT	EBR		WBL	WBT	WBR	and the same	NBL	NBT	NBF
Vol, veh/h	12	31	30		0	0	0	00-11	37	427	112
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized		550	None		100	-	None) (-	None
Storage Length	TOUT BY	-	50							X2	
Veh in Median Storage, #	#	0			-	0			-	0	
Grade, %		0	15.54			0	100		140	0	
Peak Hour Factor	77	77	77		92	92	92		85	85	85
Heavy Vehicles, %	17	0	3		0	0	0		0	5	1
Mvmt Flow	16	40	39		0	0	0		44	502	132
Major/Minor	Minor2	FOR THE				187.3	The state of the s	1	laiori		
		4244	245	-	-	-	-	IV	lajor1	^	-
Conflicting Flow All	958	1341	315						629	0	C
Stage 1	620	620								-	
Stage 2	338	721	0.00							-	
Critical Hdwy	7.14	6.5	6.96						4.1		
Critical Hdwy Stg 1	6.14	5.5	-							3.00	
Critical Hdwy Stg 2	6.14	5.5	0.00						-		
Follow-up Hdwy	3.67	4	3.33						2.2	- 19 8	
Pot Cap-1 Maneuver	230	154	678						963	17	
Stage 1	460	483	100					No. Com			
Stage 2	652	435	±•)						140	~	
Platoon blocked, %		-0.00								- U. Y	C
Mov Cap-1 Maneuver	213	0	678						963	2	
Mov Cap-2 Maneuver	213	0	-							3	
Stage 1	459	0							•		
Stage 2	605	0							- 18	100	
Approach	EB	TOPS.	S. (A.)	1/2 3 1	7.00	TE VII.	1555	1100 15	NB	7-1-1	
HCM Control Delay, s	20.7								1.000		
HCM LOS	C										
Minor Lane/Major Mumt	NBL	NPT	NPD	EBLn1	EBLn2	CDI	CDT	CDD			
Minor Lane/Major Mvmt		NBT	NBR			SBL	SBT	SBR			
Capacity (veh/h)	963		2 0	213	678	959	-	•			
HCM Lane V/C Ratio	0.045	0.0	•	0.262	0.057	0.001	•				
HCM Control Delay (s)	8.9	0.3	17.0	27.8	10.6	8.8	0	:=:			
HCM Lane LOS	A	Α		D	В	A	Α				
HCM 95th %tile Q(veh)	0	-	; ≠):	1	0	0	-	:#X			

Movement	SBL	SBT	SBR
Vol, veh/h	1	557	22
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	1100	-	None
Storage Length			NOILE
Veh in Median Storage, #	-	0	•
Grade, %		0	
Peak Hour Factor	92	92	92
Heavy Vehicles, %	0	2	0
Mymt Flow	1	605	24
IVIVITE FIOW		000	24
Major/Minor	Major2	100	100
Conflicting Flow All	634	0	0
Stage 1	*	-	33 = 3
Stage 2			
Critical Hdwy	4.1	=	7 4 5
Critical Hdwy Stg 1			-
Critical Hdwy Stg 2	9	9	
Follow-up Hdwy	2.2	10	×19-52
Pot Cap-1 Maneuver	959		+
Stage 1		100	-
Stage 2	-		
Platoon blocked, %			ACTOR OF
Mov Cap-1 Maneuver	959	5146	~
Mov Cap-2 Maneuver	7 (2) (2)	-	
Stage 1	-		
Stage 2			
Approach	SB	all in All	AF THE L
HCM Control Delay, s			
HCM LOS			

Int Delay, s/veh	66.6										
Movement	EBL	EBT	EBR	N. 37	WBL	WBT	WBR	-/13/6	NBL	NBT	NBR
Vol, veh/h	19	115	46		0	0	0		101	603	528
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	C
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	i i	546	None		- 4	2	None		-	-	None
Storage Length		-	50				- 1€				
Veh in Median Storage, #		0	-		-	0	-		-	0	
Grade, %		0			1.	0			-	0	-
Peak Hour Factor	58	58	58		92	92	92		91	91	91
Heavy Vehicles, %	= 0	1	5		0	0	0		0	2	2
Mvmt Flow	33	198	79		0	0	0		111	663	580
Major/Minor	Minor2	STATE OF	Siri.	راد ارد	1. 15.			N	/lajor1	18 18 1	
Conflicting Flow All	1136	2048	307						614	0	0
Stage 1	583	583	-						7.	- E	-
Stage 2	553	1465								-	
Critical Hdwy	6.8	6.52	7						4.1	-	
Critical Hdwy Stg 1	5.8	5.52	-								- 7
Critical Hdwy Stg 2	5.8	5.52							-	~	
Follow-up Hdwy	3.5	4.01	3.35						2.2	-	
Pot Cap-1 Maneuver	199	~ 56	680						975	~	
Stage 1	527	499									
Stage 2	546	~ 193	-								
Platoon blocked, %											
Mov Cap-1 Maneuver	103	0	680						975		
Mov Cap-2 Maneuver	103	0									
Stage 1	511	0	:=0						-		7.2
Stage 2	292	0								- 2	1/2
Approach	EB	L - 1.779	E		13.776 F	11.50			NB		
HCM Control Delay, s	\$ 491.5								IND	300	
HCM LOS	F										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR	SVS		76
Capacity (veh/h)	975	(4)	(4)	103	680	567	-	380			
HCM Lane V/C Ratio	0.114	960		2.243	0.117	0.019		-			
HCM Control Delay (s)	9.2	1.6	(2)	\$ 656.5	11	11.5	0.2	(44)			
HCM Lane LOS	A	Α	2	F	В	В	A	-			
HCM 95th %tile Q(veh)	0		9	20	0	0	-				
Notes	EN COMPANY	2000	ANT.	19 per 110	1 Est	WE I'VE E	(St 3		105	TO THE	
~: Volume exceeds capacity	\$: Delay exceed	ls 300s	+: Con	noutation	Not Define	ed * A	Il maior v	olume in pla	atoon		

Intersection			N H IS 3	un maily o				
Int Delay, s/veh								
Movement	SBL	SBT	SBR		1100	3" " 1"		8 -
Vol, veh/h	9	422	88					
Conflicting Peds, #/hr	0	0	0					
Sign Control	Free	Free	Free					
RT Channelized	-	-	None					
Storage Length		-	-					
Veh in Median Storage, #	-	0	-					
Grade, %		0						
Peak Hour Factor	83	83	83					
Heavy Vehicles, %	0	3	4					
Mvmt Flow	11	508	106					
Major/Minor	Major2	200	200	3 12 3 12	- 3 50 10	1017 0		77
Conflicting Flow All	1243	0	0					
Stage 1	1240	-	-					
Stage 2			-					
Critical Hdwy	4.1							
Critical Hdwy Stg 1	7.1		-					
Critical Hdwy Stg 2			:•:					
Follow-up Hdwy	2.2							
Pot Cap-1 Maneuver	567							
Stage 1	-	240						
Stage 2	:							
Platoon blocked, %		-						
Mov Cap-1 Maneuver	567		•					
Mov Cap-2 Maneuver	-	170	::T/)					
Stage 1	-	383						
Stage 2								
Olugo 2								
Approach	SB	Ext. III	FB) IVIA		107.41.00	31070	X.3=	100
HCM Control Delay, s	OD.							
HCM LOS								
IOIVI LOG								

Intersection	CAT IN THE PERSON		WEE.		War of			The state of	M. E.	
Int Delay, s/veh	1.7									
Movement	EBL	EBT	EBR	7777	WBL	WBT	WBR	NBL	NBT	NBF
Vol, veh/h	13	34	32		0	0	0	40	468	12
Conflicting Peds, #/hr	0	0	0		0	0	0	0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free
RT Channelized	4	-	None		-	-	None	190	-	None
Storage Length	-		50		-	-	~		-	
Veh in Median Storage, #	12	0	-		-	0	-	-	0	
Grade, %		0	-			0			0	
Peak Hour Factor	77	77	77		92	92	92	85	85	8
Heavy Vehicles, %	17	0	3		0	0	0	0	5	
Mvmt Flow	17	44	42		0	0	0	47	551	147
Malander	P. C.							Messaga		
Major/Minor	Minor2	4400	054		atc D		W - 1	Major1		
Conflicting Flow All	1060	1483	351					702	0	(
Stage 1	691	691								
Stage 2	369	792							•	
Critical Hdwy	7.14	6.5	6.96					4.1	-	
Critical Hdwy Stg 1	6.14	5.5								
Critical Hdwy Stg 2	6.14	5.5							-	
Follow-up Hdwy	3.67	4	3.33					2.2		
Pot Cap-1 Maneuver	196	126	642					905	-	9
Stage 1	421	449						-	-	
Stage 2	627	404	-					-	*	
Platoon blocked, %										
Mov Cap-1 Maneuver	179	0	642					905		
Mov Cap-2 Maneuver	179	0								
Stage 1	420	0	370					(=)		
Stage 2	572	0	: #3					-		
Approach	EB		11.30				0.82.0	NB	W	
HCM Control Delay, s	25.4		The state of the s					ND	71.5	
HCM LOS	25.4 D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR		
Capacity (veh/h)	905	\ 5 1	:::::	179	642	908	-	:•:		
HCM Lane V/C Ratio	0.052	-	(*)	0.341	0.065	0.001	-	3.00		
HCM Control Delay (s)	9.2	0.3	(.e.)	35.2	11	9	0			
HCM Lane LOS	Α	Α		E	В	Α	Α			
HCM 95th %tile Q(veh)	0	-	5-3	1	0	0	-	-		

Movement	SBL	SBT	SBR		STEEL E	3 / VS 1/15	THE PROPERTY.	24
Vol, veh/h	1	622	24					
Conflicting Peds, #/hr	0	0	0					
Sign Control	Free	Free	Free					
RT Channelized	12 h	-	None					
Storage Length		-						
Veh in Median Storage, #		0						
Grade, %		0						
Peak Hour Factor	92	92	92					
Heavy Vehicles, %	0	2	0					
Mvmt Flow	1	676	26					
Major/Minor	Major2	-	6-67-54	10 1-13 2	No. II ALLE		- N - 201/ (E)	80
Conflicting Flow All	698	0	0					
Stage 1	¥	÷	-					
Stage 2		-						
Critical Hdwy	4.1		(-					
Critical Hdwy Stg 1								
Critical Hdwy Stg 2	~	-	2#3					
Follow-up Hdwy	2.2	- 4	-					
Pot Cap-1 Maneuver	908	2	-2					
Stage 1		-						
Stage 2	€							
Platoon blocked, %								
Mov Cap-1 Maneuver	908							
Mov Cap-2 Maneuver	•	100	-					
Stage 1	-	-						
Stage 2	11 ==		*					
	SB	0.150	SINKE HER					

Minor Lane/Major Mvmt

Intersection	F2.0		11 /4	- July 10				No. Commence	- 35-5	
Int Delay, s/veh	52.9									
Movement	EBL	EBT	EBR		WBL	WBT	WBR	NBL	NBT	NB
Vol, veh/h	19	141	46		0	0	0	101	603	72
Conflicting Peds, #/hr	0	0	0		0	0	0	0	0	
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Fre
RT Channelized	· -	-	None		∞ 6	-	None		s -	Non
Storage Length		-	50		40		9		-	
Veh in Median Storage, #	-	0	-		-	0	9		0	
Grade, %		0	-		-	0	-		- 0	
Peak Hour Factor	56	56	56		92	92	92	85		8
Heavy Vehicles, %	0	1	5		0	0	0	0		
Mvmt Flow	34	252	82		0	0	0	119	709	85
Major/Minor	Minor2	Alle	-11		TEVE !	135	1	Major1		183
Conflicting Flow All	1317	2525	379					757	0	1
Stage 1	725	725	-					9	§ 🕌	
Stage 2	592	1800								
Critical Hdwy	6.8	6.52	7					4.1		
Critical Hdwy Stg 1	5.8	5.52								
Critical Hdwy Stg 2	5.8	5.52	-					-		
Follow-up Hdwy	3.5	4.01	3.35					2.2		
Pot Cap-1 Maneuver	152	~ 28	610					863	92	
Stage 1	446	431	-							
Stage 2	521	~ 132	-					_		
Platoon blocked, %										
Mov Cap-1 Maneuver	144	0	610					863		
Mov Cap-2 Maneuver	144	0								
Stage 1	422	0								
Stage 2	521	0							-	
Approach	EB			221216				NB		
HCM Control Delay, s	\$ 405.4				200 -			MD		
HCM LOS	\$ 403.4 F									
I IOW LOS										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR		
Capacity (veh/h)	863		-	144	610	429				
HCM Lane V/C Ratio	0.138			1.984	0.135	0.031				
HCM Control Delay (s)	9.8	3.7	-	\$ 518.5	11.8	13.7	0.4	:=0		
HCM Lane LOS	Α	Α		F	В	В	Α	*		
HCM 95th %tile Q(veh)	0	186	-	22	0	0	-	e .		
Notes		100	Bre ha	- 8 B - 10	T Pale	No. To	No.	JANY STA	y 53 9	
~: Volume exceeds capacity	\$: Delay exceed	ls 300s	+: Com	nputation	Not Define	ed *: A	Il major vo	olume in platoon		

ntersection nt Delay, s/veh								
,,								
Movement	SBL	SBT	SBR	1 -1 . 8	5 V. C. C.	8000	3510	
Vol, veh/h	10	480	88					
Conflicting Peds, #/hr	0	0	0					
Sign Control	Free	Free	Free					
RT Channelized		-	None					
Storage Length								
Veh in Median Storage, #	*	0						
Grade, %		0	= €:					
Peak Hour Factor	75	75	75					
Heavy Vehicles, %	0	3	4					
Mvmt Flow	13	640	117					
Major/Minor	Major2	1			TECHNO	E 735 T	100	20.50
Conflicting Flow All	1562	0	0				-	
Stage 1	#:	۸.	(*)					
Stage 2								
Critical Hdwy	4.1		5#5					
Critical Hdwy Stg 1	12							
Critical Hdwy Stg 2		- 2	-					
Follow-up Hdwy	2.2	- 1						
Pot Cap-1 Maneuver	429	-	1.0					
Stage 1								
Stage 2		-						
Platoon blocked, %								
Mov Cap-1 Maneuver	429	848	S46					
Mov Cap-2 Maneuver		-	-					
Stage 1		-						
Stage 2								
Approach	SB	10,000	J. Const. St.	al Shiple		100	1000	200
HCM Control Delay, s	-							
HCM LOS								

Minor Lane/Major Mvmt

Intersection	V 155	100	C 1/2	A-M		1.6/2	. 111	12.01	25/31	1100	1.6
Int Delay, s/veh	2.1										
Movement	EBL	EBT	EBR	E COLOR	WBL	WBT	WBR	2 2 15g	NBL	NBT	NBF
Vol, veh/h	13	46	32		0	0	0		40	468	206
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	(
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	-		None			-	None		1.74	-	None
Storage Length			50							A	
Veh in Median Storage, #	-	0	-		-	0			-	0	
Grade, %		0	-		John per	0				0	
Peak Hour Factor	80	80	80		92	92	92		87	87	87
Heavy Vehicles, %	17	0	3		0	0	0		0	5	
Mvmt Flow	16	58	40		0	0	0		46	538	237
Major/Minor	Minor2				0.00		-	1000	Major1		
Conflicting Flow All	1093	1599	370	1 0 10	1-1-6				740	0	C
Stage 1	732	732	-						140	-	
Stage 2	361	867							-		
Critical Hdwy	7.14	6.5	6.96						4.1	<u>.</u>	
Critical Hdwy Stg 1	6.14	5.5	0.00						7.1		
Critical Hdwy Stg 2	6.14	5.5	_							-	
Follow-up Hdwy	3.67	4	3.33						2.2		
Pot Cap-1 Maneuver	186	107	624						876	-	
Stage 1	399	430	024						-	2 2	
Stage 2	633	373	-						-	-	
Platoon blocked, %	000	0/0									
Mov Cap-1 Maneuver	167	0	624						876		
Mov Cap-1 Maneuver	167	0	024						0/0	ed to	
Stage 1	397	0	-							-	
Stage 2	572	0							1 - 4 4		
3											
Approach	EB	S-184	1000		250	131/12	100		NB	100	
HCM Control Delay, s	31.6										
HCM LOS	D										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR	0	19-5-	H
Capacity (veh/h)	876		-	167	624	850					
HCM Lane V/C Ratio	0.052	-	-	0.442	0.064	0.002					
HCM Control Delay (s)	9.3	0.4	-	42.6	11.2	9.2	0				
HCM Lane LOS	A	A	19/1	E	В	A	Ā				
HCM 95th %tile Q(veh)	0	(*)	(#2)	2	0	0	-				

Intersection		TE E P	383
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	2	679	24
Conflicting Peds, #/hr	0	0/3	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	of the last		-
Veh in Median Storage, #		0	181
Grade, %		0	
Peak Hour Factor	95	95	95
Heavy Vehicles, %	0	2	0
Mymt Flow	2	715	25
INITIALITY I I I I I I I I I I I I I I I I I I		113	2.5
Major/Minor	Major2		Comme !
Conflicting Flow All	775	0	0
Stage 1	(0=)		2000
Stage 2			-
Critical Hdwy	4.1	243	-
Critical Hdwy Stg 1			25
Critical Hdwy Stg 2	-		
Follow-up Hdwy	2.2		
Pot Cap-1 Maneuver	850		
Stage 1	30 3.		
Stage 2	-		:=0:
Platoon blocked, %			-
Mov Cap-1 Maneuver	850	- 1	:=:
Mov Cap-2 Maneuver	- 4		
Stage 1	3=	-	-
Stage 2			
Annroach	CD		
Approach	SB	III OF S	100
HCM Control Delay, s			
HCM LOS			
Minor Lane/Major Mvmt	54.8 K- E.	(news	13,7033



	۶	→	7	*	4-	4	1	†	/	1		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					ሻ	↑	ř		1>	
Volume (veh/h)	19	115	46	0	0	0	101	603	528	0	431	88
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.4	190.0				190.0	186.3	186.3	0.0	184.2	190.0
Adj Flow Rate, veh/h	33	198	79				111	663	580	0	519	106
Adj No. of Lanes	0	1	0				1	1	1	0	1	0
Peak Hour Factor	0.58	0.58	0.58				0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	0	1	0				0	2	2	0	3	3
Cap, veh/h	38	230	92				508	1212	1030	0	966	197
Arrive On Green	0.20	0.20	0.20				0.65	0.65	0.65	0.00	0.65	0.65
Sat Flow, veh/h	189	1134	452				813	1863	1583	0	1485	303
Grp Volume(v), veh/h	310	0	0				111	663	580	0	0	625
Grp Sat Flow(s), veh/h/ln	1775	0	0				813	1863	1583	0	0	1788
Q Serve(g_s), s	9.2	0.0	0.0				4.6	10.6	11.1	0.0	0.0	10.3
Cycle Q Clear(g_c), s	9.2	0.0	0.0				14.9	10.6	11.1	0.0	0.0	10.3
Prop in Lane	0.11		0.25				1.00		1.00	0.00		0.17
Lane Grp Cap(c), veh/h	361	0	0				508	1212	1030	0	0	1163
V/C Ratio(X)	0.86	0.00	0.00				0.22	0.55	0.56	0.00	0.00	0.54
Avail Cap(c_a), veh/h	1006	0	0				885	2078	1766	0	0	1994
HCM Platoon Ratio	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	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	0.0				9.1	5.2	5.3	0.0	0.0	5.1
Incr Delay (d2), s/veh	6.0	0.0	0.0				0.2	0.4	0.5	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0				1.0	5.5	4.8	0.0	0.0	5.0
LnGrp Delay(d),s/veh	27.0	0.0	0.0				9.4	5.6	5.8	0.0	0.0	5.5
LnGrp LOS	C						Α	A	- A	- 0.0		A
Approach Vol, veh/h		310						1354			625	
Approach Delay, s/veh		27.0						6.0			5.5	
Approach LOS		C C						Α			Α	
Timer	4	2	3	4	5	6	7	8		- 77		
Assigned Phs	-5.0	2	U	4	U	6		0				
Phs Duration (G+Y+Rc), s		39.6		15.1		39.6						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		61.0		31.0		61.0						
Max Q Clear Time (g_c+l1), s		16.9		11.2		12.3						
Green Ext Time (p_c), s		18.7		0.0		19.3						
		10.7		0.0	-	15.5			-			
Intersection Summary	LIF	STATE OF THE PARTY	0.7		1113				X 3		The same	X 1 1 7
HCM 2010 Ctrl Delay			8.7									
HCM 2010 LOS			Α									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					ř	^	7		₽	
Volume (vph)	19	115	46	0	0	0	101	603	528	0	431	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	100		150	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		-
Satd. Flow (prot)	0	1792	0	0	0	0	1805	1863	1583	0	1799	0
FIt Permitted		0.995					0.316					
Satd. Flow (perm)	0	1792	0	0	0	0	600	1863	1583	0	1799	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18							480		19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			697			512			764	
Travel Time (s)		12.8			15.8			11.6			17.4	
Peak Hour Factor	0.58	0.58	0.58	0.92	0.92	0.92	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	5%	0%	0%	0%	0%	2%	2%	0%	3%	4%
Shared Lane Traffic (%)							- 0.10	_,,		0,0	0,0	.,,
Lane Group Flow (vph)	0	310	- 0	0	0	0	111	663	580	0	625	0
Turn Type	Perm	NA					Perm	NA	Perm		NA	
Protected Phases		4					. 01111	2	1 01111		6	
Permitted Phases	4	•					2	_	2			
Detector Phase	4	4					2	2	2		6	
Switch Phase		•					_	_	-			
Minimum Initial (s)	4.0	4.0					4.0	4.0	4.0		4.0	
Minimum Split (s)	20.0	20.0					20.0	20.0	20.0		20.0	
Total Split (s)	35.0	35.0					65.0	65.0	65.0		65.0	
Total Split (%)	35.0%	35.0%					65.0%	65.0%	65.0%		65.0%	
Maximum Green (s)	31.0	31.0					61.0	61.0	61.0		61.0	
Yellow Time (s)	3.5	3.5					3.5	3.5	3.5		3.5	
All-Red Time (s)	0.5	0.5					0.5	0.5	0.5		0.5	
Lost Time Adjust (s)	0.0	0.0					0.0	0.0	0.0		0.0	
Total Lost Time (s)		4.0					4.0	4.0	4.0		4.0	
Lead/Lag		1.0					1.0	1.0	1.0		4.0	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0		3.0	
Recall Mode	None	None					Min	Min	Min		Min	
Walk Time (s)	5.0	5.0					5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0					11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0					0	0	0		0	
Act Effet Green (s)	- ď	16.3					34.3	34.3	34.3		34.3	
Actuated g/C Ratio		0.27					0.58	0.58	0.58		0.58	
v/c Ratio		0.62					0.32	0.62	0.52		0.60	
Control Delay		26.1					10.2	11.5	3.3		10.9	
Queue Delay		0.0					0.0	0.0	0.0		0.0	
Total Delay		26.1					10.2	11.5	3.3		10.9	
LOS		20.1 C					10.2 B	П.5	3.3 A		В	
Approach Delay		26.1					D	7.9	A		10.9	
Approach LOS		20.1 C									10.9 B	
Queue Length 50th (ft)		80					16	121	12			
Queue Lengin συτη (π)		δU					16	121	13		108	

12: Hammond Street & Woodland Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		134					60	314	65		248	
Internal Link Dist (ft)		483			617			432			684	
Turn Bay Length (ft)							100		150			
Base Capacity (vph)		1050					544	1690	1481		1634	
Starvation Cap Reductn		0					0	0	0		0	
Spillback Cap Reductn		0					0	0	0		0	
Storage Cap Reductn		0					0	0	0		0	
Reduced v/c Ratio		0.30					0.20	0.39	0.39		0.38	

Intersection Summary

Area Type:

Other

Cycle Length: 100

Actuated Cycle Length: 59.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62 Intersection Signal Delay: 11.2 Intersection Capacity Utilization 53.5%

Intersection LOS: B ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Hammond Street & Woodland Road

↑ _{ø2}		
65 s	35 s	
♥ ø6		
65s		

	۶	→	*	1	4	4	1	†	~	-	 	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					Ĭ	†	7		f	
Volume (veh/h)	13	34	32	0	0	0	40	468	125	0	623	24
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	185.4	190.0				190.0	186.3	186.3	0.0	184.4	190.0
Adj Flow Rate, veh/h	17	44	42				47	551	147	0	677	26
Adj No. of Lanes	0	1	0				1	1	1	0	1	0
Peak Hour Factor	0.77	0.77	0.77				0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0				0	2	2	0	3	3
Cap, veh/h	21	54	51				589	1286	1093	0	1218	47
Arrive On Green	0.07	0.07	0.07				0.69	0.69	0.69	0.00	0.69	0.69
Sat Flow, veh/h	283	733	700				756	1863	1583	0	1764	68
Grp Volume(v), veh/h	103	0	0				47	551	147	0	0	703
Grp Sat Flow(s), veh/h/ln	1717	0	0				756	1863	1583	0	0	1832
Q Serve(g_s), s	2.0	0.0	0.0				1.1	4.4	1.1	0.0	0.0	6.5
Cycle Q Clear(g_c), s	2.0	0.0	0.0				7.7	4.4	1.1	0.0	0.0	6.5
Prop In Lane	0.17		0.41				1.00		1.00	0.00		0.04
Lane Grp Cap(c), veh/h	126	0	0				589	1286	1093	0	0	1265
V/C Ratio(X)	0.82	0.00	0.00				0.08	0.43	0.13	0.00	0.00	0.56
Avail Cap(c_a), veh/h	1571	0	0				1428	3354	2851	0	0	3299
HCM Platoon Ratio	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	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0				4.6	2.3	1.8	0.0	0.0	2.6
Incr Delay (d2), s/veh	12.1	0.0	0.0				0.1	0.2	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0				0.2	2.2	0.5	0.0	0.0	3.3
LnGrp Delay(d),s/veh	27.6	0.0	0.0				4.6	2.5	1.8	0.0	0.0	3.0
LnGrp LOS	C	0.0	0.0				A	A	A	0.0	0.0	A
Approach Vol, veh/h		103						745			703	
Approach Delay, s/veh		27.6						2.5			3.0	
Approach LOS		C						A			A	
Timer	- 1	2	3	4	5	6	7	8	15.12	F10. (4)	100	
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		27.4		6.5		27.4						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		61.0		31.0		61.0						
Max Q Clear Time (g_c+l1), s		9.7		4.0		8.5						
Green Ext Time (p_c), s		13.7		0.0		13.8						
Intersection Summary			Fit It		A WITE	H. W.	18	9-15-	A 10	8 TO 1		100
HCM 2010 Ctrl Delay			4.4									
HCM 2010 LOS			Α.									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					7	†	77		1>	
Volume (vph)	13	34	32	0	0	0	40	468	125	0	623	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	100		150	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1738	0	0	0	0	1805	1863	1583	0	1835	0
Flt Permitted		0.992					0.333					
Satd. Flow (perm)	0	1738	0	0	0	0	633	1863	1583	0	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36							147		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			697			512			764	
Travel Time (s)		12.8			15.8			11.6			17.4	
Peak Hour Factor	0.77	0.77	0.77	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	5%	0%	0%	0%	0%	2%	2%	0%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	0	0	47	551	147	0	703	0
Turn Type	Perm	NA					Perm	NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4						2	_	2			
Detector Phase	4	4					2	2	2		6	
Switch Phase							_	_	_			
Minimum Initial (s)	4.0	4.0					4.0	4.0	4.0		4.0	
Minimum Split (s)	20.0	20.0					20.0	20.0	20.0		20.0	
Total Split (s)	35.0	35.0					65.0	65.0	65.0		65.0	
Total Split (%)	35.0%	35.0%					65.0%	65.0%	65.0%		65.0%	
Maximum Green (s)	31.0	31.0					61.0	61.0	61.0		61.0	
Yellow Time (s)	3.5	3.5					3.5	3.5	3.5		3.5	
All-Red Time (s)	0.5	0.5					0.5	0.5	0.5		0.5	
Lost Time Adjust (s)	0.0	0.0					0.0	0.0	0.0		0.0	
Total Lost Time (s)		4.0					4.0	4.0	4.0		4.0	
Lead/Lag		1.0					1.0	1.0	1.0		1.0	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0		3.0	
Recall Mode	None	None					Min	Min	Min		Min	
Walk Time (s)	5.0	5.0					5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0					11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0					0	0	0		0	
Act Effet Green (s)	J	8.1					32.8	32.8	32.8		32.8	
Actuated g/C Ratio		0.18					0.73	0.73	0.73		0.73	
v/c Ratio		0.30					0.10	0.73	0.12		0.73	
Control Delay		15.3					4.0	5.0	1.1		6.2	
Queue Delay		0.0					0.0	0.0	0.0		0.2	
Total Delay		15.3					4.0	5.0	1.1		6.2	
LOS		15.3 B										
							Α	A	Α		A	
Approach LOS		15.3						4.2			6.2	
Approach LOS		B					2	A	0		A	
Queue Length 50th (ft)		17					3	53	0		77	

12: Hammond Street & Woodland Road

	•	\rightarrow	•	1	•	•	1	†		1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		41					14	113	12		184	10.00
Internal Link Dist (ft)		483			617			432			684	
Turn Bay Length (ft)							100		150			
Base Capacity (vph)		1239					633	1863	1583		1835	
Starvation Cap Reductn		0					0	0	0		0	
Spillback Cap Reductn		0					0	0	0		0	
Storage Cap Reductn		0					0	0	0		0	
Reduced v/c Ratio		0.08					0.07	0.30	0.09		0.38	

Intersection Summary

Area Type:

Other

Cycle Length: 100

Actuated Cycle Length: 45

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53 Intersection Signal Delay: 5.9

Intersection Capacity Utilization 45.4%

Intersection LOS: A

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Hammond Street & Woodland Road

1 p2	→ 04	
65 s	35 s	
↓ ø6		
65 s		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			_		7	^	7		₽	
Volume (veh/h)	19	141	46	0	0	0	101	603	725	0	490	88
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.6	190.0				190.0	186.3	186.3	0.0	184.2	190.0
Adj Flow Rate, veh/h	34	252	82				119	709	853	0	653	117
Adj No. of Lanes	0	1	0				1	1	1	0	1	0
Peak Hour Factor	0.56	0.56	0.56				0.85	0.85	0.85	0.75	0.75	0.75
Percent Heavy Veh, %	0	1	0				0	2	2	0	3	3
Cap, veh/h	37	277	90				393	1249	1062	0	1020	183
Arrive On Green	0.23	0.23	0.23				0.67	0.67	0.67	0.00	0.67	0.67
Sat Flow, veh/h	165	1224	398				710	1863	1583	0	1521	273
Grp Volume(v), veh/h	368	0	0				119	709	853	0	0	770
Grp Sat Flow(s), veh/h/ln	1788	0	0				710	1863	1583	0	0	1794
Q Serve(g_s), s	15.5	0.0	0.0				9.0	15.7	29.8	0.0	0.0	19.2
Cycle Q Clear(g_c), s	15.5	0.0	0.0				28.2	15.7	29.8	0.0	0.0	19.2
Prop In Lane	0.09		0.22				1.00		1.00	0.00		0.15
Lane Grp Cap(c), veh/h	405	0	0				393	1249	1062	0	0	1203
V/C Ratio(X)	0.91	0.00	0.00				0.30	0.57	0.80	0.00	0.00	0.64
Avail Cap(c_a), veh/h	716	0	0				476	1467	1247	0	0	1413
HCM Platoon Ratio	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	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	0.0				15.5	6.8	9.1	0.0	0.0	7.4
Incr Delay (d2), s/veh	8.8	0.0	0.0				0.4	0.4	3.4	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0				1.8	8.0	13.8	0.0	0.0	9.7
LnGrp Delay(d),s/veh	38.0	0.0	0.0				15.9	7.2	12.5	0.0	0.0	8.1
LnGrp LOS	D						В	A	В			A
Approach Vol, veh/h		368						1681			770	
Approach Delay, s/veh		38.0						10.5			8.1	
Approach LOS		D.0						В			A	
Timer	10,04	2	3	4	5	6	7	8	7	1000	3 107	
Assigned Phs		2		4	-	6	480					
Phs Duration (G+Y+Rc), s		55.9		21.5		55.9						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		61.0		31.0		61.0						
Max Q Clear Time (g_c+l1), s		31.8		17.5		21.2						
Green Ext Time (p_c), s		20.1		0.0		24.6						
Intersection Summary			a later				-0.3		0	15,57		- 100
HCM 2010 Ctrl Delay			13.4						100			
HCM 2010 LOS			13.4 B									
TIGIVI ZUTU LOS			D									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			dell'Todas		ሻ	A	7	000000000000000000000000000000000000000	1>	
Volume (vph)	19	141	46	0	0	0	101	603	725	0	490	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	100		150	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1801	0	0	0	0	1805	1863	1583	0	1803	0
Flt Permitted		0.995				Ť	0.225					
Satd. Flow (perm)	0	1801	0	0	0	0	428	1863	1583	0	1803	0
Right Turn on Red		Į.	Yes			Yes	0		Yes		- 1000	Yes
Satd. Flow (RTOR)		15							382		17	100
Link Speed (mph)		30			30			30	002		30	
Link Distance (ft)		563			697			512			764	
Travel Time (s)		12.8			15.8			11.6			17.4	
Peak Hour Factor	0.56	0.56	0.56	0.92	0.92	0.92	0.85	0.85	0.85	0.75	0.75	0.75
Heavy Vehicles (%)	0%	1%	5%	0%	0%	0%	0%	2%	2%	0%	3%	4%
Shared Lane Traffic (%)	0.70		- 0,0	010	0 70	0.0	070		_,,,	070	0,0	-170
Lane Group Flow (vph)	0	368	0	0	0	0	119	709	853	0	770	0
Turn Type	Perm	NA					Perm	NA	Perm		NA	U
Protected Phases	1 01111	4					1 Citi	2	1 Cilii		6	
Permitted Phases	4	-					2		2		U	
Detector Phase	4	4					2	2	2		6	
Switch Phase	7	-									U	
Minimum Initial (s)	4.0	4.0					4.0	4.0	4.0		4.0	
Minimum Split (s)	20.0	20.0					20.0	20.0	20.0		20.0	
Total Split (s)	35.0	35.0					65.0	65.0	65.0		65.0	
Total Split (%)	35.0%	35.0%					65.0%	65.0%	65.0%		65.0%	
Maximum Green (s)	31.0	31.0					61.0	61.0	61.0		61.0	
Yellow Time (s)	3.5	3.5					3.5	3.5	3.5		3.5	
All-Red Time (s)	0.5	0.5					0.5	0.5	0.5		0.5	
Lost Time Adjust (s)	0.0	0.0					0.0	0.0	0.0		0.0	
Total Lost Time (s)		4.0					4.0	4.0	4.0		4.0	
Lead/Lag		7.0					4.0	4.0	4.0		4.0	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0		3.0	
Recall Mode	None	None					Min	Min	Min		Min	
Walk Time (s)	5.0	5.0					5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0					11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0					0	0	0		0	
Act Effct Green (s)		20.3					43.0	43.0	43.0		43.0	
Actuated g/C Ratio		0.28					0.59	0.59	0.59		0.59	
v/c Ratio		0.71					0.47	0.64	0.78		0.71	
Control Delay		33.5					16.6	13.1	11.9		14.9	
Queue Delay		0.0					0.0	0.0	0.0		0.0	
Total Delay		33.5					16.6	13.1	11.9		14.9	
LOS		33.5 C					10.0 B	13.1 B	11.9 B			
Approach Delay		33.5					D		D		B 14.9	
Approach LOS		33.5 C						12.8				
							25	175	100		B	
Queue Length 50th (ft)		138					25	175	122		199	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		157		- 1			81	340	308		309	
Internal Link Dist (ft)		483			617			432			684	
Turn Bay Length (ft)							100		150			
Base Capacity (vph)		876					351	1529	1368		1483	
Starvation Cap Reductn		0					0	0	0		0	
Spillback Cap Reductn		0					0	0	0		0	
Storage Cap Reductn		0					0	0	0		0	
Reduced v/c Ratio		0.42					0.34	0.46	0.62		0.52	

Intersection Summary

Area Type:

Other

Cycle Length: 100

Actuated Cycle Length: 72.3

Natural Cycle: 60

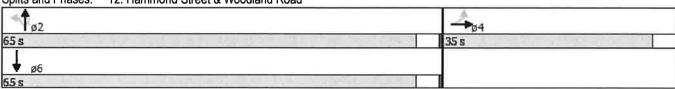
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 16.1 Intersection Capacity Utilization 62.8% Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 12: Hammond Street & Woodland Road



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					7	↑	7		fə	
Volume (veh/h)	13	46	32	0	0	0	40	468	206	0	681	24
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	185.8	190.0				190.0	186.3	186.3	0.0	184.4	190.0
Adj Flow Rate, veh/h	16	58	40				46	538	237	0	717	25
Adj No. of Lanes	0	1	0				1	1	1	0	1	0
Peak Hour Factor	0.80	0.80	0.80				0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0				0	2	2	0	3	3
Cap, veh/h	20	72	50				558	1304	1109	0	1240	43
Arrive On Green	0.08	0.08	0.08				0.70	0.70	0.70	0.00	0.70	0.70
Sat Flow, veh/h	244	884	610				729	1863	1583	0	1771	62
Grp Volume(v), veh/h	114	0	0				46	538	237	0	0	742
Grp Sat Flow(s), veh/h/ln	1738	0	0				729	1863	1583	0	0	1833
Q Serve(g_s), s	2.4	0.0	0.0				1.2	4.5	1.9	0.0	0.0	7.5
Cycle Q Clear(g_c), s	2.4	0.0	0.0				8.7	4.5	1.9	0.0	0.0	7.5
Prop In Lane	0.14		0.35				1.00		1.00	0.00		0.03
Lane Grp Cap(c), veh/h	142	0	0				558	1304	1109	0	0	1284
V/C Ratio(X)	0.80	0.00	0.00				0.08	0.41	0.21	0.00	0.00	0.58
Avail Cap(c_a), veh/h	1469	0	- 0				1260	3098	2633	0	0	3048
HCM Platoon Ratio	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	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	0.0				5.0	2.3	1.9	0.0	0.0	2.8
Incr Delay (d2), s/veh	10.0	0.0	0.0				0.1	0.2	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0				0.3	2.3	0.8	0.0	0.0	3.7
LnGrp Delay(d),s/veh	26.5	0.0	0.0				5.0	2.5	2.0	0.0	0.0	3.2
LnGrp LOS	C						A	A	A	- 1		A
Approach Vol, veh/h		114					.,	821			742	
Approach Delay, s/veh		26.5						2.5			3.2	
Approach LOS		C						Α.			A	
Timer	1	2	3	4	5	6	7	8		1		32
Assigned Phs		2		4		6					a transfer	
Phs Duration (G+Y+Rc), s		29.7		7.0		29.7						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		61.0		31.0		61.0						
Max Q Clear Time (g_c+l1), s		10.7		4.4		9.5						
Green Ext Time (p_c), s		15.0		0.0		15.0						
Intersection Summary		10.0	. 221	J.0		10.0		3 1 101		9 19	0.110	
HCM 2010 Ctrl Delay	10		4.4	> 1	-					-	7 7	
HCM 2010 Cut Delay			4.4 A									
I IOW ZU IU LOS			^									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					ሻ	†	7		1>	
Volume (vph)	13	46	32	0	0	0	40	468	206	0	681	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	100		150	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1758	0	0	0	0	1805	1863	1583	0	1835	0
Flt Permitted		0.993			-		0.307					
Satd. Flow (perm)	0	1758	0	0	0	0	583	1863	1583	0	1835	0
Right Turn on Red			Yes			Yes			Yes	mě	1.000	Yes
Satd. Flow (RTOR)		28							237		3	
Link Speed (mph)		30			30			30	201		30	
Link Distance (ft)		563			697			512			764	
Travel Time (s)		12.8			15.8			11.6			17.4	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.87	0.87	0.87	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	0.32	0.02	0.02	0%	2%	2%	0.33	3%	4%
Shared Lane Traffic (%)	070	1 /0	370	070	070	0 70	0 /0	2/0	2 /0	070	370	7/0
Lane Group Flow (vph)	0	114	0	0	0	0	46	538	237	0	742	0
Turn Type	Perm	NA	U	U	U	U	Perm	NA	Perm	U	NA	U
Protected Phases	reiiii	4					renn	2	reiiii		6	
Permitted Phases	4	4					2		2		0	
Detector Phases	4	4					2	2	2			
	4	4						2	2		6	
Switch Phase	4.0	4.0					4.0	4.0	4.0		4.0	
Minimum Initial (s)	4.0	4.0					4.0	4.0	4.0		4.0	
Minimum Split (s)	20.0	20.0					20.0	20.0	20.0		20.0	
Total Split (s)	35.0	35.0					65.0	65.0	65.0		65.0	
Total Split (%)	35.0%	35.0%					65.0%	65.0%	65.0%		65.0%	
Maximum Green (s)	31.0	31.0					61.0	61.0	61.0		61.0	
Yellow Time (s)	3.5	3.5					3.5	3.5	3.5		3.5	
All-Red Time (s)	0.5	0.5					0.5	0.5	0.5		0.5	
Lost Time Adjust (s)		0.0					0.0	0.0	0.0		0.0	
Total Lost Time (s)		4.0					4.0	4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0		3.0	
Recall Mode	None	None					Min	Min	Min		Min	
Walk Time (s)	5.0	5.0					5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0					11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0					0	0	0		0	
Act Effct Green (s)		8.7					33.8	33.8	33.8		33.8	
Actuated g/C Ratio		0.19					0.73	0.73	0.73		0.73	
v/c Ratio		0.32					0.11	0.40	0.20		0.56	
Control Delay		17.3					4.4	5.2	1.1		6.9	
Queue Delay		0.0					0.0	0.0	0.0		0.0	
Total Delay		17.3					4.4	5.2	1.1		6.9	
LOS		В					Α	Α	Α		Α	
Approach Delay		17.3						4.0			6.9	
Approach LOS		В						Α			Α	
Queue Length 50th (ft)		22					4	55	0		91	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		53			- W W		15	122	16		216	
Internal Link Dist (ft)		483			617			432			684	
Turn Bay Length (ft)							100		150			
Base Capacity (vph)		1218					583	1863	1583		1835	
Starvation Cap Reductn		0					0	0	0		0	
Spillback Cap Reductn		0					0	0	0		0	
Storage Cap Reductn		0					0	0	0		0	
Reduced v/c Ratio		0.09					0.08	0.29	0.15		0.40	

Intersection Summary

Area Type:

Other

Cycle Length: 100

Actuated Cycle Length: 46.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 6.2

Intersection Capacity Utilization 49.1%

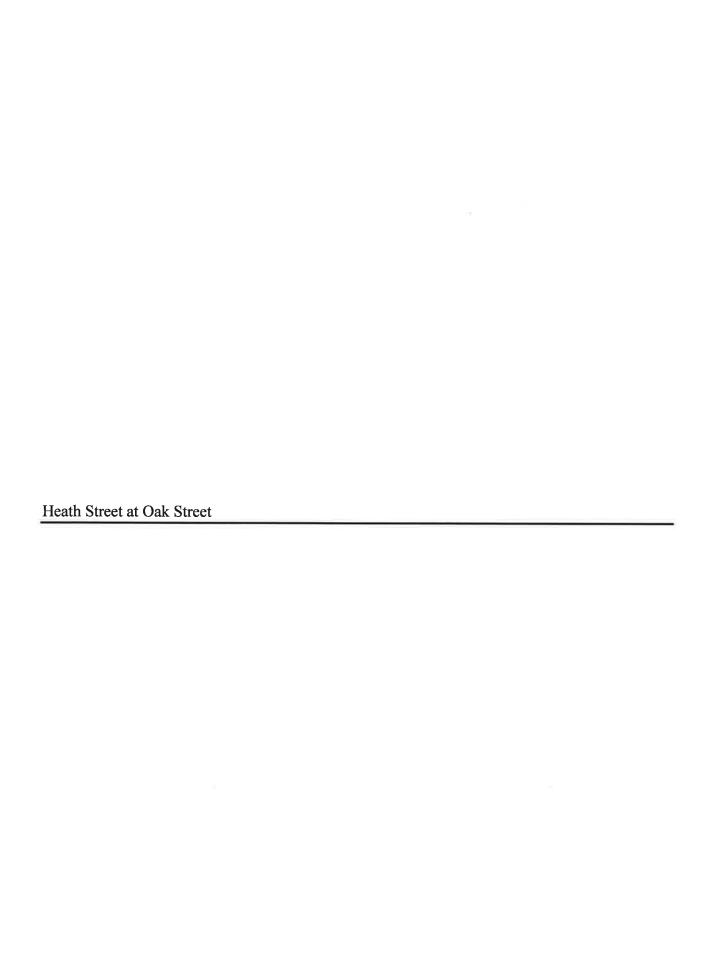
Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 12: Hammond Street & Woodland Road

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65 s	35 s
₩ ø6	
65 s	



Intersection	7 7 3 9 3		0 3 2 3			H 120 PM	San E. Philadelphia	
Int Delay, s/veh	0.6							
Movement	300 a 253	EBT	EBR	B 5 5 8 1	WBL	WBT	NBL	NBR
Vol, veh/h		130	7		8	206	4	8
Conflicting Peds, #/hr		0	0		0	0	0	C
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		:-0	None		None
Storage Length			- 1		-		0	
Veh in Median Storage, #		0	-		(40)	0	0	9
Grade, %		0				0	0	
Peak Hour Factor		86	86		88	88	60	60
Heavy Vehicles, %		2	0		0	1	0	- C
Mvmt Flow		151	8		9	234	7	13
Major/Minor		Major1	20200		Мајог2	LECONO DE LA SERIE	Minor1	2 3 47
Conflicting Flow All		0	0		159	0	407	155
Stage 1		U	-		109	0	155	100
Stage 2							252	
Critical Hdwy					4.1		6.4	6.2
Critical Hdwy Stg 1			-		4.1		5.4	0.2
Critical Hdwy Stg 2							5.4	
Follow-up Hdwy		4			2.2		3.5	3.3
Pot Cap-1 Maneuver		:=:			1433		604	896
Stage 1			-		1433		878	090
Stage 2			-				795	105
Platoon blocked, %							790	_
Mov Cap-1 Maneuver			-		1433		600	900
Mov Cap-1 Maneuver					1433		600	896
Stage 1							878	
Stage 2		-					789	
Olage 2			1111				709	
Approach		EB	-570		WB	NO THE	NB	
HCM Control Delay, s					0.3		9.8	
HCM LOS							A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	PER STATE	7 1000	A 5 3 1 1
Capacity (veh/h)	769		-	1433				
HCM Lane V/C Ratio	0.026	A .		0.006				
HCM Control Delay (s)	9.8			7.5	0			
HCM Lane LOS	A	, I S III		Α.	A			
HCM 95th %tile Q(veh)	0	*	-	0	-			

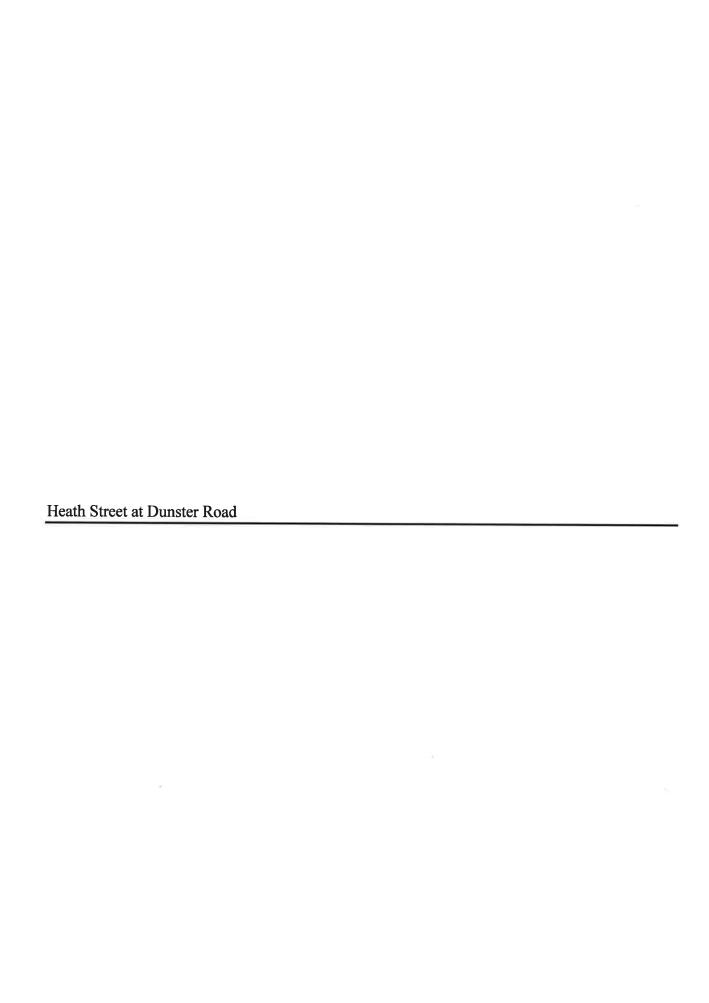
Intersection Int Delay, s/veh	0.3					-	and the same of	
int Delay, S/Ven	0.3		11.04					
Movement		EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		108	0	. 11	5	226	3	
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		~	None	-	None
Storage Length		70.2	-			47.	0	A
Veh in Median Storage, #		0	•		, , ,	0	0	,
Grade, %		0			E 1 .	0	0	
Peak Hour Factor		90	90		78	78	50	50
Heavy Vehicles, %		1 1-	0		0	2	0	
Mvmt Flow		120	0		6	290	6	2
Major/Minor	Lancing Street Lan	Major1	ALC: N		Major2		Minor1	10000000
Conflicting Flow All			0		120	0		400
Stage 1		0	-		120	0	423	120
Stage 2		-					120	
Critical Hdwy		*	71 8 17		4.4	*	303	0.0
		:::::::::::::::::::::::::::::::::::::::			4.1		6.4	6.2
Critical Hdwy Stg 1			1.5		*	111111111111111111111111111111111111111	5.4	
Critical Hdwy Stg 2		:: # (:	· ·		- 00		5.4	
Follow-up Hdwy			**		2.2		3.5	3.3
Pot Cap-1 Maneuver		(.	-		1480	<u>:</u>	591	937
Stage 1			-		PART 5	- Highway	910	
Stage 2		•					754	
Platoon blocked, %			*		4400	18 2		007
Mov Cap-1 Maneuver			\$ 9 .8		1480		588	937
Mov Cap-2 Maneuver					107.		588	
Stage 1							910	
Stage 2			-				750	
Approach	10 1 2 X X X X X X X	EB	1000	el 101 do	WB	W. E. L. 80	NB	
HCM Control Delay, s					0.2		10.6	
HCM LOS							В	
Minor Lane/Major Mymt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	648						The state of the last of the l	
HCM Lane V/C Ratio				1480				
	0.012			0.004	-			
HCM Control Delay (s)	10.6	₹#3	= ==	7.4	0			
HCM Lane LOS	В	-	10.7	Α	Α			
HCM 95th %tile Q(veh)	0	-	-	0	-			

Intersection		7	13:31	*** V	100	/500000		
Int Delay, s/veh	0.6							
Movement	N - 31 1/2 1	EBT	EBR	3 3 5	WBL	WBT	NBL	NB
Vol, veh/h		141	7		8	223	4	
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		-	None		:=0	None	•	Non
Storage Length							0	
Veh in Median Storage, #		0	9945		-	0	0	
Grade, %		0	: : : : : : : : : : : : : : : : : : :			0	0	
Peak Hour Factor		86	86		88	88	60	6
Heavy Vehicles, %		2	0		0	1	0	- 1
Mvmt Flow		164	8		9	253	7	1:
Major/Minor	Salmon and	Major1			Major2		Minord	
Conflicting Flow All		0	0	-		0	Minor1	40
Stage 1		U	0		172	0	440	168
Stage 2		:: - :			-	-	168	
Critical Hdwy			7.4		4.4		272	
Critical Hdwy Stg 1		7.0	:		4.1	=	6.4	6.2
		-					5.4	
Critical Hdwy Stg 2 Follow-up Hdwy		•				•	5.4	
Pot Cap-1 Maneuver			= 0		2.2	1 .	3.5	3.0
			:=8		1417		578	88
Stage 1			-				867	- 1
Stage 2		3.00	(₩.0		*	12	778	14
Platoon blocked, %						**		
Mov Cap-1 Maneuver			1270		1417	*	574	88′
Mov Cap-2 Maneuver		-	- 2		•		574	2
Stage 1		•	i i		•		867	
Stage 2		7.				(*)	773	
Approach		EB	778	NOTE OF	WB	By 1 100 X 20	NB	2 1 1
HCM Control Delay, s					0.3		9.9	
HCM LOS							A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	F. James H.		
Capacity (veh/h)	748	-	LUIX	1417	11121			
HCM Lane V/C Ratio	0.027			0.006	-			
HCM Control Delay (s)	9.9				-			
HCM Lane LOS		·#	-	7.6	0			
HCM 95th %tile Q(veh)	Α	-	-	A 0	Α			

Int Delay, s/veh	0.3							
int Boldy, 5/4011	0.0							
Movement	With the last	EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		117	0		5	245	3	
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized			None		77	None		None
Storage Length		-			-		0	
Veh in Median Storage, #		0	:=0		×	0	0	
Grade, %		0	-		-	0	0	
Peak Hour Factor		90	90		78	78	50	50
Heavy Vehicles, %		1	0		0	2	0	(
Mvmt Flow		130	0		6	314	6	2
Marin ANS					14 1 0		•0 1	1
Major/Minor	VV	Major1	•		Major2		Minor1	
Conflicting Flow All		0	0		130	0	457	130
Stage 1		:50				(-)	130	.0
Stage 2			•			3 .	327	
Critical Hdwy		300	-		4.1	9 4 5	6.4	6.2
Critical Hdwy Stg 1			-			2.0	5.4	0.07
Critical Hdwy Stg 2		:22	-		-	©#:	5.4	74
Follow-up Hdwy		-	-		2.2		3.5	3.3
Pot Cap-1 Maneuver		•	-		1468		565	925
Stage 1		17.	-		-		901	
Stage 2		J#3	-			(*)	735	()
Platoon blocked, %								
Mov Cap-1 Maneuver		:=0	-		1468		562	925
Mov Cap-2 Maneuver		-				-	562	37
Stage 1		=	12			12	901	
Stage 2			1				731	
Approach	1111	EB		81510	WB	STORMING TO	NB	1,31 / 31
HCM Control Delay, s					0.1		10.9	
HCM LOS					0.1		В	
Miner Land Major Mines	N(D) -A	COT	CED	1A/PVE	MOT			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		SEAL OF SHELL IN SEAL OF SEAL SEAL SEAL SEAL SEAL SEAL SEAL SEAL	
Capacity (veh/h)	623	##O	-	1468	-			
HCM Lane V/C Ratio	0.013	-	-	0.004				
HCM Control Delay (s)	10.9	-		7.5	0			
HCM Lane LOS	В		_ 5	Α	Α			
HCM 95th %tile Q(veh)	0	=		0	-			

Intersection	V MA LIEUMITS		ARYLE	144	1.57	L - Sa Idia	A CHARLES	10.74
Int Delay, s/veh	0.4							
Movement	0.15.177	EBT	EBR	ii Ba	WBL	WBT	NBL	NB
Vol, veh/h		227	7		8	355	4	
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		-	None		-	None		Non
Storage Length			-				0	
Veh in Median Storage, #		0	-		: - 7	0	0	
Grade, %		0				0	0	
Peak Hour Factor		68	68		63	63	60	6
Heavy Vehicles, %		2	0		0	_ 1	0	
Mvmt Flow		334	10		13	563	7	1:
Major/Minor	A	//ajor1	ESWEE	1777	Major2	7-22-0	Minor1	
Conflicting Flow All		0	0	_	344	0	928	33
Stage 1		_	-		011	-	339	00.
Stage 2			-			-0 .	589	
Critical Hdwy		_			4.1		6.4	6.:
Critical Hdwy Stg 1					7.1		5.4	0.,
Critical Hdwy Stg 2			2		12		5.4	
Follow-up Hdwy			-		2.2	2	3.5	3.3
Pot Cap-1 Maneuver		_			1226		300	708
Stage 1					1220		726	, 0,
Stage 2		_				-	558	
Platoon blocked, %								
Mov Cap-1 Maneuver		-	-		1226	_	296	708
Mov Cap-2 Maneuver					1220		296	
Stage 1		-					726	
Stage 2		122			- 22		550	
olugo z							000	
Approach		EB			WB		NB	
HCM Control Delay, s					0.2		12.8	
HCM LOS							В	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	E1 8/1/2 1/2	1201-11-27	- TIEL
Capacity (veh/h)	484	:=:	8#8	1226	-			
HCM Lane V/C Ratio	0.041	-	*	0.01	_			
HCM Control Delay (s)	12.8		2	8	0			
HCM Lane LOS	В			A	Ā			
HCM 95th %tile Q(veh)	0			0				

Intersection	8 17 / 10		1115	6215	1, 3,71			100
Int Delay, s/veh	0.2							
Movement		EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		172	0		5	354	3	(4).00=0
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		¥	None		34 0	None		None
Storage Length					2		0	
Veh in Median Storage, #		0	-		-	0	0	
Grade, %		0				0	0	
Peak Hour Factor		87	87		94	94	50	50
Heavy Vehicles, %		1	0		0	2	0	
Mvmt Flow		198	0		5	377	6	2
MajawiMinas		Malaud			A Parlamo		184	-
Major/Minor		Major1	0		Major2	•	Minor1	400
Conflicting Flow All		0	0		198	0	585	198
Stage 1		17 4 2			~	-	198	
Stage 2		-	-				387	
Critical Hdwy		18			4.1	-	6.4	6.2
Critical Hdwy Stg 1		0.51				-	5.4	
Critical Hdwy Stg 2			· ·		-	 	5.4	
Follow-up Hdwy		191	(*)		2.2	-	3.5	3.3
Pot Cap-1 Maneuver		9#6	(4)		1387	#	477	848
Stage 1		220	280				840	
Stage 2		· **	•		2	2	691	
Platoon blocked, %								
Mov Cap-1 Maneuver			*		1387	=	475	848
Mov Cap-2 Maneuver			(*)				475	
Stage 1		(#)	<u>(₩</u>))		*	#:	840	
Stage 2							688	
Approach	THE PERSON NAMED IN	EB	(WB		NB	
HCM Control Delay, s		and har			0.1		11.8	
HCM LOS					0.1		В В	
Minor Languithia in the second	NDI-4	FFT	FDD	14/51	(A)pore			
Minor Lane/Major Mymt	NBLn1	EBT	EBR	WBL	WBT			77
Capacity (veh/h)	534			1387	-			
HCM Lane V/C Ratio	0.015			0.004	- :			
HCM Control Delay (s)	11.8) • ·		7.6	0			
HCM Lane LOS	В			Α	Α			
HCM 95th %tile Q(veh)	0		5	0	-			



Follow-up Hdwy 2.2 3.5 Pot Cap-1 Maneuver 1334 528 Stage 1 805 Stage 2 805 Stage 2 782 Platoon blocked, % 484 Mov Cap-1 Maneuver 1334 484 Mov Cap-2 Maneuver 484 Stage 1 805 Stage 2 717 Approach EB WB SB HCM Control Delay, s 5.3 12 HCM LOS B Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1334 554 HCM Lane V/C Ratio 0.08 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A A - B	section	5 50 6 -	1235	F 1- 11-	31,97	THE STREET	The Mark		0 5 5 5 5 5 5	47136
Vol., veh/h 90 45 210 7 15 Conflicting Peds, #hr 0 0 0 0 0 0 0 Sign Control Free Free Free Free Stop Free Stop Free Stop Free Stop None - None - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0	elay, s/veh	2.9								
Vol, veh/h 90 45 210 7 15 Conflicting Peds, #hr 0	ement	FBI	FBT		-	V	WRT	WRR	SRI	SBF
Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Free Free Free Free Stop Stop Stop - None - None - None - O - O - O O - O O - O O - O O - O O - O O - O O - O O - O O O - O O										001
Sign Control Free Free Free Free Stop RT Channelized - None - None - None - O Storage Length O 0 0 - O Veh in Median Storage, # - O 0 0 - O Grade, % - O 0 0 - O Peak Hour Factor 84 84 89 89 61 Heavy Vehicles, % 0 4 1 0 0 0 Major/Minor Major 107 54 236 8 25 Major/Minor Major Major Major Major Minor Minor 2 Conflicting Flow All 244 0 - O 508 508 25 Major/Minor Major Major Major Minor Minor 2 60 508 25 Major Mall 244 0 - O 508 508 508 504 508 508 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>										
RT Channelized - None - None - O Storage Length										Stop
Storage Length									- Clop	None
Veh in Median Storage, # - 0 0 - 0 Grade, % - 0 0 - 0 Peak Hour Factor 84 84 89 89 61 Heavy Vehicles, % 0 4 1 0 0 Minor 107 54 236 8 25 Major/Minor Major Major Major Minor 2 25 Major/Minor Major Major Major Minor 2 25 Major/Minor Major Major Major Minor 2 55 Major Minor Major Major Major Minor 2 50 508 58 25 Major Major Major Major Minor 2 268 Chital 484 0 - - 268 Chital 484 0 - - - 484 484 0 - - -									0	THORK
Grade, % - 0 0 - 0 Peak Hour Factor 84 84 89 89 61 Heavy Vehicles, % 0 4 1 0 0 Mrmt Flow 107 54 236 8 25 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 244 0 - 0 508 Stage 1 - - 0 508 Stage 1 - 0 508 Stage 2 - - - - 240 Stage 2 - - 268 Critical Hdwy 4.1 - - - 6.4 Critical Hdwy Stg 1 - - - 6.4 Critical Hdwy Stg 2 - - - 5.4 Follow-up Hdwy 2.2 - - 5.4 Follow-up Hdwy 2.2 - - - 5.28 Stage 2 - - - - - - </td <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>7</td>			0				0			7
Peak Hour Factor 84 84 89 89 61 Heavy Vehicles, % 0 4 1 0 0 Mwin Flow 107 54 236 8 25 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 244 0 -0 508 Stage 1 0 508 Stage 2 0 508 Stage 2 0 508 Critical Howy 4.1 240 Critical Howy Stg 1 6.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.2 Pot Cap-1 Maneuver 1334 805 Stage 1 805 <		-								The same is
Heavy Vehicles, %										6′
Momer Flow 107 54 236 8 25 Major/Minor Mejor1 Major2 Minor2 Conflicting Flow All 244 0 - 0 508 Stage 1 - - - 240 Stage 2 - - - 268 Critical Hdwy 4.1 - - - 6.4 Critical Hdwy Stg 1 - - - 6.4 Critical Hdwy Stg 2 - - - 5.4 Follow-up Hdwy 2.2 - - 5.4 Follow-up Hdwy 2.2 - - 3.5 Pot Cap-1 Maneuver 1334 - - - 805 Stage 1 - - - - 782 Platoon blocked, % - - - - - - - 484 Mov Cap-2 Maneuver 1334 - - - - - 484										(
Conflicting Flow All 244 0										11
Conflicting Flow All 244 0	r/Minor	Mojord				10101	MaineO		1410	
Stage 1 - - 240 Stage 2 - - 268 Critical Hdwy 4.1 - - 6.4 Critical Hdwy Stg 1 - - 5.4 Critical Hdwy Stg 2 - - 5.4 Critical Hdwy Stg 2 - - 5.4 Critical Hdwy Stg 2 - - 5.4 Critical Hdwy Stg 1 - - 3.5 Poll Own Hdwy 2.2 - - 3.5 Poll Own Hdwy 2.2 - - - 805 Stage 1 - <t< td=""><td></td><td></td><td>0</td><td></td><td>-</td><td></td><td></td><td></td><td></td><td>0.14</td></t<>			0		-					0.14
Stage 2 - - 268 Critical Hdwy 4.1 - - 6.4 Critical Hdwy Stg 1 - - 5.4 Critical Hdwy Stg 2 - - 5.4 Critical Hdwy Stg 2 - - 5.4 Critical Hdwy Stg 2 - - - 5.4 Critical Hdwy Stg 1 - - - 5.4 Critical Hdwy Stg 1 - - - 5.4 Critical Hdwy Stg 2 - - - 5.4 Follow Ldwy 2.2 - - - 3.5 Pol Cap-1 Maneuver 1334 - - - 782 Platoon blocked, % - - - - 484 Mov Cap-1 Maneuver 1334 - - - 484 Mov Cap-2 Maneuver - - - 805 Stage 1 - - - 717 Approach EB WB WB WB HCM Loos B B B <								0		240
Critical Hdwy 4.1 - - 6.4 Critical Hdwy Stg 1 - - 5.4 Critical Hdwy Stg 2 - - 5.4 Follow-up Hdwy 2.2 - - 3.5 Pot Cap-1 Maneuver 1334 - - 805 Stage 1 - - - 805 Stage 2 - - - 782 Platoon blocked, % - - - - 484 Mov Cap-1 Maneuver 1334 - - - 484 Mov Cap-2 Maneuver - - - 484 Stage 1 - - - 805 Stage 2 - - - - 805 Stage 1 - - - - 805 Stage 1 - - - - 805 Stage 2 - - - - 717 Approach EB WB WB SB HCM LOS B B B <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td>								-		
Critical Hdwy Stg 1 - - 5.4 Critical Hdwy Stg 2 - - 5.4 Follow-up Hdwy 2.2 - - 3.5 Pot Cap-1 Maneuver 1334 - - 805 Stage 1 - - - 782 Platoon blocked, % - - - - 484 Mov Cap-1 Maneuver 1334 - - - 484 Mov Cap-2 Maneuver - - - 805 Stage 1 - - - 805 Stage 2 - - - - 717 Approach EB WB WB SB HCM Control Delay, s 5.3 12 HCM LOS B B B Minor Lane/Major Mvmt EBL EBT WBR SBLn1 Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Lane LOS A A - - 12 <										
Critical Hdwy Stg 2 - - 5.4 Follow-up Hdwy 2.2 - - 3.5 Pot Cap-1 Maneuver 1334 - - 528 Stage 1 - - 805 536 548 528 548 528 528 528 528 528 528 528 528 528 528 528 528 528 582 582 582 582 582 582 582 583								ä		6.2
Follow-up Hdwy 2.2 3.5 Pot Cap-1 Maneuver 1334 528 Stage 1 805 Stage 2 805 Stage 2 782 Platoon blocked, % 484 Mov Cap-1 Maneuver 1334 484 Mov Cap-2 Maneuver 484 Stage 1 805 Stage 2 717 Approach EB WB SB HCM Control Delay, s 5.3 12 HCM LOS B Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1334 554 HCM Lane V/C Ratio 0.08 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A A - B	cal Howy Stg 1									The section of
Pot Cap-1 Maneuver		-								
Stage 1 - - 805 Stage 2 - - 782 Platoon blocked, % - - - Mov Cap-1 Maneuver 1334 - - 484 Mov Cap-2 Maneuver - - 484 Stage 1 - - 805 Stage 2 - - 717 Approach EB WB WB HCM Control Delay, s 5.3 12 HCM LOS B B Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1334 554 HCM Lane V/C Ratio 0.08 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A - B										3.3
Stage 2 - - - 782 Platoon blocked, % - - - - Mov Cap-1 Maneuver 1334 - - - 484 Mov Cap-2 Maneuver - - - - 484 Stage 1 - - - 805 Stage 2 - - - 717 Approach EB WB WB SB HCM Control Delay, s 5.3 12 B Minor Lane/Major Mvmt EBL EBT WBR SBLn1 Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A - B	·		*							804
Platoon blocked, %										
Mov Cap-1 Maneuver 1334 - - 484 Mov Cap-2 Maneuver - - 484 Stage 1 - - - 805 Stage 2 - - - 717 Approach EB WB SB HCM Control Delay, s 5.3 12 HCM LOS B B B Minor Lane/Major Mvmt EBL EBT WBR SBLn1 Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A - B		~	-				=	-	782	
Mov Cap-2 Maneuver - - 484 Stage 1 - - 805 Stage 2 - - 717 Approach EB WB SB HCM Control Delay, s 5.3 12 HCM LOS B B B Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1334 554 HCM Lane V/C Ratio 0.08 0.065 HCM Control Delay (s) 7.9 0 12 HCM Lane LOS A A - B							THE .			
Stage 1 - - 805 Stage 2 - - - 717 Approach EB WB SB HCM Control Delay, s 5.3 12 HCM LOS B B Minor Lane/Major Mvmt EBL EBT WBR SBLn1 Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A - B		1334	-				â.	-		804
Stage 2 - - 717 Approach EB WB SB HCM Control Delay, s 5.3 12 HCM LOS B B B Minor Lane/Major Mvmt EBL EBT WBR SBLn1 Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A - B										
Approach EB WB SB HCM Control Delay, s 5.3 12 HCM LOS B B B Minor Lane/Major Mvmt EBL EBT WBR SBLn1 Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - - 12 HCM Lane LOS A A - B		-	7,50				=	#		
HCM Control Delay, s 5.3 12	Stage 2	10000	i lie					100	717	
HCM Control Delay, s 5.3 12	oach	EB	To go	81 ()	dia di	POLICIE	WB	111111111111111111111111111111111111111	SB	HE23 B. O. J.
Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1334 - - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - - 12 HCM Lane LOS A A - B										
Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - - 12 HCM Lane LOS A A - B		erstk								
Capacity (veh/h) 1334 - - 554 HCM Lane V/C Ratio 0.08 - - 0.065 HCM Control Delay (s) 7.9 0 - - 12 HCM Lane LOS A A - B	r Lane/Major Mymt	EDI	ERT	MRT	W/PD	SRI n1				
HCM Lane V/C Ratio 0.08 0.065 HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A - B								THE REAL PROPERTY.	AND DESCRIPTION OF THE PARTY.	Pr-Fib
HCM Control Delay (s) 7.9 0 - 12 HCM Lane LOS A A - B			1.00							
HCM Lane LOS A A B			_							
					i#.					
HUM YOU WITH CIVAN (I)			А		-					
Trom both wind serving	Sour Wille Q(ven)	U	-	340	*	0				

Intersection		-	V 200			To be by	400 776	- 21	
Int Delay, s/veh	2.7		VIII						
Movement	EBL	EBT				WBT	WBR	SBL	SBF
Vol, veh/h	74	34				214	4	21	16
Conflicting Peds, #/hr	0	0				0	0	0	C
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	2	None				2	None	-	None
Storage Length		7						0	25.0
Veh in Median Storage, #		0				0		0	
Grade, %		0				0		0	
Peak Hour Factor	90	90				79	79	79	79
Heavy Vehicles, %	0	3				2	0	0	6
Mvmt Flow	82	38				271	5	27	20
A history and the second	MATERIAL					14-2-0		15. 0	
Major/Minor	Major1				NA TOPIC	Major2	CHOCK NO.	Minor2	070
Conflicting Flow All	276	0					0	475	273
Stage 1		<u></u>						273	
Stage 2						1.5		202	0.00
Critical Hdwy	4.1					15		6.4	6.26
Critical Hdwy Stg 1	Maximagna						•	5.4	0 U 4 S, R
Critical Hdwy Stg 2		300					200	5.4	
Follow-up Hdwy	2.2					11 10		3.5	3.354
Pot Cap-1 Maneuver	1299	:#:				1/45	-	552	756
Stage 1		- (2)				76	•	778	MILAN,
Stage 2		•					150	837	
Platoon blocked, %							opa 🕏 an		
Mov Cap-1 Maneuver	1299						:: = :	517	756
Mov Cap-2 Maneuver	*	(9)				II	-	517	
Stage 1	:#:	3#31				V/ec	3 = 8	778	
Stage 2		-						783	100
Approach	EB		-	ENSTI	50 P h	WB	1 1 1 mg 21	SB	
HCM Control Delay, s	5.5				-			11.5	
HCM LOS						1.		В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1		E I S ROLL		
Capacity (veh/h)	1299		-	-	599				
HCM Lane V/C Ratio	0.063				0.078				
HCM Control Delay (s)	0.003	0	-		11.5				
HCM Lane LOS	o A				11.5 B				
HCM 95th %tile Q(veh)		Α							
HOW SOUL WILLS CALABOT	0	-		-	0				

Intersection		00000		0.50		13 (13)		11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Int Delay, s/veh	3								
Movement	EBL	EBT		1000		WBT	WBR	SBL	SBF
Vol, veh/h	97	49				227	8	16	
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stor
RT Channelized	-	None				-	None		None
Storage Length						_		0	
Veh in Median Storage, #	-	0				0	-	0	4
Grade, %		0				0		0	
Peak Hour Factor	84	84				89	89	61	61
Heavy Vehicles, %	0	4				1	0	0	
Mvmt Flow	115	58				255	9	26	13
Major/Minor	Malaut					M-10			
Major/Minor	Major1	_			n Cha	Major2		Minor2	7 - 10-0
Conflicting Flow All	264	0					0	549	260
Stage 1	_					*	#1	260	
Stage 2		-				-	-	289	
Critical Hdwy	4.1						<u> </u>	6.4	6.2
Critical Hdwy Stg 1		-				•	<u> </u>	5.4	
Critical Hdwy Stg 2	-	?€				-	-	5.4	
Follow-up Hdwy	2.2	-						3.5	3.3
Pot Cap-1 Maneuver	1312	S.					-	500	784
Stage 1		0.00						788	
Stage 2	-	1961				-	-	765	
Platoon blocked, %		1.00				-			
Mov Cap-1 Maneuver	1312	723				2	-	455	784
Mov Cap-2 Maneuver		720						455	
Stage 1						-	-	788	
Stage 2							(##	695	
No.	- CO					1400			
Approach	EB	The R	- D		72 -	WB	The Table	SB	
HCM Control Delay, s	5.3							12.4	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	9. 36	St. S. S. Art	1513 50	
Capacity (veh/h)	1312	4.	-	2	529				
HCM Lane V/C Ratio	0.088			-	0.074				
HCM Control Delay (s)	8	0	-		12.4				
HCM Lane LOS	Ä	A		-	В				
HCM 95th %tile Q(veh)	Ô	Α.	-		0				

2.8								
2.0								
EBL	EBT	8 10-	E 1943		WBT	WBR	SBL	SBF
80	37				232	4	23	17
0	0				0	0	0	(
Free	Free				Free	Free	Stop	Stop
-	None				-	None	-	None
						-	0	
-	0				0	(*)	0	
1.0	0				0		0	
90	90				79	79	79	79
0	3				2	0	0	(
89	41				294	5	29	22
Major1	THE REAL PROPERTY.			and the same	Major2		Minor?	
	0		_			0		296
200								250
4.1						-		6.26
7.1								0.20
						-		
22								3.354
						15		734
								134
						•		
							022	
127/							196	734
								134
						74)		
7							704	
EB	NAME OF TAXABLE PARTY.			X 115	WB		SB	4 . 3 . 3
5.5							12	
							В	
FRI	ERT	WRT	WAR	SRInt	G 4. 3.	S		1112
		321						
	0	77 - 427	2			4		
	80 0 Free - - - 90 0 89 Major1 299 - 4.1 - 2.2 1274	80 37 0 0 Free Free - None 0 - 0 90 90 0 3 89 41 Major1 299 0 4.1 - 2.2 - 1274 - 1274 - 	80 37 0 0 Free Free - None 0 - 0 90 90 0 3 89 41 Major1 299 0 4.1 - 2.2 - 1274 - 1274 - 	80 37 0 0 Free Free - None 0 - 0 90 90 0 3 89 41 Major1 299 0 4.1 - 2.2 - 1274 - 1274 - 1274 - 8 5.5	80 37 0 0 Free Free - None - 0 - 0 90 90 90 90 0 3 89 41 Major1 299 0 4.1 - 2.2 - 1274 - 1274 - 1274 - 1274 - 	80 37 232 0 0 0 0 Free Free Free Free - None 0 0 0 - 0 0 0 90 90 79 0 3 2 89 41 294 Major1 Major2 299 0 4.1 2.2 1274 1274	80 37 232 4 0 0 0 0 0 0 Free Free Free Free Free - None - None 0 0 0 0 0 0 - 90 90 79 79 0 3 2 0 0 89 41 294 5 Major1 Major2 299 0 - 0 4.1 2.2 1274 1274 EB WB 5.5 EBL EBT WBT WER SBLn1 1274 567 0.07 0.089 8 0 12 A A B	80 37

Intersection Int Delay, s/veh	2.1								
Movement	EBL	EBT	04.18	9173		WBT	WBR	SBL	SBF
Vol, veh/h	97	135			- 111	368	86	15	- N
Conflicting Peds, #/hr	0	0				0	0	0	
Sign Control	Free	Free				Free	Free	Stop	Sto
RT Channelized	-	None				-	None	-	Non
Storage Length		-						0	
Veh in Median Storage, #	-	0				0		0	
Grade, %		0				0		0	
Peak Hour Factor	65	65				58	58	61	6
Heavy Vehicles, %	0	4				1	0	0	أساسا
Mvmt Flow	149	208				634	148	25	1:
A Library Page	1					NA-XXXX	-		
Major/Minor	Major1					Major2		Minor2	-
Conflicting Flow All	783	0					0	1215	709
Stage 1	<u> </u>	J#				5		709	
Stage 2						-		506	
Critical Hdwy	4.1	8.5				#		6.4	6.2
Critical Hdwy Stg 1						-		5.4	
Critical Hdwy Stg 2	ne.	0)000					70	5.4	
Follow-up Hdwy	2.2					-	100	3.5	3.3
Pot Cap-1 Maneuver	844	8				<u>≅</u>	025	202	438
Stage 1	The state of the s	-					64	491	
Stage 2	(•1	(# <u>1</u>					g .	610	
Platoon blocked, %		9							
Mov Cap-1 Maneuver	844	3.53				*	(#i	162	438
Mov Cap-2 Maneuver								162	
Stage 1	000	:=:					S=1	491	
Stage 2		-				V-7-57	-	488	
Approach	EB	Salt Till	24 367	CONTRACTOR OF THE PARTY OF THE		WB		SB	
	4.3				4	VVD	VI 5 5 5 1		
HCM Control Delay, s HCM LOS	4.3							26.2 D	
HOW LOS								U	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	6,53	5 12,50		3 th 1 %
Capacity (veh/h)	844	-	(9)		207				
HCM Lane V/C Ratio	0.177		311		0.182				
HCM Control Delay (s)	10.2	0	*	-	26.2				
HCM Lane LOS	В	A	- 2	_	D				
HCM 95th %tile Q(veh)	1		- 4	9	1				

Intersection Int Delay, s/veh	2.3								
int Delay, Siven	2.0								
Movement	EBL	EBT	agin s		200	WBT	WBR	SBL	SBI
Vol, veh/h	80	83				341	4	23	1
Conflicting Peds, #/hr	0	0				0	0	0	
Sign Control	Free	Free				Free	Free	Stop	Sto
RT Channelized	= 0	None				-	None	-	Non
Storage Length		-						0	
Veh in Median Storage, #	3 €0	0				0	4	0	
Grade, %		0				0	2	0	
Peak Hour Factor	93	93				88	88	79	7
Heavy Vehicles, %	0	3				2	0	0	
Mvmt Flow	86	89				388	5	29	2
		_							* 1
Major/Minor	Major1	100	2/20			Major2		Minor2	
Conflicting Flow All	392	0				-	0	651	39
Stage 1		-				·	-	390	
Stage 2		-						261	
Critical Hdwy	4.1	-				-	-	6.4	6.2
Critical Hdwy Stg 1		•						5.4	
Critical Hdwy Stg 2	8	-					-	5.4	
Follow-up Hdwy	2.2							3.5	3.35
Pot Cap-1 Maneuver	1178	-				#	# :	436	65
Stage 1		*						689	
Stage 2	-	-				9	#	787	
Platoon blocked, %		-				*	-		
Mov Cap-1 Maneuver	1178	≥				<u> </u>	=	402	65
Mov Cap-2 Maneuver	*	1 8				3		402	
Stage 1	8	=						689	
Stage 2		- 5					-	726	
Approach	CO					WD		OD.	
Approach	EB	No. 1	6 7	11.0		WB		SB	
HCM Control Delay, s	4.1							13.4	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	210-210	B 3 3 6 60	Star Park Education	
Capacity (veh/h)	1178	-		-	480				
HCM Lane V/C Ratio	0.073		-		0.105				
HCM Control Delay (s)	8.3	0			13.4				
HCM Lane LOS	Α	A			В				
HCM 95th %tile Q(veh)	0		-40	200	0				

Boylston Street (Route 9) at Dunster Road

Intersection		8 E 8		O'RELEAD	TABLE SIL	April 2 miles and the second	97.97
Int Delay, s/veh	1.4						
Movement		EBT	EBR	WBL	WBT	NBL	NBI
Vol, veh/h		1267	22	0	0	0	9
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control		Free	Free	Free	Free	Stop	Stop
RT Channelized		-	None		None	r*:	None
Storage Length		124					
Veh in Median Storage, #		0	-	(m)	0	0	
Grade, %		0			0	0	
Peak Hour Factor		90	90	92	92	84	84
Heavy Vehicles, %		3	0	0	0	0	77 JULY 1
Mvmt Flow		1408	24	0	0	Ō	118
Major/Minor		Major1				Minor1	
Conflicting Flow All	THE STREET	0	0	NI SKILL SOLL			745
Stage 1		U	-			1420	715
Stage 2			LEVIN .			1420	
Critical Hdwy						0	0.0
Critical Hdwy Stg 1						7.5	6.9
Critical Hdwy Stg 2		10 THE				6.5	
Follow-up Hdwy		-				2.5	
Pot Cap-1 Maneuver			12 TO 15			3.5	3.3
Stage 1						98	378
Stage 2		100				146	
Platoon blocked, %		S#5					
Mov Cap-1 Maneuver		(2)				98	378
Mov Cap-2 Maneuver		-	*			98	
Stage 1			•			146	
Stage 2			134			ing days	
Approach		EB	10,12130			NB	15831
HCM Control Delay, s						18.7	
HCM LOS						C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	6 000			10/10/22
Capacity (veh/h)	378	LU1	LUIX				
HCM Lane V/C Ratio	0.305						
HCM Control Delay (s)	18.7						
HCM Lane LOS	10.7 C						
HCM 95th %tile Q(veh)		-					
TOM JOHN JOHN (VEII)	1	(#C)					

Intersection	A POST OFFI	MA P	1967		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	THE RESERVE OF THE STREET	DOMESTIC OF STREET
int Delay, s/veh	1			5 -2 6 -			
Movement		EBT	EBR	WBL	WBT	NBL	NBF
Vol, veh/h		1246	37	0	0	0	78
Conflicting Peds, #/hr		0	0	0	0	0	(
Sign Control		Free	Free	Free	Free	Stop	Stop
RT Channelized			None		None	-	None
Storage Length		- t =v					.,,,,,
Veh in Median Storage, #		0	925	-	0	0	
Grade, %		Ö		1100	Ö	ŏ	
Peak Hour Factor		92	92	92	92	90	90
Heavy Vehicles, %		2	0	0	0	0	C
Mymt Flow		1354	40	0	0	0	87
							_ 3 J T X
Major/Minor	TE STATE	Major1	Bane 3	SE 12 179 a	11 11 10 10	Minor1	THE UNIT
Conflicting Flow All		0	0			1374	696
Stage 1		2 2 3	-			1374	-
Stage 2		1-176	THE REAL PROPERTY.			0	The state of
Critical Hdwy			-			7.5	6.9
Critical Hdwy Stg 1		-	16 5 5 11 5			6.5	
Critical Hdwy Stg 2		S=3	783			:•.6	
Follow-up Hdwy			1 2			3.5	3.3
Pot Cap-1 Maneuver			394			106	389
Stage 1		72				156	17.117
Stage 2						2	
Platoon blocked, %							
Mov Cap-1 Maneuver			-			106	389
Mov Cap-2 Maneuver			W. W.			106	The part of
Stage 1		.3=1				156	-
Stage 2							Deuts
Approach	101 - 20 40	EB		a problem	DE TOUR	NB	
HCM Control Delay, s						16.9	
HCM LOS						C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR				
Capacity (veh/h)	389	-	- LUI				
HCM Lane V/C Ratio	0.223						
HCM Control Delay (s)	16.9						
HCM Lane LOS	10.9 C		#0 r				
HCM 95th %tile Q(veh)	1	-	120				

1.6				1 - 2 13		
	EBT	EBR	WBL	WBT	NBL	NBF
	1419	24	0	0	0	105
	0	0	0	0	0	(
	Free	Free	Free	Free	Stop	Stop
	-	None	-	None	-	None
	0	-	-	0	0	
	0	Jan Barris				
		90	92			84
	1577	27	0	0	0	125
	A CONTRACTOR A	AT 16 10 10 10	VI 13 - 15	W-152 II.		
		THE RESERVE				
	0	0				801
	120	-				
						77 3
		-				6.9
		1 2 - 1			6.5	
	(-			·	_0
					3.5	3.3
	3€3	-			74	332
	1120				114	Vall 1
	-	-			#	9
		10. 200				
	:	27			74	332
		-7.1			74	
	: 40	-				09
	:=X	- 2				
	ED	- 5 (17) (1 X	NINE SERVICE SERVICE		KID	
THE RESERVE OF THE PERSON.	ED	100 30 18				10.11
					C	
NBLn1	EBT	EBR	AV. OF			The same
2		-				
	NBLn1 332 0.377 22.2 C	EBT 1419 0 Free - 0 0 90 3 1577 Major1 0 -	EBT EBR 1419 24 0 0 0 Free Free - None 0 0 - 0 90 90 3 0 1577 27 Major1 0 0 0	EBT EBR WBL 1419 24 0 0 0 0 Free Free Free - None 0 90 90 90 92 3 0 0 1577 27 0 Major1 0 0 0	EBT EBR WBL WBT	BBT EBR WBL WBT NBL

Intersection	I STATE OF THE STA	00			17/13 TENED		
Int Delay, s/veh	1.1						
Movement		EBT	EBR	WBL	WBT	NBL	NBF
Vol, veh/h		1398	40	0	0	0	84
Conflicting Peds, #/hr		0	0	0	0	0	(
Sign Control		Free	Free	Free	Free	Stop	Stop
RT Channelized		-	None	*	None		None
Storage Length			U 3	1 7 7		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(
Veh in Median Storage, #		0	-	ĕ	0	0	
Grade, %		0			0	0	
Peak Hour Factor		92	92	92	92	90	90
Heavy Vehicles, %		2	0	0	0	0	(
Mvmt Flow		1520	43	0	0	0	93
Major/Minor		Major1			NA CLEAN	Minor1	11-12-11-1
			0				704
Conflicting Flow All		0	0		Y LA HILLY	1541	781
Stage 1						1541	
Stage 2						0	6.0
Critical Hdwy		7.5				7.5	6.9
Critical Hdwy Stg 1						6.5	
Critical Hdwy Stg 2		07:1	1 9. 1			2.5	0.0
Follow-up Hdwy			*			3.5	3.3
Pot Cap-1 Maneuver						80	342
Stage 1			*			123	Total
Stage 2							
Platoon blocked, %						00	0.46
Mov Cap-1 Maneuver		: 	:#X			80	342
Mov Cap-2 Maneuver			**			80	
Stage 1			***			123	
Stage 2		•					
Approach	Section 480	EB	15 8 5 1 16	- 11 (Sp. 4)	T. S. F. L. G. S. T.	NB	1921 20
HCM Control Delay, s						19.4	
HCM LOS						C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR		and the state of the		
					THE RESERVE OF THE PERSON NAMED IN		
Capacity (veh/h)	342		-				
HCM Cantrol Dolor (a)	0.273	-	•				
HCM Control Delay (s)	19.4	: : ::	:#S				
HCM Lane LOS	C		*				
HCM 95th %tile Q(veh)	1	-	-				

Intersection	office and the	No. of				1
Int Delay, s/veh	12.1		27 (61 (80)			
Movement	EBT	EBR	WBL	WBT	NBL	NBF
Vol, veh/h	1420	1	0	0	0	183
Conflicting Peds, #/hr	0	0	0	0	0	(
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	*	None
Storage Length		100		Market 1		
Veh in Median Storage, #	C	-		0	0	
Grade, %			5 10 10 10 15	0	0	IL E.
Peak Hour Factor	90	90	92	92	58	58
Heavy Vehicles, %			0	0	0	
Mvmt Flow	1578	26	0	0	0	316
Major/Minor	Major1				Minor1	
Conflicting Flow All	O				1591	801
Stage 1			Artist pointing and the		1591	001
Stage 2					0	
Critical Hdwy					7.5	6.9
Critical Hdwy Stg 1		- N. P. S. S. S.	T 4 7 D T IS TH		6.5	0.8
Critical Hdwy Stg 2	2.51				0.0	
Follow-up Hdwy					3.5	3.3
Pot Cap-1 Maneuver					73	332
Stage 1	AND THE RESERVE				114	332
Stage 2		-				CV AL SIN
Platoon blocked, %	cuit elista i w. o					
Mov Cap-1 Maneuver	oma ser i ii s				73	332
Mov Cap-2 Maneuver	85 F 1				73	332
Stage 1					114	III de la companya de
Stage 2				-1-1		
Approach	ED				ND.	
Approach	EB	O D SI	10 10 10 10		NB	
HCM Control Delay, s					73.7	
HCM LOS					F H	
Minor Lane/Major Mvmt	NBLn1 EBT	EBR			St. 10 - 10 10	11 53 5
Capacity (veh/h)	332 -					
HCM Lane V/C Ratio	0.95					
HCM Control Delay (s)	73.7					
HCM Lane LOS	Eithean Full is					
HCM 95th %tile Q(veh)	10 -	8 2				

Intersection Int Delay, s/veh	1.1						
The Boldy, of Volt							
Movement	A 11	EBT	EBR	WBL	WBT	NBL	NBI
Vol, veh/h	0.415.7	1399	40	0	0	0	8
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control		Free	Free	Free	Free	Stop	Sto
RT Channelized		-	None	≔ 0	None		Non
Storage Length	di Tu Wa			A RIDE			
Veh in Median Storage, #		0	-	i ≥ 6	0	0	
Grade, %		0			0	0	a Tribe.
Peak Hour Factor		92	92	92	92	90	9
Heavy Vehicles, %		2	0	0	0	0	
Mvmt Flow		1521	43	0	0	0	9
Major/Minor		Major1			A 25 P. L.	Minor1	
Conflicting Flow All		0	0		WILLIAM STATE	1542	78
Stage 1		-				1542	10
Stage 2			of the first			0	-1-1-0
Critical Hdwy		024	-	1-0-1		7.5	6.
Critical Hdwy Stg 1				1 2 1 1		6.5	U.
Critical Hdwy Stg 2		- WR.				0.0	
Follow-up Hdwy						3.5	3.
Pot Cap-1 Maneuver						80	34
Stage 1	71,112,77		- y - mey			123	J-7.
Stage 2						120	
Platoon blocked, %			N Section				
Mov Cap-1 Maneuver			4			80	34:
Mov Cap-2 Maneuver		111 527				80	J7.
Stage 1		- Relation	· · · · · · · · · · · · · · · · · · ·			123	
Stage 2		-				3.125	
Approach		- CD				ND	
Approach	T I I I I I I I I I I I I I I I I I I I	EB	A STATE OF THE PARTY OF THE PAR			NB	E 17 11
HCM Control Delay, s						19.4	
HCM LOS						С	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR		No (Selfer B)	- V. T. S. C. W. E. A	
Capacity (veh/h)	342) .					
HCM Lane V/C Ratio	0.273						
HCM Control Delay (s)	19.4	÷;	.				
HCM Lane LOS	C		W				
HCM 95th %tile Q(veh)	1	(⊕):	5 4 ()				



Intersection Int Delay, s/veh	0.5								
int Delay, Siveri	0.5								
Movement	EBL	EBT				WBT	WBR	SBL	SBF
Vol, veh/h	5	64				200	217	3	(
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	-	None				Ē	None		None
Storage Length	A-0. (4)							0	
Veh in Median Storage, #	-	0				0	-	0	,
Grade, %		0				0	100	0	
Peak Hour Factor	73	73				89	89	45	45
Heavy Vehicles, %	0	3				1	0	0	(
Mvmt Flow	7	88				225	244	7	13
Major/Minor	Major1	St. mark	Service Co.			Major2		Minor2	
Conflicting Flow All	469	0				-	0	448	347
Stage 1		-				-	-	347	J-11
Stage 2		-A Y						101	
Critical Hdwy	4.1					-	-	6.4	6.2
Critical Hdwy Stg 1	7.1	1 100					10.51	5.4	0.2
Critical Hdwy Stg 2						_	_	5.4	
Follow-up Hdwy	2.2							3.5	3.3
Pot Cap-1 Maneuver	1103	(2)						572	701
Stage 1	1103							720	70
Stage 2							2_767	928	
Platoon blocked, %	951 					-		920	
Mov Cap-1 Maneuver	1103	X 1 De.					•	568	701
Mov Cap-2 Maneuver		= 1, 1,=					=	568	70
		100				\n		720	
Stage 1	::€:	-				2	*		
Stage 2		*				. 4		922	
Approach	EB	A 1	2.77			WB		SB	
HCM Control Delay, s	0.6							10.7	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	er of	69		
Capacity (veh/h)	1103	LD1	WD1	WOR	650				1000
HCM Lane V/C Ratio	0.006				0.031				
HCM Control Delay (s)	8.3	0			10.7				
HCM Lane LOS			- 20						
HOW LAND LOS	Α	Α		- 7	В				

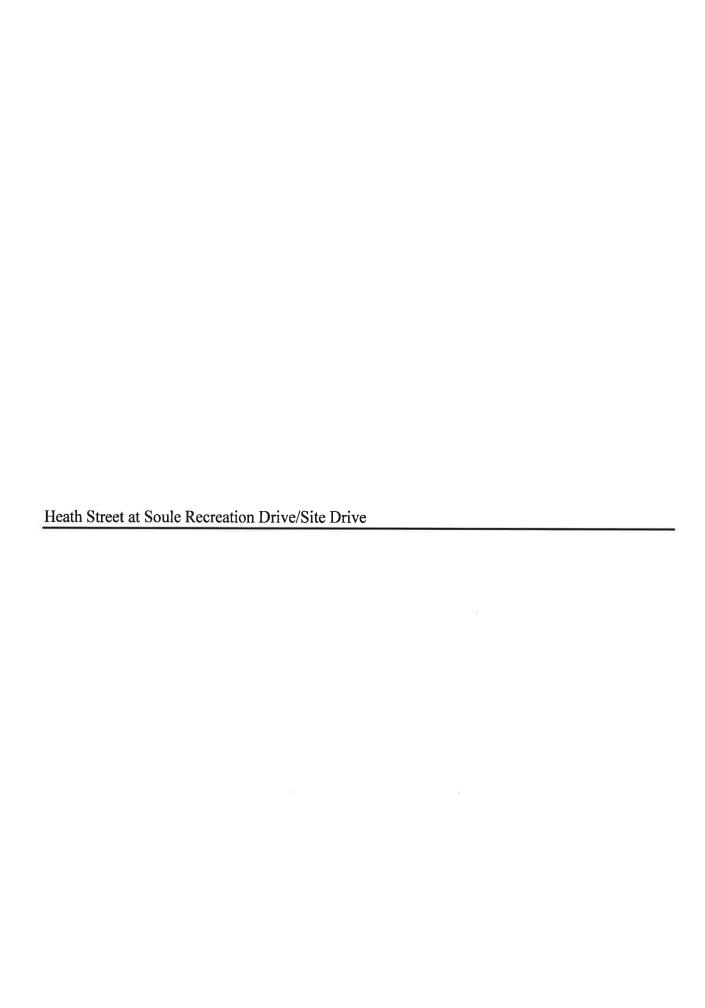
Intersection	0.5		E 50 3				flix - Stat		1000
Int Delay, s/veh	0.5								
Movement	EBL	EBT		2 1		WBT	WBR	SBL	SBF
Vol, veh/h	4	55			7.5	205	53	2	
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized		None				-	None	-	None
Storage Length							5.0	0	
Veh in Median Storage, #	2 4 2	0				0	-	0	
Grade, %		0				0	1	0	
Peak Hour Factor	79	79				82	82	69	69
Heavy Vehicles, %	0	1				- 1	0	0	
Mvmt Flow	5	70				250	65	3	1;
Major/Minor	Major1		-	1000	-	Major2	-	Minor2	
Conflicting Flow All	315	0				Widjoiz	0	362	282
Stage 1	313	-						282	204
Stage 2								80	
Critical Hdwy	4.1						-	6.4	6.2
Critical Hdwy Stg 1	7.1							5.4	0.4
Critical Hdwy Stg 2	-	-				-		5.4	
Follow-up Hdwy	2.2	_						3.5	3.3
Pot Cap-1 Maneuver	1257	-						641	762
Stage 1	1237	-						770	102
Stage 2	(a)	-				. •	•	948	
Platoon blocked, %						: <u>*</u>		940	
Mov Cap-1 Maneuver	1257							638	762
Mov Cap-2 Maneuver	1237					:#5	:•/	638	102
Stage 1						•	- 1,10		
							(*)	770	2
Stage 2						•		944	7
Approach	EB	1000	1814	1230	S. III.	WB	145	SB	
HCM Control Delay, s	0.5							10	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	40.0		1100	
Capacity (veh/h)	1257	_	-	-	736				
HCM Lane V/C Ratio	0.004				0.022				
HCM Control Delay (s)	7.9	0		-	10				
HCM Lane LOS	7.5 A	A			В				
HCM 95th %tile Q(veh)	Ô				0				

Intersection		J. T. C.	5577	Sail	34 - 1	- 15 -		3	1200
Int Delay, s/veh	0.4								
Movement	EBL	EBT			200	WBT	WBR	SBL	SBF
Vol, veh/h	5	69			1100	216	240	3	(
Conflicting Peds, #/hr	0	0				0	0	0	
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized		None				*	None	- -	None
Storage Length								0	
Veh in Median Storage, #	-	0				0		Ö	
Grade, %		0				0	1.25	0	
Peak Hour Factor	73	73				89	89	45	45
Heavy Vehicles, %	0	3				1	0	0	- (
Mvmt Flow	7	95				243	270	7	13
Major/Minor	Major1		A TOTAL	1		Major2		Minor2	ne i i
Conflicting Flow All	512	0					0	486	378
Stage 1	343	-					8 2 5	378	0.
Stage 2						- 16		108	
Critical Hdwy	4.1	- 2				1/6	•	6.4	6.2
Critical Hdwy Stg 1	4							5.4	
Critical Hdwy Stg 2	-					(. 	8.5€	5.4	
Follow-up Hdwy	2.2							3.5	3.3
Pot Cap-1 Maneuver	1064	S#3				(3 #)		544	673
Stage 1	F - F - F - F - F - F - F - F - F - F -							697	
Stage 2		:=:				8€:	-	921	
Platoon blocked, %							*		
Mov Cap-1 Maneuver	1064	-						540	673
Mov Cap-2 Maneuver		-						540	010
Stage 1		-						697	
Stage 2								915	
3								010	
Approach	EB	in a si	123	2 2 1	0000	WB	-0.00	SB	2 E IL 2
HCM Control Delay, s	0.6							11	
HCM LOS								В	
	Assertion .	1 Married Street	VV/4-2-2-2-2						
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	To be a			200
Capacity (veh/h)	1064	-	ē	95	622				
HCM Lane V/C Ratio	0.006				0.032				
HCM Control Delay (s)	8.4	0	_#	N#1	11				
HCM Lane LOS	Α	Α			В				
HCM 95th %tile Q(veh)	0	-	₩.		0				

Intersection	100			271	100				
Int Delay, s/veh	0.5								
Movement	EBL	EBT	-		777.75	WBT	WBR	SBL	SBF
Vol, veh/h	4	60		7/1		222	59	2	10
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	*	None				-	None	-	None
Storage Length		T					- 2	0	
Veh in Median Storage, #		0				0		0	
Grade, %		0				0	1 2 3	0	
Peak Hour Factor	79	79				82	82	69	69
Heavy Vehicles, %	0	1				1	0	0	
Mvmt Flow	5	76				271	72	3	14
Or took the same	Maria Maria					14:00			ALC: N
Major/Minor	Major1	100 100	P. Carlo		W. T.	Major2	Had to the	Minor2	4000
Conflicting Flow All	343	0					0	393	307
Stage 1	F=1	-				2	*	307	
Stage 2		•				- Y S		86	24-1 3
Critical Hdwy	4.1	-				•		6.4	6.2
Critical Hdwy Stg 1								5.4	
Critical Hdwy Stg 2	3,€	-					3.50	5.4	
Follow-up Hdwy	2.2	•					*	3.5	3.3
Pot Cap-1 Maneuver	1227	-				# :	: : ::::::::::::::::::::::::::::::::::	615	738
Stage 1								751	
Stage 2	-	355					74	942	
Platoon blocked, %									
Mov Cap-1 Maneuver	1227							613	738
Mov Cap-2 Maneuver								613	
Stage 1	5 .	3.85				i.e.	5 4 0	751	
Stage 2	•	-					-	938	
Approach	EB		2 7 7 7	-0131 or	The state of	WB		SB	10000
HCM Control Delay, s	0.5	-						10.2	
HCM LOS	0.0							B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	10 A		102 (100)	
Capacity (veh/h)	1227		:50	л	714				
HCM Lane V/C Ratio	0.004	\			0.024				
HCM Control Delay (s)	7.9	0	2 20	. *	10.2				
HCM Lane LOS	A	Α			В				
HCM 95th %tile Q(veh)	0		12	9	0				

Intersection		- 13 ps			1 25.7				
Int Delay, s/veh	0.3			1,21, 1					
Movement	EBL	EBT				WBT	WBR	SBL	SBF
Vol, veh/h	5	154				435	240	3	
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	-	None				-	None	-	None
Storage Length						10.3		0	
Veh in Median Storage, #	2	0				0	-	0	
Grade, %		0				0		0	
Peak Hour Factor	62	62				65	65	45	45
Heavy Vehicles, %	0	3				1	0	0	
Mvmt Flow	8	248				669	369	7	13
Major/Misor	Majord		Contract of			E/F-12-10		145	100
Major/Minor	Major1	OCH CAL	_			Major2	100	Minor2	
Conflicting Flow All	1038	0				-	0	1119	854
Stage 1	-	2				•		854	
Stage 2								265	
Critical Hdwy	4.1	-				77.	-	6.4	6.2
Critical Hdwy Stg 1							-1 10 - 13	5.4	
Critical Hdwy Stg 2		•				*		5.4	
Follow-up Hdwy	2.2	D-12)*						3.5	3.3
Pot Cap-1 Maneuver	678	₹				-	-	231	361
Stage 1		114						421	
Stage 2	*	74				9	-	784	
Platoon blocked, %		- 1- 1-					- 1		
Mov Cap-1 Maneuver	678	0.51				ħ	-:	228	361
Mov Cap-2 Maneuver	- A D D D	100					1 7	228	W-
Stage 1		07#1					*	421	
Stage 2								773	
Approach	EB	1000	2 64		A	WB	W-1000	SB	
HCM Control Delay, s	0.3					110	700	17.8	
HCM LOS	0.5							C C	
Minor Lane/Major Mymt	EBL	EBT	WBT	WBR	SBLn1		17.00		V . 5 . 7 .
Capacity (veh/h)	678	LU!	-	WDIN.	302			H	12 11
HCM Lane V/C Ratio	0.012				0.066				
HCM Control Delay (s)		0		(*):					
	10.4	0	340	3	17.8				
HCM Lane LOS	В	Α	-	-	C				
HCM 95th %tile Q(veh)	0	-	-		0				

Int Delay, s/veh	0.4								
Movement	EBL	EBT	10	1 1 2	I STATE	WBT	WBR	SBL	SBI
Vol, veh/h	4	106	- 1			331	58	2	1
Conflicting Peds, #/hr	0	0				0	0	0	
Sign Control	Free	Free				Free	Free	Stop	Sto
RT Channelized	-	None				-	None	-	None
Storage Length		4					100	0	
Veh in Median Storage, #	-	0				0	-	0	
Grade, %		0				0		0	
Peak Hour Factor	69	69				82	82	69	69
Heavy Vehicles, %	0	1				1	0	0	
Mvmt Flow	6	154				404	71	3	14
Major/Minor	Major1					Major2		Minor2	
Conflicting Flow All	474	0	-						400
						-	0	604	439
Stage 1		-				*	•	439	
Stage 2	4.4	•						165	0.4
Critical Hdwy	4.1					(1 5) ;		6.4	6.2
Critical Hdwy Stg 1						-	:*:	5.4	
Critical Hdwy Stg 2		**				(#)		5.4	
Follow-up Hdwy	2.2					-		3.5	3.3
Pot Cap-1 Maneuver	1099	340				72	-	465	622
Stage 1		*						654	
Stage 2							•	869	
Platoon blocked, %		1							
Mov Cap-1 Maneuver	1099	3€0;				_5=3		462	622
Mov Cap-2 Maneuver		-						462	
Stage 1		: = (:				:: * :) }= ~	654	
Stage 2		(4)				2.EX		864	
Approach	ЕВ	15 1 3	12 ° 1 8	the state of		WB	75 H 25 S	SB	VIII STATE
HCM Control Delay, s	0.3							11.3	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1		1 (-		0 0, 10
Capacity (veh/h)	1099	-	-	11011	588				
HCM Lane V/C Ratio	0.005				0.03				
HCM Control Delay (s)	8.3	0			11.3				
HCM Lane LOS	. A	A	-		11.3 B				
IOW LAND LOS	A	A			D				



Intersection		San In	1 3 5	20. 1	718			396
Int Delay, s/veh	0.2							
Movement		EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		66	1	7 - 7	6	416	1	
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		-	None		-	None	<u>.</u>	None
Storage Length		-					0	
Veh in Median Storage, #		0	:=:			0	0	
Grade, %		0				0	0	1 1 1 1 1 1
Peak Hour Factor		73	73		89	89	50	50
Heavy Vehicles, %		3	0		0	1	0	8 2 0 (
Mvmt Flow		90	1		7	467	2	2
Major/Minor		Major1			Major2		Minor1	-
		Major1				^	TO THE PERSON NAMED IN COLUMN 1	0.
Conflicting Flow All		0	0		92	0	572	9′
Stage 1					_		91	
Stage 2		0	1981				481	
Critical Hdwy		(*)	:#Y		4.1	-	6.4	6.2
Critical Hdwy Stg 1					•	0.00	5.4	
Critical Hdwy Stg 2		340	3 = 01			7=	5.4	
Follow-up Hdwy		- 1	-		2.2	(4)	3.5	3.3
Pot Cap-1 Maneuver		-	<u>=</u> 0		1515	?≛	485	972
Stage 1							938	
Stage 2			. 		. 7:	(##)	626	2.0
Platoon blocked, %		-	- 1					
Mov Cap-1 Maneuver		; = 2;			1515	· ·	482	972
Mov Cap-2 Maneuver		-			-	(₩)	482	
Stage 1		18)	54		220	848	938	8
Stage 2							622	W = 10
Approach	11/15/10/51/11/5	EB	0.00		WB		NB	
HCM Control Delay, s					0.1		10.6	
HCM LOS							В	
Minor Lane/Major Mymt	NBLn1	EBT	EBR	WBL	WBT	10000		
Capacity (veh/h)	644	-	-	1515	3 .			
HCM Lane V/C Ratio	0.006			0.004	-			
HCM Control Delay (s)	10.6	-	-	7.4	0			
HCM Lane LOS	В			Α	Α			
HCM 95th %tile Q(veh)	0	ē	7	0	-			

1: Soule Rec Drive & Heath Street

Intersection		-0.0			774	75 3		
Int Delay, s/veh	0.2							
Movement	20 (30 d 10 d 10 d)	EBT	EBR	US EST	WBL	WBT	NBL	NBF
Vol, veh/h		57	0		1	255	3	
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		726	None		-	None		None
Storage Length							0	
Veh in Median Storage, #		0	-			0	0	
Grade, %		0				0	0	- 2
Peak Hour Factor		79	79		82	82	50	50
Heavy Vehicles, %		1	0		0	1	0	- 0
Mvmt Flow		72	0		1	311	6	2
Major/Minor		Majort			Major2		Minord	
	- S - S - S - S - S - S - S - S - S - S	Major1	^	-	Major2		Minor1	70
Conflicting Flow All		0	0		72	0	385	72
Stage 1		1,9	•				72	
Stage 2					4.4	T	313	
Critical Hdwy		5.50			4.1	=	6.4	6.2
Critical Hdwy Stg 1							5.4	ш.
Critical Hdwy Stg 2		::₩:	(#1)			-	5.4	
Follow-up Hdwy					2.2	6 1 . T. T.	3.5	3.3
Pot Cap-1 Maneuver		·	-		1541	=	622	996
Stage 1							956	
Stage 2			:=:			-	746	
Platoon blocked, %								
Mov Cap-1 Maneuver					1541	*	621	996
Mov Cap-2 Maneuver			-				621	
Stage 1			:=0		-	=	956	
Stage 2		*					745	
Approach		EB	S Do le	- 10-17	WB		NB	11 152 231
HCM Control Delay, s					0		10.3	
HCM LOS							В	
Minor Lang/Major Murat	NBLn1	EBT	EBR	WBL	WBT			
Minor Lane/Major Mvmt							10 - 10 - 20	11 9 1
Capacity (veh/h)	686	5.00	: =):	1541	-			
HCM Control Polon (a)	0.012	*	*	0.001	-			
HCM Control Delay (s)	10.3	S21		7.3	0			
HCM Lane LOS	В		-	A	Α			
HCM 95th %tile Q(veh)	0	•		0	-			

1: Site Drive & Heath Street

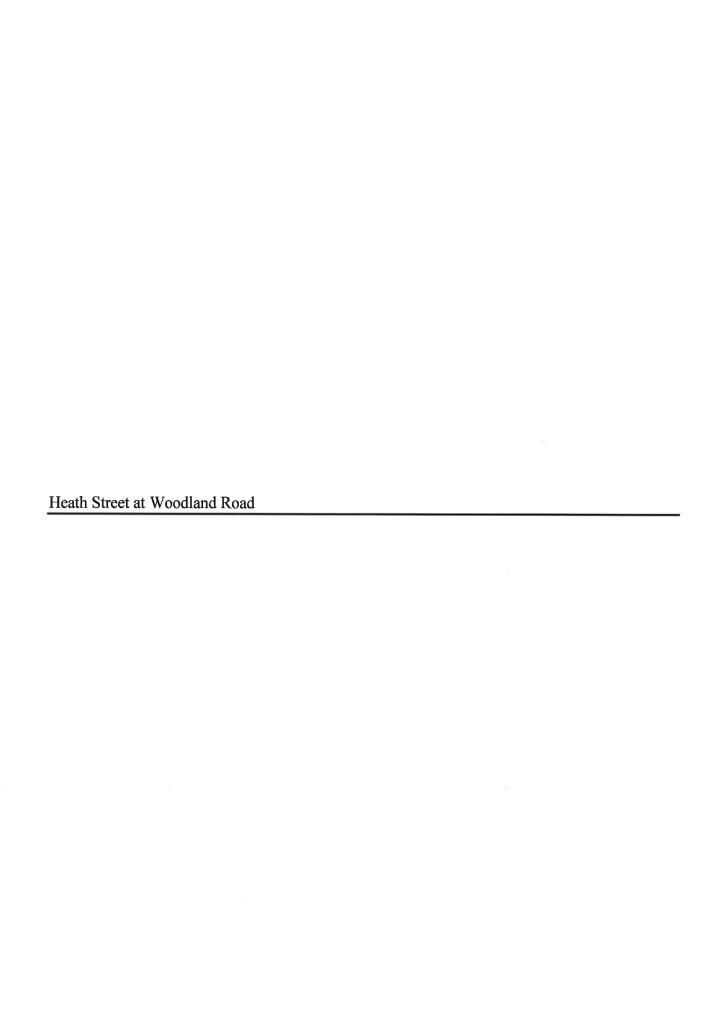
Intersection		LITTED.	- ulo	1.5	195			
Int Delay, s/veh	0.2							
Movement		EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		71	1		6	455	1	75.5
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		-	None	-	None
Storage Length		-					0	
Veh in Median Storage, #		0	-		-	0	0	
Grade, %		0				0	0	
Peak Hour Factor		73	73		89	89	50	50
Heavy Vehicles, %		3	0		0	1	0	7 1
Mvmt Flow		97	1		7	511	2	
Major/Minor		Major1			Major2		Minor1	
		0	0		Major2	0		0(
Conflicting Flow All		U			99		623	98
Stage 1					= =		98	
Stage 2					4.4		525	0.0
Critical Hdwy		n.	:#X		4.1		6.4	6.2
Critical Hdwy Stg 1			•		•		5.4	
Critical Hdwy Stg 2		, ·	~		-	<u>.</u>	5.4	
Follow-up Hdwy		(a)	*		2.2		3.5	3.3
Pot Cap-1 Maneuver		-	*		1507	*	453	963
Stage 1					*		931	
Stage 2		:::::::::::::::::::::::::::::::::::::::	1.50				598	,
Platoon blocked, %								Elv Bac
Mov Cap-1 Maneuver			-		1507		450	963
Mov Cap-2 Maneuver					- 4		450	
Stage 1		: ·	(m)		*	#:	931	
Stage 2		W .	-				594	
Approach		EB	71.25		WB	5 (10)	NB	13. 15. 15.
HCM Control Delay, s					0.1		10.9	
HCM LOS							В	
Minor Lane/Major Mymt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	613	lacted 8	-	1507	V-V-112-1			
HCM Lane V/C Ratio	0.007	-	-	0.004				
HCM Control Delay (s)	10.9		-	7.4	0			
HCM Lane LOS	10.9 B			7.4 A	A			
HCM 95th %tile Q(veh)	0			0				
HOW SOUT WILLS (VEII)	U		370	U	-			

1: Site Drive & Heath Street

Intersection	Jawas - FE		in City		1 2 1	2012		
Int Delay, s/veh	0.2							
Movement	San Janes and A	EBT	EBR	1186	WBL	WBT	NBL	NBF
Vol, veh/h		62	0		1	278	3	100 3
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized			None		<u>:</u>	None		Non
Storage Length							0	
Veh in Median Storage, #		0			943	0	0	
Grade, %		0				0	0	
Peak Hour Factor		79	79		82	82	50	5
Heavy Vehicles, %		1	0		0	1	0	· Little (
Mvmt Flow		78	0		1	339	6	
Major/Minor		Major1			Major2	10000	Minor1	
Conflicting Flow All		0	0		78	0	419	7:
Stage 1		-	-		-	-	78	
Stage 2		1 - 12			- 1		341	
Critical Hdwy			:20		4.1	_	6.4	6.:
Critical Hdwy Stg 1		74					5.4	0
Critical Hdwy Stg 2					2		5.4	
Follow-up Hdwy					2.2	P. L. 71	3.5	3.5
Pot Cap-1 Maneuver					1533	-	595	98
Stage 1					-		950	
Stage 2		740				_	725	
Platoon blocked, %		T Age	15 X .=				720	
Mov Cap-1 Maneuver			:20		1533	2	594	988
Mov Cap-2 Maneuver					1000		594	
Stage 1			-		-		950	
Stage 2					The l	5 -5	724	
Approach		EB	1000		WB		NB	15 16 6
HCM Control Delay, s		_ No.			0		10.5	
HCM LOS					- Š		В	
Minor Lane/Major Mymt	NBLn1	EBT	EBR	WBL	WBT		The Royal Print	27. 17
Capacity (veh/h)	660	-		1533	-			
HCM Lane V/C Ratio	0.012			0.001				
HCM Control Delay (s)	10.5	151		7.4	0			
HCM Lane LOS	B			Α.4	A			
HCM 95th %tile Q(veh)	0	3#3	(=)	0	-			

Intersection Int Delay, s/veh	231.7							
int Boldy, 6/40ii								
Movement		EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		71	86		128	470	205	134
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		2	None	-	None
Storage Length		- X	9.3				0	(
Veh in Median Storage, #		0	-		-	0	0	
Grade, %		0				0	0	
Peak Hour Factor		62	62		74	74	42	42
Heavy Vehicles, %		3	0		0	1	0	C
Mvmt Flow		115	139		173	635	488	319
Major/Minor	Name of the last	Major1	914	Same I	Major2	The said	Minor1	50 p. 6
Conflicting Flow All		0	0		253	0	1165	184
Stage 1			-		-	-	184	1/-
Stage 2						/T 17 11	981	
Critical Hdwy					4.1	3 = 1	6.4	6.2
Critical Hdwy Stg 1							5.4	
Critical Hdwy Stg 2		90	-		4:	93 4 8	5.4	
Follow-up Hdwy					2.2		3.5	3.3
Pot Cap-1 Maneuver		140	-		1324	525	~ 217	864
Stage 1		-					852	
Stage 2		- 8	-				~ 366	_
Platoon blocked, %							.,	
Mov Cap-1 Maneuver					1324		~ 173	864
Mov Cap-2 Maneuver							~ 173	
Stage 1			-			:5 = 5	852	2=
Stage 2			7.				~ 292	
Approach		EB		Call Hall	WB	STATE OF THE STATE	NB	متر التر
HCM Control Delay, s					1.7		\$ 534.6	
HCM LOS							- F	
Min and a supplied to the state of	MDI 4	NDI 0	PAT	FFF	14/50	14:17:15		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT		
Capacity (veh/h)	173	864		-	1324	-		
HCM Lane V/C Ratio	2.821	0.369			0.131			
HCM Control Delay (s)	\$ 876.5	11.6	=	-	8.1	0		
HCM Lane LOS	- × - F	В	- 1		Α	Α		
HCM 95th %tile Q(veh)	44	2	3	-	0	-		
Notes		100		V. La	U. ST			
~: Volume exceeds capacity	\$: Delay excee	ds 300s	+: Comp	outation I	Not Define	ed *: All r	najor volume in platoon	

Intersection				12 1	P. Call	THE PERSON	10 m	R - 2-11
Int Delay, s/veh	7.5							
Movement		EBT	EBR	5 (9.5)	WBL	WBT	NBL	NBF
Vol, veh/h		62	46		68	279	110	15
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		-	None		€	None	-	None
Storage Length		E-				- 5	0	
Veh in Median Storage, #		0	-			0	0	
Grade, %		0			-	0	0	
Peak Hour Factor		69	69		92	92	53	53
Heavy Vehicles, %		1	0		0	1	0	
Mvmt Flow		90	67		74	303	208	292
Major/Minor		Major1			Major2	II See See	Minor1	
Conflicting Flow All		0	0		157	0	574	123
					107		123	120
Stage 1		(A)			100			
Stage 2 Critical Hdwy					4.1		451 6.4	6.2
		; -):				371		0.4
Critical Howy Stg 1		-	-				5.4	
Critical Hdwy Stg 2		.=.			0.0	. . €(5.4	2.0
Follow-up Hdwy		•			2.2	200	3.5	3.3
Pot Cap-1 Maneuver		5-11	-		1435	-	484	933
Stage 1		1 8	8.0				907	
Stage 2					9.5	/ (%)	646	
Platoon blocked, %		0			4405		151	004
Mov Cap-1 Maneuver					1435	**	454	933
Mov Cap-2 Maneuver			•		:•	-	454	
Stage 1		**			X		907	
Stage 2			-		1150	*	606	
Approach	2 100 cm	EB	- Julius	- 198	WB		NB	118 -18
HCM Control Delay, s					1.5		14.3	
HCM LOS							В	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT		
	454	933			1435		-VALUE - X - X - X	
Capacity (veh/h) HCM Lane V/C Ratio		0.313	*	-				
	0.457				0.052	-		
HCM Long LOS	19.4	10.6	-	-	7.6	0		
HCM Lane LOS	C	В		•	A	Α		
HCM 95th %tile Q(veh)	2	1	8	•	0	-		



Intersection	A WAR	100	STORE B	EXE(5)	1000	THE REAL PROPERTY.		
Int Delay, s/veh	9.7							
Movement		EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		67	0	-11	0	166	256	384
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		:::::	None			None	-	None
Storage Length			15		-		40	
Veh in Median Storage, #		0	-		~	0	0	,
Grade, %		0	٠. بالب			0	0	
Peak Hour Factor		71	71		89	89	80	80
Heavy Vehicles, %		3	0		0	1		
Mvmt Flow		94	0		0	187	320	480
Major/Minor		Major1			Major2		Minor1	
Conflicting Flow All		0	0		94	0	281	94
Stage 1		U	-		54	U	94	94
Stage 2					-	AND IN SIL		
Critical Hdwy					4.1		187	0.00
Critical Hdwy Stg 1							6.4	6.22
							5.4	E MHS
Critical Hdwy Stg 2		•	(%		0.0	-	5.4	0.046
Follow-up Hdwy			27		2.2	100	3.5	3.318
Pot Cap-1 Maneuver		1.70	1847 -		1513		713	963
Stage 1			12.0		•		935	
Stage 2		(₩)	940			99 4 1	850	
Platoon blocked, %			-					
Mov Cap-1 Maneuver		:=:	4		1513	1/25	713	963
Mov Cap-2 Maneuver		- 20	W		•		713	
Stage 1		3			-		935	3.5
Stage 2						.18	850	
Approach		EB	12 15	THE PARTY OF THE P	WB		NB	- P - 1 - 1
HCM Control Delay, s							13.1	
HCM LOS							В	A 1
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	A STATE OF THE STA	Control of the Control
Capacity (veh/h)	713	963	LOI		1513			
HCM Lane V/C Ratio	0.449	0.498		- 1	1013	•		
HCM Control Delay (s)	14.1	12.4		A.Š.	_			
HCM Lane LOS				1.00	0			
HCM 95th %tile Q(veh)	В	В	3 7-5		A			
TION SOUL WILL CALACTE	2	3	~	:(* :	0	3.43		

Intersection		24 345					
Int Delay, s/veh	3.9	- 1155				verence per model	
Movement		EBT	EBR	WBI	_ WBT	NBL	NBI
Vol, veh/h		58	0		187	69	9
Conflicting Peds, #/hr		0	0		0 0	0	
Sign Control		Free	Free	Free	e Free	Stop	Sto
RT Channelized		-	None		- None		Non
Storage Length			2			40	
Veh in Median Storage, #		0			- 0		
Grade, %		0			- 0		
Peak Hour Factor		74	74	78	3 78		8
Heavy Vehicles, %		1	0) 2		
Mvmt Flow		39	0	(240		108
Major/Minor	ZSI WILLIAM N	Major1		Majora		Minor1	
Conflicting Flow All		0	0	39			20
Stage 1		U	Ū	38		39	39
Stage 2			-			240	
Critical Hdwy				4.		0.4	6.23
Critical Hdwy Stg 1		-		4.		5.4	0.2
Critical Hdwy Stg 2		-				- 4	
Follow-up Hdwy				2.2		3.5	3.327
Pot Cap-1 Maneuver				1584		715	
Stage 1							1030
Stage 2		J - 1 5	10. 1				The state of
Platoon blocked, %				2		805	
Mov Cap-1 Maneuver		•	V	1584	- 1	745	4000
Mov Cap-1 Maneuver			1.5			715	1030
		-	- V#			715	
Stage 1		-	0 *			989	
Stage 2		•	•		•	805	
Approach	Military Al	EB	7 37 4	WE	No. 3 Evel	NB	
HCM Control Delay, s						9.7	
HCM LOS						Α	
Minor Lane/Major Mymt	NBLn1	NBLn2	EBT	EBR WBL	WBT		1000
Capacity (veh/h)	715	1030	-	- 1584			
HCM Lane V/C Ratio	0.116	0.105	1	- 1304			
HCM Control Delay (s)	10.7	8.9		- (
LICAL one LOS	10.7	0.9	; <u></u>	- (

В

0

HCM Lane LOS

HCM 95th %tile Q(veh)

Int Delay, s/veh	10.5							
Movement	100	EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		72	0		0	180	281	41
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		1/2	None		-	None	8	None
Storage Length			•		-		40	= 4
Veh in Median Storage, #		0	2.70		-	0	0	
Grade, %		0			-	0	0	
Peak Hour Factor		71	71		89	89	80	8
Heavy Vehicles, %		3	0		0	1	0	
Mvmt Flow		101	0		0	202	351	524
Major/Minor		Major1		(SELE	Major2		Minor1	
Conflicting Flow All		0	0	-	101	0	303	10
Stage 1		, U	U		101	U	101	10
Stage 2							202	
Critical Hdwy					4.1	-	6.4	6.23
Critical Hdwy Stg 1		•			4.1		5.4	0.2
Critical Hdwy Stg 2					-		5.4	
Follow-up Hdwy			:•0:		2.2	_	3.5	3.318
Pot Cap-1 Maneuver					1504	2	693	
Stage 1					1004		928	954
			1 5		51	•		
Stage 2						•	837	
Platoon blocked, %		5.5			4504	10	202	0.5
Mov Cap-1 Maneuver		353	:=::		1504	*	693	954
Mov Cap-2 Maneuver			-		*		693	
Stage 1		**	:=//		*		928	
Stage 2			*		-		837	
Approach		EB	1788	- N	WB		NB	US20750
HCM Control Delay, s							14.1	
HCM LOS							В	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	2 (5) (5) - 1 (4) (5)	
Capacity (veh/h)	693	954	-	-	1504			
HCM Lane V/C Ratio	0.507	0.549			1007	0.50		
HCM Control Delay (s)	15.4	13.3	- 1	9	0	325		
HCM Lane LOS	13.4 C	13.3 B			A	7/20		
HCM 95th %tile Q(veh)	U	3	-		0			

Intersection	a to Samore Sa	- 1 72		nijejnja			THE SECTION AS IN	- 71 E V - 15 - 15 - 15 - 15 - 15 - 15 - 15 -
Int Delay, s/veh	4.1							
Movement	The Name of	EBT	EBR	SOL PL	WBL	WBT	NBL	NBF
Vol, veh/h		63	0	_	0	202	77	99
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized			None		-	None	·-	None
Storage Length		-			-		40	(
Veh in Median Storage, #		0	: :			0	0	- ,
Grade, %		0				0	0	
Peak Hour Factor		74	74		78	78	83	83
Heavy Vehicles, %		1	0		0	2	0	3
Mvmt Flow		43	0		0	259	93	119
Major/Minor		Major1			Majar2	11000000	Minord	
Conflicting Flow All			0		Major2	^	Minor1	AC
		0	0		43	0	302	43
Stage 1		-	:-0:		*		43	
Stage 2			•		4.4		259	2.22
Critical Hdwy		-	:=/:		4.1		6.4	6.23
Critical Hdwy Stg 1		-	•			-	5.4	7
Critical Hdwy Stg 2		: 20	- 1			-	5.4	0.5
Follow-up Hdwy		•	•		2.2	-	3.5	3.327
Pot Cap-1 Maneuver			æ.		1579	355	694	1025
Stage 1					7		985	= 14
Stage 2					- =	070	789	29
Platoon blocked, %) * :				741		
Mov Cap-1 Maneuver		340	₩:		1579	846	694	1025
Mov Cap-2 Maneuver		*	2		2	- 2	694	29
Stage 1		-	-		-		985	
Stage 2					1 3		789	- 11-
Approach		EB	LE L	215	WB	N 10 40	NB	
HCM Control Delay, s							9.9	
HCM LOS							A	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT		
Capacity (veh/h)	694	1025			1579			telles really
HCM Lane V/C Ratio				-	10/8	*		
	0.134	0.116	*		-			
HCM Control Delay (s)	11	9	- :	1	0	(<u>*</u>)		
HCM Lane LOS	В	Α	.5.		A	:*:		
HCM 95th %tile Q(veh)	0	0	=	₩.	0	<u>) • ;</u>		

Intersection	24.4							
Int Delay, s/veh	34.1							
Movement		EBT	EBR	1	WBL	WBT	NBL	NBF
Vol, veh/h		205	0		0	308	290	420
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		2	None		None
Storage Length			-		-	-	40	(
Veh in Median Storage, #		0	:=:		-	0	0	
Grade, %		0	-			0	0	
Peak Hour Factor		53	53		67	67	78	78
Heavy Vehicles, %		3	0		0	1	0	2
Mymt Flow		387	0		Ö	460	372	538
WWWTTOW		307				400	012	330
Major/Minor	20 10 10	Major1		6º 1518	Major2		Minor1	1000
Conflicting Flow All		0	0		387	0	847	387
Stage 1						n.	387	
Stage 2							460	
Critical Hdwy			947		4.1	::e:	6.4	6.22
Critical Hdwy Stg 1					= 11	-	5.4	
Critical Hdwy Stg 2) = :	-		_	944	5.4	2
Follow-up Hdwy			100		2.2	-	3.5	3.318
Pot Cap-1 Maneuver		227	41		1183	200	~ 335	661
Stage 1		- 1					691	
Stage 2		- 150					640	
Platoon blocked, %							010	
Mov Cap-1 Maneuver			-		1183		~ 335	661
Mov Cap-2 Maneuver		1941			1100	N=1	~ 335	001
Stage 1						24	691	
Stage 2			E a:		- 16		640	
Stage 2		-			-		040	
Approach	11 12 10 10	EB		118/15	WB	- SE THE	NB	
HCM Control Delay, s							65.8	
HCM LOS							F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	1、在1985年17日A	1 200
Capacity (veh/h)	335	661	*	-	1183	:#:		
HCM Lane V/C Ratio	_ 1.11	0.815	-	-	•	-		
HCM Control Delay (s)	117.8	29.9	=	=	0	**		
HCM Lane LOS	F	D	2		Α	•		
HCM 95th %tile Q(veh)	14	8	9	π.	0			
Notes	10000	1941	8) Y				C PER LOCK BELL	3 5 5
~: Volume exceeds capacity	\$: Delay excee	ds 300s	+: Comp	outation N	Not Define	ed *: All r	najor volume in platoon	

Intersection Int Delay, s/veh	3.5							
int Boldy, 6, von								
Movement		EBT	EBR	XETE AL	WBL	WBT	NBL	NB
Vol, veh/h		217	0		0	270	77	10
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		-	None		-	None	-	Non
Storage Length							40	
Veh in Median Storage, #		0	-		-	0	0	
Grade, %		0	-			0	0	
Peak Hour Factor		60	60		91	91	83	8
Heavy Vehicles, %		1	0		0	2	0	
Mvmt Flow		181	0		0	297	93	12
Major/Minor		Major1		50 XII.	Major2	-7	Minor1	
Conflicting Flow All		0	0		181	0	478	18
Stage 1		U					181	10
Stage 2		: * X			7.55	(%)	297	
Critical Hdwy					4.1		6.4	6.2
Critical Hdwy Stg 1		:=//	•				5.4	0.2
Critical Hdwy Stg 2		•	-		•	•	5.4	
Follow-up Hdwy			*		2.2) (6	3.5	3.32
		•			1407		550	85
Pot Cap-1 Maneuver			-		1407			00
Stage 1		•	11.3		1.5		855	
Stage 2					157		758	
Platoon blocked, %		•			4.407		EEO	05
Mov Cap-1 Maneuver					1407	3 .4 (550	859
Mov Cap-2 Maneuver			-		> 	-	550	
Stage 1		•	-		(=)	~	855	
Stage 2		2	<u>=</u>		/ = :	•	758	
Approach		EB	8530	1, 1, 10	WB	100000	NB	
HCM Control Delay, s							11.2	
HCM LOS							В	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 /	
Capacity (veh/h)	550	859	-	-	1407	V/V/AD/ ()		
HCM Lane V/C Ratio	0.169	0.14	_	-	1707	-		
HCM Control Delay (s)	12.9	9.9	-	-	0			
HCM Lane LOS	12.9 B	9.9 A	-	-	A			
	D	A			А			



Intersection	EL STATE OF THE ST	2311	NAVO	F 6 3	975	W. S.	150	A STATE OF THE STATE OF	537.53
Int Delay, s/veh	1.7								v
Movement	EBL	EBT				WBT	WBR	SBL	SBF
Vol, veh/h	101	350				164	13	7	2
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	5	None				+	None		None
Storage Length						J. J. J.	A 4	0	
Veh in Median Storage, #		0				0	(=)	0	
Grade, %		0				0		0	
Peak Hour Factor	80	80				92	92	56	56
Heavy Vehicles, %	2	2				0	0	0	50
Mvmt Flow	126	438				178	14	12	4
Major/Minor	Major1				-	Major2		Minor2	
Conflicting Flow All	192	0			-	Major2	0		405
						Y=1	0	875	185
Stage 1						()+:		185	· ·
Stage 2								690	
Critical Hdwy	4.12					2 <u>4</u> :	-	6.4	6.7
Critical Hdwy Stg 1								5.4	
Critical Hdwy Stg 2	-	7.61				1,6		5.4	
Follow-up Hdwy	2.218							3.5	3.75
Pot Cap-1 Maneuver	1381	:50				: 2:	-	322	748
Stage 1	la la la la la la la la la la la la la l							852	
Stage 2	.*	(40				390	3 9 0;	502	: -
Platoon blocked, %						1.9	-		
Mov Cap-1 Maneuver	1381	(=)				: #:	: # 0	283	748
Mov Cap-2 Maneuver							*	283	
Stage 1	•	<u></u>					-	852	
Stage 2		•					- 11	441	
Approach	EB	A Dist		VOI 1	Corp. In	WB		SB	
HCM Control Delay, s	1.8							16.5	
HCM LOS								L. C.	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1		100 N SV.	1,981 //e-	
Capacity (veh/h)	1381	-	- 1101	TIDIX	328				
HCM Lane V/C Ratio	0.091			-	0.049				
HCM Control Delay (s)	7.9	0			16.5				
HCM Lane LOS		A	A) #	7.00					
HCM 95th %tile Q(veh)	A	А	π.		C				
FICINI SOUT WITH MINE MINE	0	-		(100)	0				

Intersection	ERIC WES	1235 X 14	59510	3.00	100	NE HOLD			- 15 p 110
Int Delay, s/veh	0.9								
Movement	EBL	EBT				WBT	WBR	SBL	SBF
Vol, veh/h	26	122	- 701			186	12	7	00,
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized		None					None	-	None
Storage Length			- 1			11.		0	VILLE ALV
Veh in Median Storage, #		0				0	36	0	
Grade, %		0				0		0	And the last
Peak Hour Factor	80	80				76	76	67	67
Heavy Vehicles, %	8	2				1	0	0	in a little
Mvmt Flow	32	152				245	16	10	1
MalauMiusu	Mataud					14-10		N. W. C. C. C. C. C. C. C. C. C. C. C. C. C.	I to Stule
Major/Minor	Major1	0				Major2	III E TO LONG	Minor2	050
Conflicting Flow All	261	0				- 1	0	471	253
Stage 1	**	-				-		253	
Stage 2	4.40							218	0.0
Critical Hdwy	4.18						-	6.4	6.2
Critical Hdwy Stg 1								5.4	
Critical Hdwy Stg 2		(#X). = :	-	5.4	
Follow-up Hdwy	2.272							3.5	3.3
Pot Cap-1 Maneuver	1269	?⊕9				700	-	555	791
Stage 1								794	
Stage 2	12	-				-	•	823	9
Platoon blocked, %						1 -4.6			
Mov Cap-1 Maneuver	1269						-	539	791
Mov Cap-2 Maneuver						350	12 May 10	539	
Stage 1	>≘(;●,6				:- 	:e::	794	19
Stage 2	distribution and					7 4 0		800	
Approach	EB			28/8	A PO	WB		SB	10 -10 -
HCM Control Delay, s	1.4							11.6	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1269	-	-		561				
HCM Lane V/C Ratio	0.026	-		-	0.021				
HCM Control Delay (s)	7.9	0	-	X +	11.6				
HCM Lane LOS	A	Α		- 4	В				
HCM 95th %tile Q(veh)	0		_	<u>=</u>	0				

Intersection	A NOTE OF	1-15/6	N. E. B.	134	- 5 3		Mary Mary	10 S 10 S 11 -40	
Int Delay, s/veh	1.5								
Movement	EBL	EBT	- 30		1 000	WBT	WBR	SBL	SBF
Vol, veh/h	109	382				178	114	8	
Conflicting Peds, #/hr	0	0				0	0	0	
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	-	None				-	None	-	None
Storage Length		-				-	2	0	
Veh in Median Storage, #	-	0				0	₽	0	
Grade, %		0				0		0	
Peak Hour Factor	80	80				92	92	56	56
Heavy Vehicles, %	2	2				0	0	0	50
Mvmt Flow	136	478				193	124	14	4
Major/Minor	Majord					NA-F-IA		P	
	Major1	•		(A) (A)	- VIII	Major2		Minor2	
Conflicting Flow All	317	0					0	1005	255
Stage 1	3.00					-		255	74
Stage 2	4.40	•				-		750	
Critical Hdwy	4.12	-				-	(*)	6.4	6.7
Critical Hdwy Stg 1	•							5.4	2.5
Critical Hdwy Stg 2	0.040					25	S#3	5.4	
Follow-up Hdwy	2.218					3.5		3.5	3.75
Pot Cap-1 Maneuver	1243	:52				3 ₩ 3		270	680
Stage 1	-	(#)						792	
Stage 2						8=	*	470	
Platoon blocked, %		-				-	*		
Mov Cap-1 Maneuver	1243	·					•	230	680
Mov Cap-2 Maneuver	*	-						230	
Stage 1	*	30					; • ;	792	-
Stage 2							*:	400	
Approach	EB	The late		140 16	J. KUJEN	WB	KE VIEW	SB	138
HCM Control Delay, s	1.8							19.6	
HCM LOS								C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1			V	
Capacity (veh/h)	1243					- /			
HCM Lane V/C Ratio				(*)	265				
	0.11	-	7	0.5	0.067				
HCM Control Delay (s)	8.3	0	=	3=1	19.6				
HCM Ceth ((tile C(teh))	A	Α	•	(1 -1)	C				
HCM 95th %tile Q(veh)	0	-	-	: - :	0				

Intersection	The State of	(- J.	ET III	E. C.	P 200 3				100
Int Delay, s/veh	0.9								
Movement	EBL	EBT	1000	. 15 00		WBT	WBR	SBL	SBF
Vol, veh/h	28	134		7		201	13	8	
Conflicting Peds, #/hr	0	0				0	0	0	C
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	361	None					None	•	None
Storage Length							=	0	
Veh in Median Storage, #	7=0	0				0	741	0	- 64
Grade, %		0				0		0	
Peak Hour Factor	80	80				76	76	67	67
Heavy Vehicles, %	8	2				- 1	0	0	
Mvmt Flow	35	168				264	17	12	1
Major/Minor	Major1		INTERNATION IN		-	Major2		Minor2	
Conflicting Flow All	282	0	-	A-1-100			0	511	273
Stage 1	202	U				:•	0		213
						N¥!		273	
Stage 2	4.40	•				•		238	
Critical Hdwy	4.18	-				-		6.4	6.2
Critical Hdwy Stg 1							-	5.4	
Critical Hdwy Stg 2		1.70				1.00	-	5.4	
Follow-up Hdwy	2.272	•						3.5	3.3
Pot Cap-1 Maneuver	1247	:=>;				(100)) * .	526	771
Stage 1		•						778	
Stage 2	·	: = 5				(1 <u>2</u>)		806	34
Platoon blocked, %		•					(4)		
Mov Cap-1 Maneuver	1247	-					*	510	771
Mov Cap-2 Maneuver								510	
Stage 1						:#:	5 .7 .2	778	
Stage 2								781	
Approach	EB	W 15 "	2-17	I West	g long a	WB	-	SB	II A J II I S
HCM Control Delay, s	1.4							12	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	Wh B	37 200		- 1-10 ⁻¹ -2 ⁻
Capacity (veh/h)	1247	-		-	530				
HCM Lane V/C Ratio	0.028				0.025				
HCM Control Delay (s)	0.028	0			12				
HCM Lane LOS		A		175	B				
	A	А	•						
HCM 95th %tile Q(veh)	0	-	×	%¥(0				

Intersection	والماليات بالأياب		13/0,0		2 200	NO IL	N. A. ST. Pal	1	11000
Int Delay, s/veh	1.6								
Movement	EBL	EBT				WBT	WBR	SBL	SBF
Vol, veh/h	109	516				306	114	8	
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized	-	None					None	-	None
Storage Length								0	
Veh in Median Storage, #	-	0				0	-	0	
Grade, %	-	0				0	-	0	
Peak Hour Factor	66	66				68	68	56	56
Heavy Vehicles, %	2	2				0	0	0	50
Mvmt Flow	165	782				450	168	14	4
Veri and House	1 Participal		-		and the same of th			10-0	
Major/Minor	Majort	0				Major2	•	Minor2	50
Conflicting Flow All	618	0					0	1646	534
Stage 1							U 	534	-
Stage 2							•	1112	
Critical Hdwy	4.12	2.50					0,00	6.4	6.7
Critical Hdwy Stg 1							-	5.4	
Critical Hdwy Stg 2	24	3=3				2		5.4	
Follow-up Hdwy	2.218	121					-	3.5	3.75
Pot Cap-1 Maneuver	962	•						111	463
Stage 1		-						592	
Stage 2	1.E						S#2	317	
Platoon blocked, %									
Mov Cap-1 Maneuver	962					196	: *:	77	463
Mov Cap-2 Maneuver	-					-	-	77	
Stage 1	28	-				NA:	:=:	592	14
Stage 2		*				*	•	221	
Approach	EB	. 100			UITE TO	WB		SB	W-3 8 D I
HCM Control Delay, s	1.7		1122			WD		53.3	0.00
	1.7								
HCM LOS								F.	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	NEW Y	DE HEL	Pales Salus	
Capacity (veh/h)	962	5#7		×	92				
HCM Lane V/C Ratio	0.172	-	-	~ ~	0.194				
HCM Control Delay (s)	9.5	0	4	2	53.3				
HCM Lane LOS	A	A			F				
HCM 95th %tile Q(veh)	1		-		1				

Intersection	200		SEF	11 240	THE REAL PROPERTY.	W. 18	1 5 1	202 10 10 2	- Info
Int Delay, s/veh	0.7								
Movement	EBL	EBT		36317	131 150	WBT	WBR	SBL	SBF
Vol, veh/h	28	289				269	13	8	
Conflicting Peds, #/hr	0	0				0	0	0	(
Sign Control	Free	Free				Free	Free	Stop	Stop
RT Channelized		None					None	-	None
Storage Length		_						0	
Veh in Median Storage, #		0				0		0	9
Grade, %		. 0				0		0	
Peak Hour Factor	68	68				88	88	67	67
Heavy Vehicles, %	8	2				1	0	0	(
Mvmt Flow	41	425				306	15	12	
Major/Minor	Majort			-		Major2	-	Minor	
Major/Minor Conflicting Flow All	Major1 320	0			Non-level		0	Minor2	241
	320	U					0	820	313
Stage 1		?,€				*	*	313	
Stage 2	4.40							507	0.0
Critical Hdwy	4.18	:=:						6.4	6.2
Critical Hdwy Stg 1						•	*	5.4	
Critical Hdwy Stg 2						8	÷	5.4	
Follow-up Hdwy	2.272					- 5	-	3.5	3.3
Pot Cap-1 Maneuver	1207	:::						347	732
Stage 1								746	_ ,
Stage 2	*	:;•€:				-	€	609)
Platoon blocked, %		7#3							
Mov Cap-1 Maneuver	1207	949				=	12	332	732
Mov Cap-2 Maneuver	-					2	1/2	332	
Stage 1	ž.					-	-	746	
Stage 2							0.50	582	
Approach	EB	DOMES				WB	1-2/6	SB	
HCM Control Delay, s	0.7					100000		15.6	
HCM LOS	0.1							C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	OF PERSON	C THE		
Capacity (veh/h)	1207	- 4	14	-	353				
HCM Lane V/C Ratio	0.034			-	0.038				
HCM Control Delay (s)	8.1	0		-	15.6				
HCM Lane LOS	Α	Ā			C				
HCM 95th %tile Q(veh)	0				0				



Intersection		- 5 3 5 5 7	3 1/13		0-1/2	1 125 1	E 1 1 1 2 1 2 1 2 1 2 1	
Int Delay, s/veh	4.2							11
Movement		EBT	EBR	5084	WBL	WBT	NBL	NBF
Vol, veh/h	10.75	222	99	111111	31	133	81	64
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		-	None	-	None
Storage Length		- 7 -				1	0.7	
Veh in Median Storage, #		0	→)		~	0	0	
Grade, %		0				0	0	
Peak Hour Factor		85	85		81	81	73	73
Heavy Vehicles, %		2	1		0	2	0	7.55, 1
Mvmt Flow		261	116		38	164	111	88
Major/Minor		Major1	03000		Major2		Minor1	
Conflicting Flow All		0	0		378	0	560	319
Stage 1		-	-		010	•	319	010
Stage 2							241	
Critical Hdwy					4.1		6.4	6.22
Critical Hdwy Stg 1		15.12	14.1				5.4	0.22
Critical Hdwy Stg 2		121	-			1-	5.4	20 2 5 10
Follow-up Hdwy					2.2		3.5	3.318
Pot Cap-1 Maneuver		- 51			1192		493	722
Stage 1			-				741	1 22
Stage 2		-	7 7		1 0 10-			
Platoon blocked, %		(#0			-	(*)	804	·
		•			4400		470	700
Mov Cap-1 Maneuver		(*)	-		1192	:#:	476	722
Mov Cap-2 Maneuver		- II -			AT 182		476	mily 3
Stage 1		- 27					741	
Stage 2							776	i i i i i i i
Approach		EB	767.2	VENT S	WB		NB	avalle e
HCM Control Delay, s					1.5		14.9	
HCM LOS							В	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	560	-	1	1192	72			
HCM Lane V/C Ratio	0.355			0.032				
HCM Control Delay (s)	14.9			8.1	0			
HCM Lane LOS	14.3 B	- 100		Α.1	A			
HCM 95th %tile Q(veh)	2			0	-			

Intersection		- 177	- 1773	L TELL	262 5	THE SECOND SECOND	SOLDING THE	9 PAY 1/2
Int Delay, s/veh	2.3							
Movement		EBT	EBR		WBL	WBT	NBL	NBF
Vol, veh/h		58	48	77.5	25	135	28	1:
Conflicting Peds, #/hr		0	0		0	0	0	(
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		-	None	-	None
Storage Length		20					0	
Veh in Median Storage, #		0	3 # 3		-	0	0	
Grade, %		0			1	0	0	
Peak Hour Factor		91	91		89	89	71	7
Heavy Vehicles, %		2	0		8	0	4	EARLEN
Mvmt Flow		64	53		28	152	39	17
Major/Minor		Major1		100	Major2		Minor1	
Conflicting Flow All		0	0		116	0	298	90
Stage 1			-		-	-	90	30
Stage 2		-					208	
Critical Hdwy			141		4.18	2	6.44	6.28
Critical Hdwy Stg 1			1.75		4.10		5.44	0.20
Critical Hdwy Stg 2			- M 18-				5.44	
Follow-up Hdwy			-		2.272		3.536	3.372
Pot Cap-1 Maneuver		(-)			1436		689	95
Stage 1					1400	5 5 125	928	30
Stage 2		-					822	
Platoon blocked, %		-	uri ura				022	
Mov Cap-1 Maneuver			-		1436	7-	675	951
Mov Cap-2 Maneuver		- 4	1514		1400		675	
Stage 1						1176	928	
Stage 2							805	
91								
Approach		EB		15 4	WB	W 1 2 3	NB	1 1
HCM Control Delay, s					1.2		10.3	<u> </u>
HCM LOS							В	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	739	-		1436	-			
HCM Lane V/C Ratio	0.076	713		0.02	101			
HCM Control Delay (s)	10.3	17.0		7.6	0			
HCM Lane LOS	В	1000		Α.	A			
HCM 95th %tile Q(veh)	0		*	0	-			

Intersection		- 22 - 1	1000		100 67	3 25 10 10		13
Int Delay, s/veh	4.6							
Movement		EBT	EBR	D. 20 T.	WBL	WBT	NBL	NBI
Vol, veh/h		243	107		35	144	88	6
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		-	None			None		Non
Storage Length		-	-		-		0	
Veh in Median Storage, #		0	-		-	0	0	
Grade, %		0			-	0	0	
Peak Hour Factor		85	85		81	81	73	7:
Heavy Vehicles, %		2	1		0	2	0	
Mvmt Flow		286	126		43	178	121	9
Major/Minor		Major1		CHILL IN	Major2		Minor1	
Conflicting Flow All		0	0		412	0	613	349
Stage 1			U		412	U	349	348
Stage 2					-		264	
Critical Hdwy					4.1		6.4	6.2
Critical Hdwy Stg 1			-		4, 1		5.4	0.2
Critical Hdwy Stg 2		7			•		5.4 5.4	
Follow-up Hdwy		-	-		2.2		3.5	2.24
Pot Cap-1 Maneuver		-	-					3.318
		-			1158	-	459	694
Stage 1			-				719	
Stage 2		_	-		-	-	785	
Platoon blocked, %					4450		440	00
Mov Cap-1 Maneuver			1.5		1158		440	694
Mov Cap-2 Maneuver			15			=	440	
Stage 1		-	(3.00)				719	
Stage 2			0₩1			•	753	
Approach		EB	152 y 70	250	WB	J. 100 1 1 1	NB	Figure 18 S
HCM Control Delay, s					1.6		16.6	
HCM LOS							С	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	1000 7, 1850 1		
Capacity (veh/h)	524	-	LUIT	1158				
HCM Lane V/C Ratio	0.41	115		0.037	_			
HCM Control Delay (s)	16.6	355	_	8.2	0			
HCM Lane LOS	10.0 C	0.91	7	6.2 A	A			
HCM 95th %tile Q(veh)	2			0	A			

Int Delay, s/veh	2.3							
Movement	KE S NO F W	EBT	EBR		WBL	WBT	NBL	NBI
Vol, veh/h		65	52		27	146	30	1:
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		- 2	None	-	None
Storage Length		-					0	
Veh in Median Storage, #		0	-		-	0	0	
Grade, %		0			-	0	0	
Peak Hour Factor		91	91		89	89	71	7
Heavy Vehicles, %		2	0		8	0	4	
Mvmt Flow		71	57		30	164	42	18
Major/Minor		Major1		7090	Major2		Minor1	
Conflicting Flow All		0	0		129	0	325	100
Stage 1		-			-	-	100	100
Stage 2					-		225	
Critical Hdwy		-			4.18		6.44	6.28
Critical Hdwy Stg 1							5.44	0.2
Critical Hdwy Stg 2		/=:	-		_	746	5.44	
Follow-up Hdwy					2.272		3.536	3.372
Pot Cap-1 Maneuver		-	-		1420	∂.	665	939
Stage 1					1420		919	300
Stage 2							808	
Platoon blocked, %		750					000	
Mov Cap-1 Maneuver		-	-		1420	-	650	939
Mov Cap-2 Maneuver		-	-		1420		650	300
Stage 1			-		_	-	919	
Stage 2			-				789	
Approach		EB			WB	71 - 5-0	NB	30.20
HCM Control Delay, s					1.2		10.5	
HCM LOS							В	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	717	:-):	-	1420	and the second			
HCM Lane V/C Ratio	0.084	181		0.021	_			
HCM Control Delay (s)	10.5	2	-	7.6	0			
HCM Lane LOS	В			Α.	A			
HCM 95th %tile Q(veh)	0			0	^			

Intersection	STATE OF			Range Co		. B. F.		G 10 100
Int Delay, s/veh	25.3							
Movement		EBT	EBR		WBL	WBT	NBL	NB
Vol, veh/h		270	214		35	217	143	6
Conflicting Peds, #/hr		0	0		0	0	0	
Sign Control		Free	Free		Free	Free	Stop	Sto
RT Channelized		-	None		2	None	-	Non
Storage Length		-					0	
Veh in Median Storage, #		0	-		5	0	0	
Grade, %		0			-	0	0	
Peak Hour Factor		65	65		75	75	63	6
Heavy Vehicles, %		2	1		0	2	0	
Mvmt Flow		415	329		47	289	227	11
Major/Minor		Major1			Major2		Minor1	
Conflicting Flow All		0	0		745	0	963	58
Stage 1			-		140	-	580	00
Stage 2							383	
Critical Hdwy		- 100	-		4.1		6.4	6.2
Critical Hdwy Stg 1					7.1		5.4	0.2
Critical Hdwy Stg 2			-		_	-	5.4	
Follow-up Hdwy					2.2		3.5	3.31
Pot Cap-1 Maneuver			2		872	925	286	51
Stage 1					-		564	
Stage 2		- 170			-		694	
Platoon blocked, %								
Mov Cap-1 Maneuver		:=/.			872	·	268	51
Mov Cap-2 Maneuver		-			-		268	0.1
Stage 1					124	-	564	
Stage 2		-	- 2		1/4	*	650	
Approach		EB	E10.00		WB		NB	1000
HCM Control Delay, s					1.3		105.1	
HCM LOS					1.0		F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	317	-	EDIA -	872	10/20		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN	
HCM Lane V/C Ratio	1.062	.=);	_	0.054				
HCM Control Delay (s)	1.062	20%	-	9.4	0			
	105.1	921			0			
HCM Lane LOS	13	-		A	Α			
HCM 95th %tile Q(veh)	13	17.1	-	0	-			

Intersection		12.00	100	M. P. Charles	No.	15/01		5 Su 12 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	100
Int Delay, s/veh	1.7								
Movement		EBT	EBR	777.03	WBL	WBT		NBL	NBF
Vol, veh/h		91	181		27	191		53	1:
Conflicting Peds, #/hr		0	0		0	0		0	
Sign Control		Free	Free		Free	Free		Stop	Stop
RT Channelized		-	None		:•2	None			None
Storage Length		-	-		- (#)			0	
Veh in Median Storage, #		0	-		: # 0	0		0	
Grade, %		0	-		-	0		0	
Peak Hour Factor		67	67		96	96		88	88
Heavy Vehicles, %		2	0		8	0		4	
Mvmt Flow		136	270		28	199		60	15
Major/Minor	1 1 12 6 1 16	Major1			Major2	18 1100	10.70	Minor1	100
Conflicting Flow All		0	0		406	0		526	27
Stage 1			-		400	-		271	21
Stage 2								255	
Critical Hdwy					4.18	2		6.44	6.28
Critical Hdwy Stg 1			- 2		4.10			5.44	0.20
Critical Hdwy Stg 2		2.			127	2		5.44	
Follow-up Hdwy					2.272			3.536	3.372
Pot Cap-1 Maneuver					1121	-		509	753
Stage 1					1121			770	7.00
Stage 2		-			-	-		783	
Platoon blocked, %								700	
Mov Cap-1 Maneuver		72	(=)		1121	Û.		495	753
Mov Cap-2 Maneuver			10		1121	-		495	750
Stage 1						2		770	
Stage 2		- 2						761	
Olage 2								701	
Approach	5275 J. Vie	EB		Carni.	WB	2013	PARTIE N	NB	
HCM Control Delay, s					1			12.9	
HCM LOS								В	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		10		diam'r.
Capacity (veh/h)	531	7	:=:	1121	==				
HCM Lane V/C Ratio	0.141			0.025					
HCM Control Delay (s)	12.9		-	8.3	0				
HCM Lane LOS	В			Α	A				
HCM 95th %tile Q(veh)	0			0					

James Horace Circle

₩ Site: Existing AM

New Site Roundabout

Mov	OD	rmance - Vel Demand		Deg	Average	Level of	95% Back o	of Duays	Prop	Effective	A.,
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Average Speed
1 5. 7.		veh/h	%	v/c	sec		veh	ft		per veh	mpl
	Lagrange St										
3b	L3	1	2.0	1.384	214.5	LOS F	57.2	1453.2	1.00	3.88	8.
3a	L1	73	2.0	1.384	214.5	LOS F	57.2	1453.2	1.00	3.88	8.
18a	R1	482	2.0	1.384	214.5	LOS F	57.2	1453.2	1.00	3.88	8.
18b	R3	2	2.0	1.384	214.5	LOS F	57.2	1453.2	1.00	3.88	8.
Approac	ch	558	2.0	1.384	214.5	LOS F	57.2	1453.2	1.00	3.88	8.
SouthE	ast: Newton	Street (South)	1-								
3bx	L3	1	1.0	1.305	171.8	LOS F	63.0	1587.8	1.00	4.19	10.
3x	L2	11	1.0	1.305	171.8	LOS F	63.0	1587.8	1.00	4.19	10.
8x	T1	1501	1.0	1.305	171.2	LOS F	65.4	1647.2	1.00	4.26	9.
18x	R2	399	1.0	0.250	0.0	LOS A	0.0	0.0	0.00	0.00	34.
Approac	ch	1912	1.0	1.305	135.5	LOS F	65.4	1647.2	0.79	3.37	11.
NorthEa	ast: Hammo	nd Street									
1x	L2	148	3.0	0.366	15.7	LOS C	1.1	28.7	0.73	0.78	25.
1ax	L1	84	3.0	0.828	41.5	LOS E	4.4	113.4	0.89	1.20	19.
6x	T1	162	3.0	0.828	41.5	LOS E	4.4	113.4	0.89	1.20	19.
16x	R2	112	3.0	0.828	41.5	LOS E	4.4	113.4	0.89	1.20	19.
Approac	ch	507	3.0	0.828	33.9	LOS D	4.4	113.4	0.84	1.07	21.
NorthW	est: Hammo	and Pond Park	way								
7x	L2	102	1.0	0.554	12.5	LOS B	2.7	68.6	0.56	0.61	26.
4x	T1	352	1.0	0.554	12.5	LOS B	2.7	68.6	0.56	0.61	26.
14ax	R1	352	1.0	0.724	18.4	LOS C	4.9	122.7	0.68	0.78	24.
14x	R2	254	1.0	0.724	18.4	LOS C	4.9	122.7	0.68	0.78	23.
Approac	ch	1059	1.0	0.724	15.9	LOS C	4.9	122.7	0.63	0.71	25.
SouthW	est: Newton	Street (West)									
5x	L2	99	3.0	0.729	26.8	LOS D	3.5	90.8	0.79	0.93	26.
2x	T1	284	3.0	0.729	26.8	LOS D	3.5	90.8	0.79	0.93	25.
12x	R2	5	3.0	0.014	7.4	LOSA	0.0	0.9	0.55	0.52	31.
12bx	R3	2	3.0	0.014	7.4	LOS A	0.0	0.9	0.55	0.52	30.
Approac	ch	390	3.0	0.729	26.4	LOS D	3.5	90.8	0.78	0.92	25.
	cles	4426	1.5	1.384	95.6	LOS F	65.4	1647.2	0.78	2.32	14.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies,

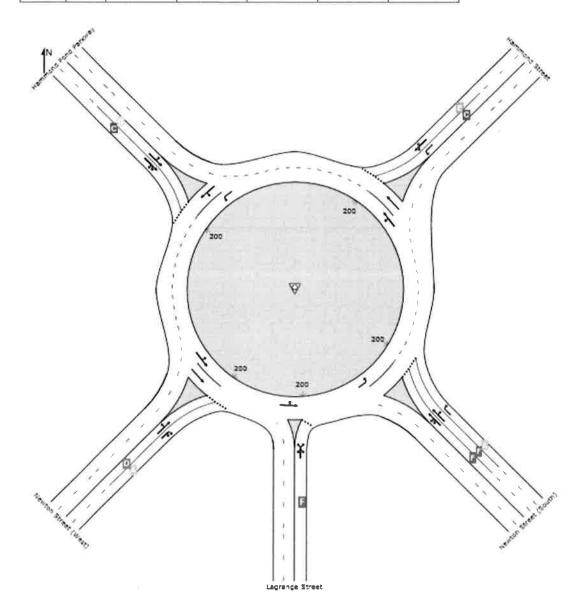
Gap-Acceptance Capacity: Traditional M1.



New Site Roundabout

All Movement Classes

	South	Southeast	Northeast	Northwest	Southwest	Intersection
LOS	F	F	D	С	D	F



Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).



New Site Roundabout

Mov	OD	rmance - Ve		Deg	Average	Level of	95% Back o	of Ougue	Prop	Effective	Averag
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
O. II		veh/h	%	v/c	sec		veh	ft		per veh	mp
	Lagrange S				100.4						
3b	L3	14	1.0	1.144	122.4	LOS F	27.1	681.9	1.00	2.55	12.
3a	L1	178	1.0	1.144	122.4	LOS F	27.1	681.9	1.00	2.55	12.
18a	R1	254	1.0	1.144	122.4	LOS F	27.1	681.9	1.00	2.55	12.
18b	R3	4	1.0	1.144	122.4	LOS F	27.1	681.9	1.00	2.55	12
Approa	ich	450	1.0	1.144	122.4	LOS F	27.1	681.9	1.00	2.55	12
SouthE	ast: Newton	Street (Sout	h)								
3bx	L3	4	2.0	0.672	18.1	LOS C	3.8	96.0	0.69	0.77	28
3x	L2	244	2.0	0.672	18.1	LOS C	3.8	96.0	0.69	0.77	27
8x	T1	726	2.0	0.672	17.8	LOS C	3.8	96.0	0.67	0.75	25
18x	R2	163	2.0	0.103	0.0	LOSA	0.0	0.0	0.00	0.00	34
Approa	ıch	1137	2.0	0.672	15.3	LOS C	3.8	96.0	0.58	0.65	26
NorthE	ast: Hammo	nd Street									
1x	L2	108	1.0	0.236	11.5	LOS B	0.7	16.7	0.65	0.66	26
1ax	L1	297	1.0	1.461	241.5	LOS F	77.3	1949.2	1.00	6.26	7
6x	T1	409	1.0	1.461	241.5	LOS F	77.3	1949.2	1.00	6.26	7
16x	R2	2	1.0	1.461	241.5	LOS F	77.3	1949.2	1.00	6.26	7
Approa	ich	815	1.0	1.461	211.1	LOS F	77.3	1949.2	0.95	5.52	8
NorthW	lest: Hammo	ond Pond Par	kway								
7x	L2	17	1.0	1.069	83.3	LOS F	24.3	611.2	1.00	2.68	15
4x	T1	686	1.0	1.069	83.1	LOS F	24.6	620.2	1.00	2.68	14
14ax	R1	415	1.0	1.069	81.9	LOS F	24.6	620.2	1.00	2.71	14
14x	R2	162	1.0	1.069	81.9	LOS F	24.6	620.2	1.00	2.71	14
Approa	ch	1280	1.0	1.069	82.6	LOS F	24.6	620.2	1.00	2.69	14
SouthV	Vest: Newtor	Street (Wes	t)								
5x	L2	31	1.0	0.398	15.9	LOS C	1.2	31.1	0.73	0.77	30
2x	T1	138	1.0	0.398	15.9	LOS C	1.2	31.1	0.73	0.77	29
12x	R2	97	1.0	0.249	13.3	LOS B	0.7	17.6	0.71	0.72	28
12bx	R3	2	1.0	0.249	13.3	LOS B	0.7	17.6	0.71	0.72	28
Approa	ch	269	1.0	0.398	15.0	LOS B	1.2	31.1	0.72	0.75	29
All Vehi	icles	3951	1.3	1.461	89.7	LOS F	77.3	1949.2	0.85	2.54	14

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

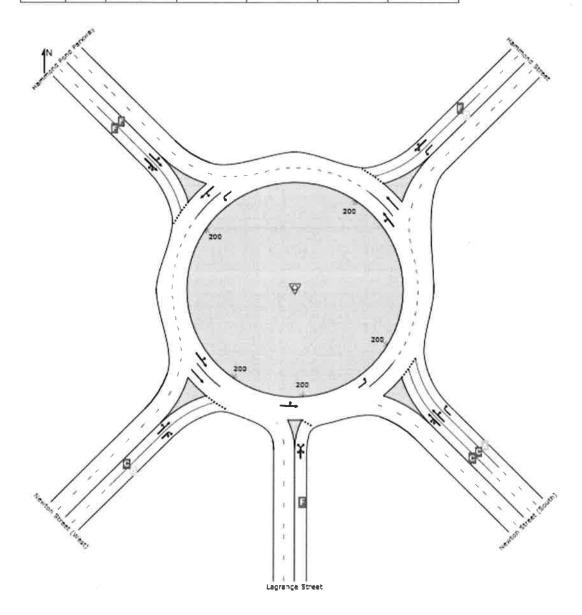
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.



New Site Roundabout

All Movement Classes

	South	Southeast	Northeast	Northwest	Southwest	Intersection
LOS	F	С	F	F	В	F



Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Site: No-Build AM

New Site Roundabout

Mov	OD OD	rmance - Ve Demand		Deg	Average	Level of	95% Back o	of Oueue	Prop.	Effective	Averag
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	v/c	sec		veh	ft		per veh	mp
	Lagrange S										
3b	L3	1	2.0	1.707	354.9	LOS F	91.0	2311.4	1.00	4.94	5.
3a	L1	104	2.0	1.707	354.9	LOS F	91.0	2311.4	1.00	4.94	5.
18a	R1	521	2.0	1.707	354.9	LOS F	91.0	2311.4	1.00	4.94	5.
18b	R3	7	2.0	1.707	354.9	LOS F	91.0	2311.4	1.00	4.94	5.
Approa	ach	633	2.0	1.707	354.9	LOS F	91.0	2311.4	1.00	4.94	5.
SouthE	ast: Newton	Street (Sout	h)								
3bx	L3	1	1.0	1.418	219.0	LOS F	82.7	2083.8	1.00	4.94	8.
3x	L2	11	1.0	1.418	219.0	LOS F	82.7	2083.8	1.00	4.94	8.
8x	T1	1625	1.0	1.418	218.4	LOS F	86.0	2167.1	1.00	5.03	8.
18x	R2	431	1.0	0.271	0.0	LOSA	0.0	0.0	0.00	0.00	34
Approa	ich	2069	1.0	1.418	172.9	LOS F	86.0	2167.1	0.79	3.98	9
NorthE	ast: Hammo	nd Street									
1x	L2	161	3.0	0.399	16.7	LOS C	1.3	32.2	0.74	0.80	24
1ax	L1	93	3.0	0.898	52.3	LOS F	5.9	151.6	0.92	1.39	18
6x	T1	175	3.0	0.898	52.3	LOS F	5.9	151.6	0.92	1.39	18
16x	R2	118	3.0	0.898	52.3	LOS F	5.9	151.6	0.92	1.39	17
Approa	ıch	547	3.0	0.898	41.9	LOS E	5.9	151.6	0.87	1.22	19
NorthV\	Vest: Hammo	ond Pond Par	kway								
7x	L2	114	1.0	0.620	14.7	LOS B	3.4	86.1	0.62	0.69	26
4x	T1	381	1.0	0.620	14.7	LOS B	3.4	86.1	0.62	0.69	25
14ax	R1	383	1.0	0.802	23.7	LOS C	6.5	163.6	0.78	0.94	23
14x	R2	271	1.0	0.802	23.7	LOS C	6.5	163.6	0.78	0.94	22
Approa	ich	1148	1.0	0.802	19.8	LOS C	6.5	163.6	0.71	0.83	24
SouthV	Vest: Newtor	Street (Wes	t)								
5x	L2	104	3.0	0.838	39.0	LOS E	5.0	126.8	0.87	1.11	23.
2x	T1	307	3.0	0.838	39.0	LOS E	5.0	126.8	0.87	1.11	22
12x	R2	5	3.0	0.016	8.0	LOSA	0.0	1.0	0.58	0.56	30
12bx	R3	2	3.0	0.016	8.0	LOSA	0.0	1.0	0.58	0.56	30.
Approa		419	3.0	0.838	38.5	LOS E	5.0	126.8	0.86	1.10	22
All Vehi	icles	4816	1.5	1.707	133.8	LOS F	91.0	2311.4	0.81	2.79	11.

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

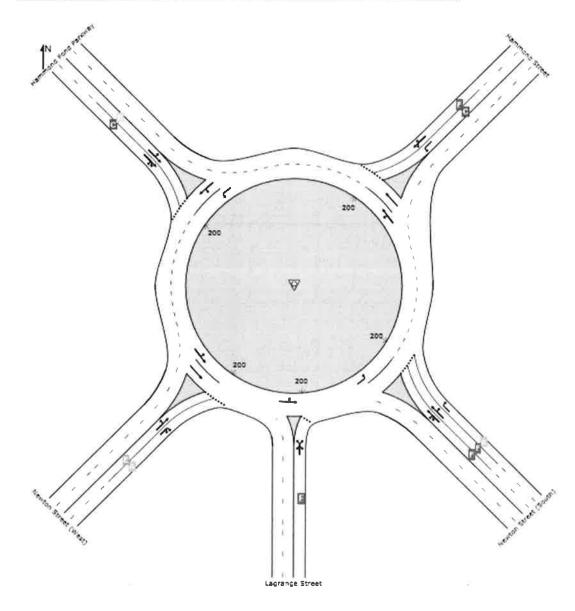
Gap-Acceptance Capacity: Traditional M1.

♥ Site: No-Build AM

New Site Roundabout

All Movement Classes

	South	Southeast	Northeast	Northwest	Southwest	Intersection
LOS	F	F	E	С	E	F



Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Site: No-Build PM

New Site Roundabout

Moven		rmance - Ve									
Mov ID	OD Mov	Demand Total		Deg	Average	Level of	95% Back of		Prop	Effective	Averag
טו	IVIOV	veh/h	HV %	Satn v/c	Delay sec	Service	Vehicles veh	Distance ft	Queued	Stop Rate per veh	Speed mp
South:	Lagrange St			.,,	300		VEN			per ven	IMS
3b	L3	14	1.0	1.316	188.3	LOS F	46.5	1172.0	1.00	3.45	9.
3a	L1	208	1.0	1.316	188.3	LOS F	46.5	1172.0	1.00	3.45	9.
18a	R1	281	1.0	1.316	188.3	LOS F	46.5	1172.0	1.00	3.45	9.
18b	R3	4	1.0	1.316	188.3	LOS F	46.5	1172.0	1.00	3.45	9
Approa	ch	506	1.0	1.316	188.3	LOS F	46.5	1172.0	1.00	3.45	9
SouthE	ast: Newton	Street (Sout	h)								
3bx	L3	5	2.0	0.727	20.9	LOS C	4.6	116.5	0.73	0.84	27.
3x	L2	263	2.0	0.727	20.9	LOS C	4.6	116.5	0.73	0.84	26
8x	T1	786	2.0	0.727	20.6	LOS C	4.6	116.5	0.72	0.82	24
18x	R2	177	2.0	0.112	0.0	LOSA	0.0	0.0	0.00	0.00	34
Approa	ch	1231	2.0	0.727	17.7	LOS C	4.6	116.5	0.62	0.71	26
NorthEa	ast: Hammor	nd Street									
1x	L2	117	1.0	0.272	12.9	LOS B	0.8	19.9	0.69	0.71	25
1ax	L1	347	1.0	1.717	353.3	LOS F	110.2	2776.6	1.00	7.64	5
6x	T1	436	1.0	1.717	353.3	LOS F	110.2	2776.6	1.00	7.64	5.
16x	R2	2	1.0	1.717	353.3	LOS F	110.2	2776.6	1.00	7.64	5
Approac	ch	902	1.0	1.717	309.2	LOS F	110.2	2776.6	0.96	6.74	6
NorthW	est: Hammo	nd Pond Par	kway								
7x	L2	19	1.0	1.172	118.7	LOS F	41.2	1039.4	1.00	3.85	12
4x	T1	749	1.0	1.172	118.5	LOS F	42.4	1069.7	1.00	3.86	12.
14ax	R1	462	1.0	1.172	117.4	LOS F	42.4	1069.7	1.00	3.94	11.
14x	R2	174	1.0	1.172	117.4	LOS F	42.4	1069.7	1.00	3.94	11.
Approac	ch	1403	1.0	1.172	118.0	LOS F	42.4	1069.7	1.00	3.89	12
SouthW	lest: Newton	Street (West	t)								
5x	L2	34	1.0	0.432	16.9	LOSC	1.4	34.9	0.74	0.80	29.
2x	T1	149	1.0	0.432	16.9	LOSC	1.4	34.9	0.74	0.80	28
12x	R2	102	1.0	0.264	13.7	LOS B	0.8	19.0	0.71	0.73	28.
12bx	R3	2	1.0	0.264	13.7	LOS B	0.8	19.0	0.71	0.73	28.
Approac	ch	288	1.0	0.432	15.8	LOS C	1.4	34.9	0.73	0.77	28
All Vehic	cles	4330	1.3	1.717	130.7	LOS F	110.2	2776.6	0.87	3.32	11.

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

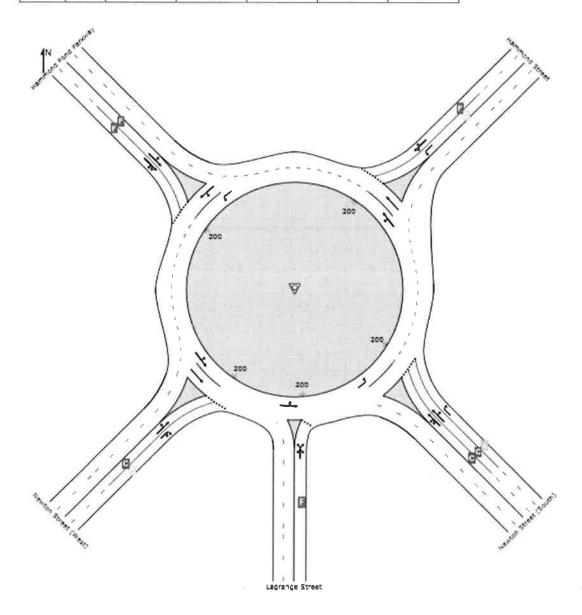
Gap-Acceptance Capacity: Traditional M1.



New Site Roundabout

All Movement Classes

	South	Southeast	Northeast	Northwest	Southwest	Intersection
LOS	F	С	F	F	С	F



Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).



New Site Roundabout

Mov	OD	Demand	d Flows	Deg	Average	Level of	95% Back c	of Queue	Prop	Effective	Average
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
South	Lagrange S	veh/h	%	v/c	sec	TEG BIA	veh	ft	EN NUMBER	per veh	mp
3b	L3	1	2.0	1.852	420.2	LOS F	101.3	2573.4	1.00	5.16	4.9
3a	L1	98	2.0	1.852	420.2	LOS F	101.3	2573.4 2573.4	1.00	5.16	4.
18a	R1	536	2.0	1.852	420.2	LOS F	101.3	2573.4 2573.4	1.00	5.16	4.
18b	R3	7	2.0	1.852	420.2	LOS F	101.3	2573.4	1.00	5.16	4.
Approa		642	2.0	1.852	420.2	LOS F	101.3	2573.4	1.00	5.16	4.
Арріоа	CH	042	2.0	1.002	420.2	LOS F	101.3	23/3.4	1.00	5.10	4.
SouthE		Street (Sout	h)								
3bx	L3	1	1.0	1.528	266.6	LOS F	100.6	2534.1	1.00	5.54	7.
3x	L2	12	1.0	1.528	266.6	LOS F	100.6	2534.1	1.00	5.54	7.
8x	T1	1721	1.0	1.528	266.0	LOS F	104.8	2641.4	1.00	5.65	7.
18x	R2	602	1.0	0.378	0.1	LOSA	0.0	0.0	0.00	0.00	34.
Approa	ch	2337	1.0	1.528	197.5	LOS F	104.8	2641.4	0.74	4.19	8.
NorthEa	ast: Hammo	nd Street									
1x	L2	180	3.0	0.440	17.7	LOS C	1.4	36.9	0.74	0.82	24.
1ax	L1	129	3.0	1.104	104.8	LOS F	22.2	568.0	1.00	2.94	13.
6x	T1	227	3.0	1.104	104.8	LOS F	22.2	568.0	1.00	2.94	12.
16x	R2	128	3.0	1.104	104.8	LOS F	22.2	568.0	1.00	2.94	12.
Approa	ch	665	3.0	1.104	81.1	LOS F	22.2	568.0	0.93	2.36	14.
NorthW	est: Hammo	ond Pond Par	kway								
7x	L2	114	1.0	0.657	16.7	LOS C	3.8	94.6	0.67	0.77	25.
4x	T1	381	1.0	0.657	16.7	LOS C	3.8	94.6	0.67	0.77	24.
14ax	R1	383	1.0	0.845	28.7	LOS D	7.4	187.6	0.84	1.07	22.
14x	R2	271	1.0	0.845	28.7	LOS D	7.4	187.6	0.84	1.07	21.
Approa	ch	1148	1.0	0.845	23.5	LOS C	7.4	187.6	0.77	0.94	23.
SouthW	lest: Newtor	Street (Wes	st)								
5x	L2	106	3.0	0.962	61.8	LOS F	9.2	235.5	0.95	1.51	19.
2x	T1	352	3.0	0.962	61.8	LOS F	9.2	235.5	0.95	1.51	18.
12x	R2	5	3.0	0.016	8.2	LOSA	0.0	1.0	0.60	0.59	30.
12bx	R3	2	3.0	0.016	8.2	LOS A	0.0	1.0	0.60	0.59	30.
Approac		465	3.0	0.962	60.9	LOS F	9.2	235.5	0.95	1.50	18.
All Vehi		5257	1.6	1.852	159.9	LOS F	104.8	2641.4	0.82	3.13	10.

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

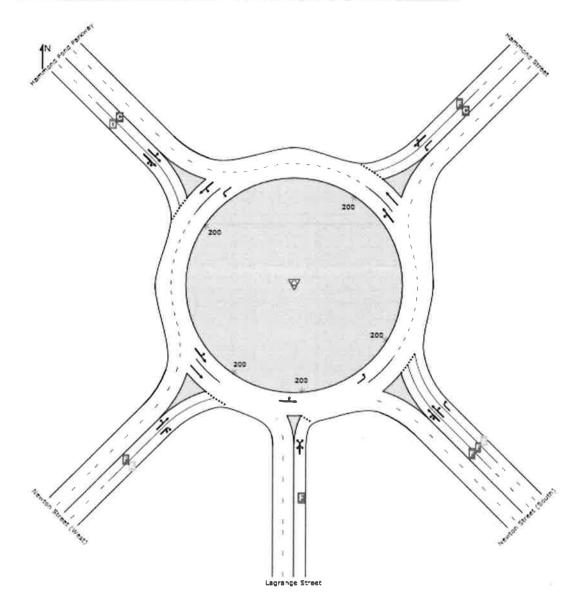
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

♥ Site: Build AM

New Site Roundabout

All Movement Classes

	South	Southeast	Northeast	Northwest	Southwest	Intersection
LOS	F	F	F	С	F	F



Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Site: Build PM

New Site Roundabout

Mover	nent Perfo	rmance - Ve	hicles								
Mov	OD	Demand		Deg	Average	Level of	95% Back of	of Queue	Prop	Effective	Average
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
South:	Lagrange S	veh/h treet	%	v/c	sec		veh	ft	The same of the same of	per veh	mpl
3b	L3	14	1.0	1.422	232.3	LOS F	58.4	1471.5	1.00	3.92	8.0
3a	L1	213	1.0	1.422	232.3	LOS F	58.4	1471.5	1.00	3.92	7.9
18a	R1	307	1.0	1.422	232.3	LOS F	58.4	1471.5	1.00	3.92	7.9
18b	R3	4	1.0	1.422	232.3	LOS F	58.4	1471.5	1.00	3.92	7.8
Approa		538	1.0	1.422	232.3	LOS F	58.4	1471.5	1.00	3.92	7.9
		Street (South									
3bx	L3	5	2.0	0.726	21.0	LOSC	4.5	115.2	0.73	0.84	27.2
3x	L2	260	2.0	0.726	21.0	LOS C	4.5	115.2	0.73	0.84	26.6
8x	T1	777	2.0	0.726	20.6	LOS C	4.5	115.2	0.72	0.82	24.7
18x	R2	227	2.0	0.144	0.0	LOSA	0.0	0.0	0.00	0.00	34.8
Approa		1270	2.0	0.726	17.0	LOS C	4.5	115.2	0.59	0.68	26.4
NorthE	ast: Hammo	nd Street									
1x	L2	117	1.0	0.269	12.6	LOS B	0.8	19.6	0.68	0.70	25.9
1ax	L1	364	1.0	1.756	369.9	LOS F	117.5	2960.7	1.00	7.90	5.3
6x	T1	449	1.0	1.756	369.9	LOS F	117.5	2960.7	1.00	7.90	5.3
16x	R2	1	1.0	1.756	369.9	LOS F	117.5	2960.7	1.00	7.90	5.3
Арргоа	ch	931	1.0	1.756	325.0	LOS F	117.5	2960.7	0.96	6.99	5.9
NorthW	lest: Hammo	ond Pond Par	kway								
7x	L2	19	1.0	1.175	119.9	LOS F	41.7	1050.5	1.00	3.88	12.2
4x	T1	749	1.0	1.175	119.8	LOS F	42.9	1081.6	1.00	3.89	12.0
14ax	R1	462	1.0	1.175	118.7	LOS F	42.9	1081.6	1.00	3.97	11.9
14x	R2	174	1.0	1.175	118.7	LOS F	42.9	1081.6	1.00	3.97	11.7
Approa	ch	1403	1.0	1.175	119.3	LOS F	42.9	1081.6	1.00	3.93	11.9
SouthW	Vest: Newton	Street (Wes	t)								
5x	L2	33	1.0	0.478	18.4	LOS C	1.6	40.2	0.76	0.82	29.1
2x	T1	169	1.0	0.478	18.4	LOS C	1.6	40.2	0.76	0.82	28.4
12x	R2	101	1.0	0.262	13.6	LOS B	0.7	18.8	0.71	0.73	28.7
12bx	R3	2	1.0	0.262	13.6	LOS B	0.7	18.8	0.71	0.73	28.3
Approa	ch	306	1.0	0.478	16.8	LOS C	1.6	40.2	0.74	0.79	28.5
All Vehi	icles	4448	1.3	1.756	139.8	LOS F	117.5	2960.7	0.86	3.43	11.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

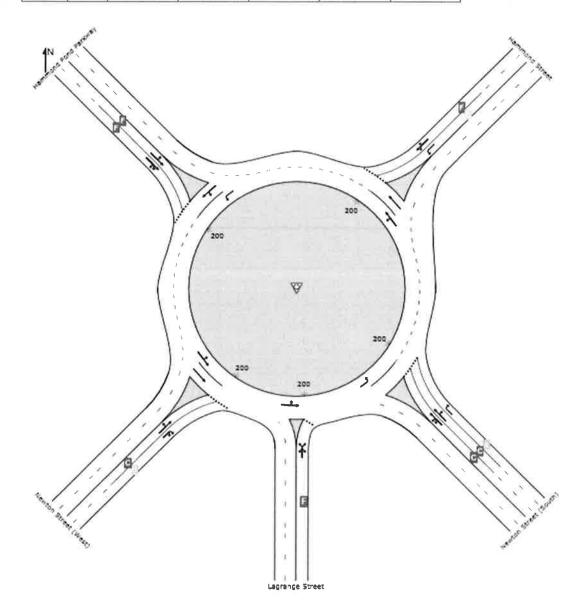
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.



New Site Roundabout

All Movement Classes

	South	Southeast	Northeast	Northwest	Southwest	Intersection
LOS	F	С	F	F	С	F



Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).