

APPENDIX A
Study Advisory Members

Study Advisory Members

FFY 2022 Subregional Priority Roadway Study: Washington Street Corridor in Canton

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APPENDIX B

Summary of Corridor User Survey Results and Comments

Summary of Washington Street Corridor Survey Results by Question and Answer

Q/A	Question	Total Responses	Percentage
	1. How do you usually use the corridor? (Select all that apply)	185	Total Responses
1)	<i>Driving</i>	177	95.7%
2)	<i>Walking</i>	69	37.3%
3)	<i>Biking</i>	31	16.8%
4)	<i>Taking public bus services</i>	2	1.1%
5)	<i>Using a mobility device (a wheelchair, for example)</i>	1	0.5%
	2. Please indicate the purpose of your usual trips in the corridor. (Select all that apply)	185	Total Responses
1)	<i>Work</i>	67	36.2%
2)	<i>Shopping (including trips for pharmacy, banking, and other services)</i>	163	88.1%
3)	<i>Dining</i>	131	70.8%
4)	<i>Social/recreation</i>	116	62.7%
5)	<i>School/daycare</i>	26	14.1%
6)	<i>Walking, jogging, biking, or other fitness activities</i>	68	36.8%
7)	<i>Other (please specify)</i>	9	4.9%
	Classes		
	Library		
	Stress release		
	Dog walking		
	Library		
	Commuting through the area		
	Charitable activities		
	just as a way to go through - I don't stop there much		
	Education. My most common reason to go to Cobbs Corner is to drop my child at Mathnasium.		
	3. Please indicate the destination of your usual trips in the corridor. (Select all that apply)	185	Total Responses
1)	<i>The downtown area (Washington Street between Sherman Street and Neponset Street)</i>	144	77.8%
2)	<i>The Cobb Corner Plaza shopping area (including Village Shoppes)</i>	160	86.5%
3)	<i>Washington Street between the downtown and the Cobb Corner area</i>	91	49.2%
4)	<i>North of the downtown area</i>	76	41.1%
5)	<i>South of the Cobb Corner area</i>	54	29.2%
6)	<i>Other (please specify)</i>	4	2.2%
	Ponkapoag area to all above areas mentioned.		
	Just so you know. I have no idea what is considered north or south of the downtown area but I am mostly in the area before the center coming from Randolph Street.		
	I-95		
	Driving to Canton High School or Galvin Middle School.		
	4. If you drive in the corridor, what problems do you encounter? (Select all that apply)	173	Total Responses
1)	<i>Long wait at intersections with signals</i>	112	64.7%
2)	<i>High volume of traffic</i>	144	83.2%
3)	<i>Safety concerns (such as crashes and aggressive drivers)</i>	48	27.7%
4)	<i>Difficulty turning on to and out of side streets</i>	90	52.0%
5)	<i>Difficulty turning in to and out of shopping areas</i>	89	51.4%
6)	<i>Poor line of sight</i>	39	22.5%
7)	<i>Poor street lighting</i>	15	8.7%

- 8) *Other (please specify)* 26 15.0%
- condition of roads - potholes!
 Limited parking
 Uneven surfaces, dips and poor patching
 Too many damn signs!!!
 The parking spots in front of businesses causes a majority of traffic. If someone is taking a left, there is not another lane for straight or to go around because of street parking.terrible design flaw.
 Island in the middle of street near Walgreens should be eliminated.
 Lack of parking
 Timing of traffic lights
 None
 Not enough parking!
 Sidewalks in disrepair, Scary riding bikes on that Street, unsafe sidewalks to walk on, no bike lane, no crosswalk warnings, crosswalks often ignored, speeding issues, drivers not paying attention, too much texting while driving, no law enforcement to crack down on speeding. huge traffic delays in the mornings of Monday to Saturday.
 I don't find it too bad. The middle turn lane is helpful.
 Lack of safe lane for cyclists. Drivers disregard pedestrian crossings
 Horrible for biking...literally Manhattan streets are easier to bike on. No dedicated bike space
 Poor pavement conditions, inadequate sidewalks, inadequate and unsafe crossing locations. The northern entrance to the Cobb Corner shopping center is particularly troublesome, along with rude, selfish drivers.
 poor bicycle lanes
 Cars do not stop at crosswalks. The lights recently added by Canton Center MBTA station were helpful.
 Parking
 Safe cycling infrastructure
 Parking
 Town-created bump outs
 Drivers doing pick up or drop off at St Johns school.
 People driving much faster than the posted limit. 18 wheelers everywhere.
 Need less curb cuts at Cobb Corner.
 Bad pavement with potholes from Washington street up to High street
 The road itself is terrible from the last Cobb Corner entrance going toward Canton Center on

Q/A	5. If you walk or use a mobility device in the corridor, what problems do you encounter? (Select all that apply)	57	Total Responses
1)	Lack of sidewalks	14	24.6%
2)	Lack of accessible curb/wheelchair ramps	5	8.8%
3)	Sidewalks too narrow or in poor condition	32	56.1%
4)	Lack of crossings or difficulty crossing Washington Street	29	50.9%
5)	Insufficient crossing times at intersections with signals	9	15.8%
6)	High volume of traffic	37	64.9%
7)	High speed of vehicles	30	52.6%
8)	Poor street lighting	7	12.3%
9)	Drivers with poor attention to people who walk or use mobility devices	34	59.6%
10)	Personal safety concerns	8	14.0%
11)	Poor connectivity to places you need to go (residence, work, shopping, etc.)	7	12.3%
12)	Other (please specify)	3	5.3%
	Note that in some spots the speed limit is 20 but this doesn't appear to ever be enforced		
	Large 18 wheelers and most cars going above posted limits		

Q/A	6. If you bike in the corridor, what problems do you encounter? (Select all that apply)	26	Total Responses
1)	<i>Lack of bike lanes or useable shoulders</i>	25	96.2%
2)	<i>High volume of traffic</i>	21	80.8%
3)	<i>High speed of vehicles</i>	15	57.7%
4)	<i>Poor street lighting</i>	4	15.4%
5)	<i>Drivers with poor attention to bicyclists</i>	23	88.5%
6)	<i>Personal safety concerns</i>	10	38.5%
7)	<i>Poor connectivity to places you need to go (residence, work, shopping, etc.)</i>	3	11.5%
8)	<i>Other (please specify)</i>	6	23.1%

No law enforcement to assist with keep road safe for bikers and walkers.
No lanes for bikes, no signage, lighting is horrible at night.

The drains are very dangerous for cyclists because there are big dips if you hit them you are going down and there is no way to avoid other than pulling out onto the road. people don't understand that when you are doing 20 plus MPH on a bike and you come to a pot hole or divot you can't stop you need to pull out onto the road or you will go over your handlebars

very bad road condition, pot holes, uneven pavement, etc

Pot holes

Pavement from cobbs corner north up to about high street is in rough shape both directions

It is a very exposed area to ride a bike and so many vehicles are so extremely large it is very intimidating. Plus cars parked in the roadside reduce the space even more.

Q/A	7. Please indicate any improvements that you would like to see implemented in the corridor. (Select all that apply)	177	Total Responses
1)	<i>Increase safety for all road users</i>	89	50.3%
2)	<i>Improve accommodations for pedestrians (sidewalks, crossings, etc.)</i>	83	46.9%
3)	<i>Improve accommodations for bicyclists (bike lanes, bike path access, etc.)</i>	53	29.9%
4)	<i>Reduce traffic congestion</i>	123	69.5%
5)	<i>Add left-turn lanes to improve access to commercial developments</i>	71	40.1%
6)	<i>Add left-turn lanes to improve intersection operations and safety</i>	86	48.6%
7)	<i>Improve shuttle and local bus service</i>	21	11.9%
8)	<i>Other (please specify)</i>	28	15.8%

Repair where needed

Cobb corner is a complete roll of the dice and needs to be completely redesigned. There are too man Entrances/Exits in all of the plazas, so it's really dangerous in general when turning in or out, with the three lanes. I'm not sure if more lights would be better, but I do think that making more single ingress/egress per plaza would help.

Add right turn lane onto Bolivar St. add full center turning lane at Cobbs Corner. Add a lane to get around people stopped at the light to turn left onto Neponset St at Tamara.

Undo the downtown "improvements" that created more traffic jams

Trash/Recycle containers block sidewalks, street trees block building signage

Beautification of area

More parking so you can walk to restaurants, like norwood has. Please also invest money in storefronts, or make landlords do so. Downtown needs a complete facelift.

Bike lanes, 5' wide side walks, curbs, rumble strips, road cones, road signs, police presence, flashing lights, etc

The shoulder is in need of paving. Numerous ruts, potholes and uneven patches make for a difficult (dangerous) bike ride.

Add traffic signals at Cobbs Corner plaza by the bank or McDonalds. Very heavy traffic and no signals.

Improve condition on shoulders of roads
 improve light timing to maintain some continuity in traffic flow for groups of cars.
 New asphalt to improve safety for bikers and prevent damage to cars
 Anything but bike lanes, they truly make traffic more difficult.
 Traffic light(s) at Cobb Corner area entrances.
 Repair the poor pavement conditions near the Cobb Corner northerly entrance
 Traffic signals at one of the entrances to Cobb Corner shopping area
 Bike and/or walking paths would only make the traffic worse. There are sidewalks for walking, but since it's basically a two-lane road, bike paths would only make it worse to travel.
 Need a signal at Cobbs corner. I was holding a sign there once for a political campaign and watched the traffic for there hours. Yikes!
 Public parking lots to avoid needing to search for a space and parallel park
 Shuttle and Bus service - I'd check that twice if I could!
 The pavement quality is awful and needs repairs
 Would love to see more trees for aesthetics, heat management and Stormwater management, also more Stormwater bmps
 More signs for NO U Turns
 Enforce speed limits. Move crosswalks so they are more visible and not located where roads bend and cars can't see from a distance.
 18 wheelers don't belong one residential roads
 I think this area would benefit from bike lanes next to the sidewalk, with the parking nearer the center of the road. Raised crosswalks across the street and at intersections would help the visualization of pedestrians.
 Repave the road

Q/A	8. Where do you live? Please indicate the five-digit zip code of your residence.	176	Total Responses
1)	<i>Canton (02021)</i>	129	73.3%
2)	<i>Sharon (02062)</i>	26	14.8%
3)	<i>Stoughton (02072)</i>	4	2.3%
4)	<i>Milton (02186)</i>	4	2.3%
5)	<i>Randolph, Quincy, Jamaica Plain, Roslindale</i>	4	2.3%
6)	<i>Norwood, Westwood, Dedham</i>	3	1.7%
7)	<i>Easton, Norton, Mansfield</i>	3	1.7%
8)	<i>Acton, Haverhill</i>	2	1.1%
9)	<i>Providence, RI</i>	1	0.6%

Q/A 9. Please use the space below to describe specific problem locations and improvements that you would like to see implemented in the corridor.

Repave cobb corner to church st.
 As you know, traffic is very heavy in the morning and evening rush times. These can extend well beyond an hour for both morning and evening. It is not obvious that a lot can be done to reduce the vehicle volume as it is unlikely that new roads are part of the solution. Canton is by its geography an area that lacks adequate roads to handle the traffic that wants to get through the Washington Street center. Wish I had better ideas. All the best for your work !
 The traffic in the morning is terrible. Also, I walk and run the corridor and cars do not stop at crosswalks that do not have a traffic light. They just ignore pedestrians waiting at crosswalks

In general, cars travel much too fast and also do not consistently follow traffic signals, making it difficult to cross even at the signalized intersection but Walgreens. There is no safe walking path to cross the street between the two shopping plazas at the south end of the highlighted corridor, so I avoid the shops on the opposite side from my home. There is nowhere to bike because the cars are unaware and the sidewalks are too narrow. There is too much parking all along the corridor and not enough space for people. There are often crowds on the sidewalks downtown because of lack of space to congregate.

The crossing lights are very much timed for cars and not pedestrians. If the town wants to encourage more walkability in the downtown area then the lights need to be more forgiving to walkers. Also, drivers do not always respect the walk lights and will make rights on red even when people are crossing. Some sidewalks closer to Cobbs corner could be improved and one side of the street doesn't have any. Bike lanes to get to the shops would be nice and could decrease our need to drive there.

Traffic always backed up between town center and High St

Left turn lane and left turn light to avoid congestion of the traffic.

Better lane markings and more clear use of lanes vs parking spaces to ease traffic congestion

Right turn lane onto Bolivar at Walgreens

Go-around lane for people headed straight through the center (at the light at Neponset st.) Get rid of 99% of the ugly duplicate sidewalk signs, they look like rows of corn and detract from the nicer lamp posts and planters and granite posts etc.

Where High St. comes into Washington, especially at peak times. Possibly lights or blinkers

Traffic jams through the downtown area with long lines of stuck traffic and the inability to make a left at the intersection with Neponset due to stopped cars blocking intersection. Enter coordination of lights should help.

Reduce the majority of out front parking on Washington street, especially in areas where 2 lanes are needed. Generally updated, safer, sidewalks and turning landed addressed, speed of lights and access to side streets

95 Washington street area, turning into and out of malls is very dangerous. I've already had an accident with injuries, at this spot.

As indicated, remove the island on Washington Street in front of Walgreens. congested traffic around funeral homes near 7-11 going northbound.

The Washington Street sidewalks between downtown and Cobb Corner need to be repaved to eliminate cracks in the sidewalks, and if possible, made a little wider. Repaving/resurfacing is a must. Recently, one of my sneakers became untied and I tripped and fell on a crack in the sidewalk on the way from Cobb Corner back to Hagan Court. My left elbow got bruised, but thank goodness my chest did not take a big blow, or I would have had to go to the emergency room at Good Samaritan Hospital in Brockton to get it checked out.

The traffic near Church St is a bottleneck and turning into and out of shopping at Cobb's Corner is dangerous if you are taking a left. Weekends and late afternoon are most problematic. Thank you for thinking about this!

Turning from Wall Street onto Washington Street there is always a car parked right at the end of the curb on Washington street (in front of copy place I think it is)â€ makes it very difficult to see the oncoming trafficâ€; this should be marked as a no parking/tow zone on Washington street

Better traffic flow. Better coordination of the traffic signals.

Enforcement of traffic violations (NO U turns in center of town), Improve traffic safety - Canton is a cut through town, non-resident drivers are impatient and aggressive - enforcement will help with traffic/pedestrian safety

I live off of a side street in this area, two consistent traffic issues are the left hand turn onto Church Street and also how the two funeral homes manage departing traffic.

I walk this area frequently with my young children in strollers. The sidewalks need improvement to be more stroller friendly and crosswalks need to be clearly marked.

It would be nice to improve the beautification of the area. Repainting, hanging flower pots, providing benches, etc. If the corridor was beautified a bit it would encourage more foot traffic to the local businesses.

More parking lots (make it easy for people to shop and go out to eat!), wider street and left turn lanes, faster crosswalk signals, improve storefronts and beautify the downtown. Some of the businesses look seedy and sketchy! Improving the downtown will attract more residents and increase home values.

improve sidewalks with curbs that will teach drivers to focus on the road and not their phones, make the road narrower to slow cars down, put rumble strips in the road to keep drivers focused, add a bike lane with lights and flashers, add street lights to show drivers that there are people on the sidewalks, larger road signs to help people see, more police presence.

Lack of parking. Also just lots of traffic congestion.

Less congestion and better timing of the traffic lights.

Improved roads and sidewalks

The bump outs the town created are a hazard. The amount of parking is very limited. Cars travel way too fast and too close in the roads. People jaywalk up and down Wash. Street. People dbl park. Emergency vehicles drive as though they're the only ones on the road when the cars have no where to pull over to get out of the way. The whole area is a nightmare too much commercial area, too many bars and restaurants contributing to the traffic.

Asphalt paving to eliminate ruts, potholes and patches that make bike riding difficult.

The Cobb's Corner Plaza has no traffic signals for traffic leaving the plaza and heavy vehicle congestion. Taking a left turn towards North Main Street is almost impossible at times.

Traffic frequently backs up from Church Street towards Cobbs Corner, particularly during the morning commute. Difficult for drivers looking to go straight through the corridor to navigate past those turning left onto Church; often see drivers turn onto High Street and then try to speed through residential streets to avoid backup there.

Anything to improve the flow of traffic

Bike lanes and improved conditions of roads . Especially around drainage grates. The worst is down near cobs corner very dangerous for bikers

Sidewalks from Dunbar street to Cobb Corner too narrow.

Turning onto Washington Street from Walnut and Mechanic streets is difficult.

A very dangerous problem is the use of the right traffic lane in the early morning, from the area of Neponset and Washington Streets to Boliver, where cars travel at a tremendous speed without regard to vehicles emerging from side streets. This concept does not ease traffic that much.

1) Would like green arrow at intersection of Washington and Sherman at town hall. Long wait trying to turn left onto Sherman after dropping child at CHS. It holds up traffic behind me, often buses.

2) Coming out of Dunkins after going through drive-thru: remove bush on left to increase visibility.

3) Turning right onto Bolivar from Washington: bring back the right lane so you can turn right on red and not have to wait behind person going straight. People heading north waiting to turn left on church st causes a backup. Removing the one parking spot on the right at that spot would allow traffic to flow even if someone is turning left.

Adding a left turn lane from Washington onto Church street by eliminating the one parking space

Long backups at the Neponset st and Church section. Look at the light timing to balance the queuing in the area. Left turn options in the center of the road may help with getting stuck behind turning cars for long periods. Good luck with your efforts. Not a ton of space and lots of competing interests.

People speeding through the center once they break out of the backup caused by the lights at Neponset st. It's very dangerous pulling out of Rockland and Mechanic st.

New pavement badly needed on such a busy road. It must have been years since any road work has been done, where are the tax dollars going? It's especially bad from around Walgreens to Cobbs Corner

Downtown has been an abomination since the so-called "improvements."

The elimination of the right turn lane at Bolivar causes huge traffic backups.

The elimination of parking spaces for the additional (not properly maintained) curbing has severely impacted downtown businesses.

Reduce traffic. It is increasing with the development at Revere Street. So many condos and apartments now.

I just moved out of Canton. Better lighting is biggest concern. The variable width of the roadway creates issues that turn lanes could help if people were allowed others to go, that doesn't happen in today's world. The dip at the pond followed by the left into the town housing leads to various issues that things like a bike lane would increase the danger.

PLEASE improve the conditions of the roads in Canton, specifically Washington Street from Cobbs Corner right through to Canton Center.

Improving the condition of sidewalks also needs to be done. Also traffic congestion in Canton is horrendous.

More police control for drivers going over the speed limit

Too much cut through traffic from Sharon, Stoughton and Norwood. Also, there needs to be better law enforcement for running red lights and traffic violations. I have lived in Canton all my life and traffic has never been worse.

Downtown area needs improvements for pedestrians, but the road width is at its maximum, traffic is an issue but that's better because that requires to go slower which prevents cutting through Canton

The area around Cobb Corner is chaotic and dangerous. There needs to be some kind of traffic light, etc, to help with everyone turning in and out of the shopping areas on both sides of Washington St.

Add walled off biking/walking lanes. More left turn lanes. Light cycles are very long with long traffic lines.

The left turn lane in Cobbs Corner's Area is really confusing. Many drivers don't understand that the same lane is used to turn left from both directions.

I often ride south through Canton to Bay Road as it is good for cycling. The congestion in Washington street can be brutal which is why I will often time my rides at off peak commuting hours.

It's always scary pulling into or out of Cobb corner shopping are because there are so many entrances and exits within such a sort space. The left hand only turn lane into the Shaws area helps, but it's not enough. There are several other entrances into the shopping areas on that side of the street, and people don't let you pull onto Washington. There needs to be a light on Washington at one of those entrances/exits.

Washington and Church

The downtown area with the two traffic lights closer to Sharon is the worst part of it - I believe it is Neponset street and Church Street. Always a huge car backup coming from Sharon and there has got to be a better design for that area!! Also, if you're trying to take a left back to Sharon from any of the businesses on the right side of the street there - FORGET IT. Risking your life even trying it!!!!!! Can't see well and drivers are too aggressive and won't let you in anyway.

I live on Ames Ave -- it is nearly impossible to make a left hand turn out of my residential street onto Washington. Additionally, I often walk my dog on Washington Street and used to take the commuter rail daily. Crosswalks are dangerous - cars DO NOT STOP for pedestrians.

In Canton Center there are a number of traffic lights in quick succession (Revere, Bolivar, Church, Neponset) that frequently result in gridlock due to blocked intersections when people drive into the intersection when the cars ahead of them are stopped at the light ahead. This is exacerbated by cars having to sometimes wait long times to turn left off of Washington street, which I notice especially being a problem at Mechanic Street. I do not know if changing the timing of some/all of these lights could improve that issue. I also see people driving North on Washington who cut through the Takara parking lot to avoid waiting at the light at Church Street, which creates an unsafe situation. Perhaps that lot should only have an entrance/exit on Washington to prevent that.

I live in this area and would love to see improvements for pedestrians and cyclists in this area. Connecting Cobbs Corner to the north would be great.

Eliminate on street (parallel) parking spaces on east side of Washington St from funeral home to Bolivar Street to create a secondary northbound travel lane. Right (new) lane becomes straight thru at Church St Intersection, existing Washington NB lane becomes left turn only for Church St, and new right lane transitions to a right turn only lane for Mechanic and Bolivar Streets. Upgrade pedestrian signals to deter pedestrians from crossing signalized intersections at Church and Neponset Street when the lights are green for vehicles (I've seen many near misses of people walking north-south on sidewalk west side of Washington at those intersections when the light is green for vehicles exiting Neponset St and entering Church St). Note- Canton resident and civil engineer who drives thru this area every day, and notice very few cars use the eastern parallel parking spaces along this stretch. Thank you for your time!

Leaving Shaws to Washington near CVS. Left hand turn off Washington to Neponset, or up to Walpole street.

Pedestrian crossing with stop lights to stop oncoming traffic. Especially north of Sherman Street, near Canton High School is a dangerous pedestrian crossing area because street curves and cars drive very fast over the speed limit.

Washington St at Turnpike is treacherous when drivers come out of ponkapoag golf course heading across to Washington and coming in and out of crowell's market is an accident waiting to happen.

Left turn lane onto Church is a must. Pleasant to Dedham street should be a direct route.

Left turn of any kind is difficult, whether a side street, at an intersection, or at a light. Shuttle service on this route would help eliminate a lot of traffic, and extending it up to the high school could make it easier for the 16+ yr olds to get to work or Mathnasium.

Bike lanes, physically separated where possible, would be great. Also currently lots of bad pavement makes biking less safe.

The worst issues are closest to Cobb's Corner: awful cracked pavement, aggressive drivers, shoulders that are in rough shape, etc... The only thing bad I can really say about the Canton Center side of Washington is that the light can back up halfway up Washington, which is annoying but manageable.

I like to use Maple St to Sherman st, so I can bypass making a left from Maple on to Washington, as there is high traffic volume, and low visibility when cars are parked on the street.

When it snows though, all the snow is piled in the corner of Maple and Sherman, making either exit from my condo have low/no visibility to oncoming traffic.

Remove on street parking while providing proper delivery and ride drop off points and off street parking. Provide proper traffic calming features along with low speed limits. Addition of pedestrian and cycling infrastructure. This is an economic engine for the town of Canton, not a thruway for those traveling between towns.

Congestion and speeding

Terrible traffic situation in the Center.

Cars traveling too fast from Cobb Corner to Church Street - dangerous trying to cross the street.

There is no side walls on the right hand side of the road across from the plaza

I generally travel the corridor on weekdays and not at rush hour and it works pretty well as a driver though I realize things get ugly at rush hour. Would be great to improve pedestrian /bike access, add trees for shade/aesthetics/climate and improve Stormwater management and also to highlight recreation/open space opportunities along the corridor

More parking sync the traffic lights Less bars/pizza places

Remove the bump outs that the town installed in downtown Canton.

Traffic congestion

Add left turn lane SB at Sherman.

It is very congested and hard to turn left anywhere.

The left from Washington to Neponset was backed up beyond high street at 1pm on a Friday without any construction or events. This seems to be a regular occurrence.

Bike lanes, ways to slow traffic, better crosswalks

So much congestion through the center, especially when trying to turn left onto Washington from Neponset during peak hours. Many times cars that are coming straight block the way and then are held up at a red light so when it's green for you to turn from Neponset to Washington you can't.

Train disrupts traffic flow. - MAKE TUNNEL

Lack of parking for downtown businesses. - MAKE PARKING BEHIND STORES

Too much cut-thru traffic - MAKE BYPASS ROAD

Sidewalks too narrow - TREES OBSTRUCT SIGHT LINES

Build another Rotary - :)

Please add side walk to all of Bailey Street.

Seriously, it's like the cops don't exist. People drive twice the speed limit and very heavy 3+ axle trucks and trailers are regularly going 40 plus miles per hour in 25 mph posted areas. I have kids. No truck is going to see them or stop in time if they walk across the Curtis and Sherman walkway. We call it the Sherman speedway now. We don't need a survey to know these problems already exist. What we need is action.

Intersection of Washington and Church Street, intersection of Washington and High Street, intersection of Washington and Revere Street.

Aggressive drivers - especially turning onto Bolivar and on Bolivar street. I often am walking with children and with a stroller, and would appreciate more speed bumps on Bolivar Street.

Fewer curb cuts & additional traffic lights at Cobb Corner. Plus a remake of Shaw's parking lot. The whole area is dangerous.

I wonder if some traffic lights at the bertuccis/CVS intersection at cobbs corner would help with safety? Also the pavement around cobbs corner is in bad shape

Thank you for doing this! Better bike and pedestrian by slowing vehicles and separating them physically would be so great. I enjoy riding through canton and this would make it awesome.

The traffic lights in Canton Center appear to not be on the same schedule. This causes most of the traffic congestion in that area. The lights should all be modified to turn green/red at the same time, going in the same direction.

APPENDIX C
Corridor Crash Data (2015–19) Summary

Table C
MassDOT Crash Data Summary
Washington Street Corridor, Canton

Statistics Period		2015	2016	2017	2018	2019	5-Year Total	Annual Average
Total number of crashes		71	57	59	71	36	294	58.8
Severity	Property damage only	53	42	49	55	27	226	45.2
Severity	Non-fatal injury	17	13	9	15	9	63	12.6
Severity	Fatality	0	0	0	0	0	0	0.0
Severity	Not reported/unknown	1	2	1	1	0	5	1.0
Collision type	Single vehicle	6	6	4	10	2	28	5.6
Collision type	Rear-end	21	15	20	19	8	83	16.6
Collision type	Angle	22	24	16	23	14	99	19.8
Collision type	Sideswipe, same direction	13	6	10	14	3	46	9.2
Collision type	Sideswipe, opposite direction	5	3	6	2	6	22	4.4
Collision type	Head-on	2	3	3	2	1	11	2.2
Collision type	Rear-to-rear	0	0	0	0	1	1	0.2
Collision type	Not reported/unknown	2	0	0	1	0	3	0.6
Involved pedestrian(s)		1	2	1	2	0	6	1.2
Involved cyclist(s)		0	1	0	1	1	3	0.6
Occurred during weekday peak periods*		17	20	21	26	11	95	19.0
Wet or icy pavement conditions		17	9	8	12	11	57	11.4
Dark conditions (lit or unlit)		13	11	12	6	5	47	9.4

* Peak periods are defined as 7:00–10:00 AM and 3:30–6:30 PM.

APPENDIX D
Corridor Crash Rate Worksheets

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Canton/Sharon/Stoughton COUNT DATE : 11/29-12/3/2021

DISTRICT : 5 and 6

~ SEGMENT DATA ~

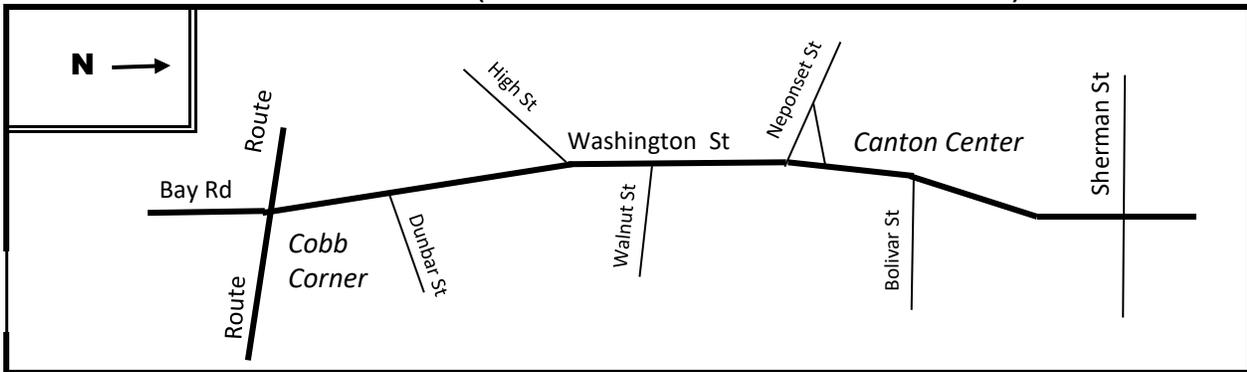
ROADWAY NAME: Washington Street Corridor

START POINT: Sherman Street

END POINT: Bay Road (including a section of Route 27 about 1,000 feet long)

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Principal Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L):	1.83
AVERAGE DAILY TRAFFIC VOLUME (V):	17,000

TOTAL # OF CRASHES:	294	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A):	58.80
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CRASH RATE CALCULATION :

5.18

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

Comments : State Average for Urban Principal Arterial = 3.58 (7/1/2020)

Project Title & Date: Washington Street Corridor Study

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Canton COUNT DATE : 11/29-12/3/2021

DISTRICT : 6

~ SEGMENT DATA ~

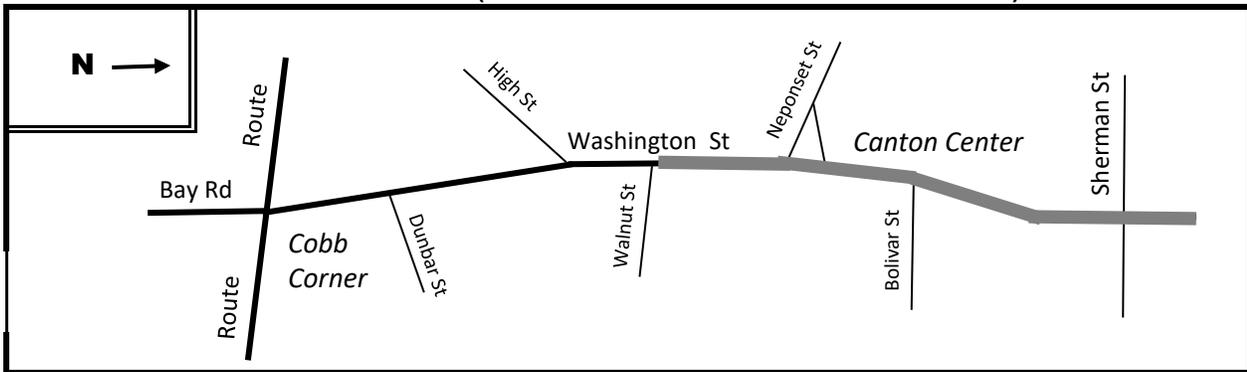
ROADWAY NAME: Washington Street Corridor: Canton Center Section

START POINT: Sherman Street

END POINT: Walnut Street

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Principal Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L): **0.76**

AVERAGE DAILY TRAFFIC VOLUME (V): 16,500

TOTAL # OF CRASHES: **126** # OF YEARS: **5** AVERAGE # OF CRASHES PER YEAR (A): **25.20**

CRASH RATE CALCULATION :

5.51

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

Comments : State Average for Urban Principal Arterial = 3.58 (7/1/2020) Project

Title & Date: Washington Street Corridor Study

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Canton COUNT DATE : 11/29-12/3/2021

DISTRICT : 6

~ SEGMENT DATA ~

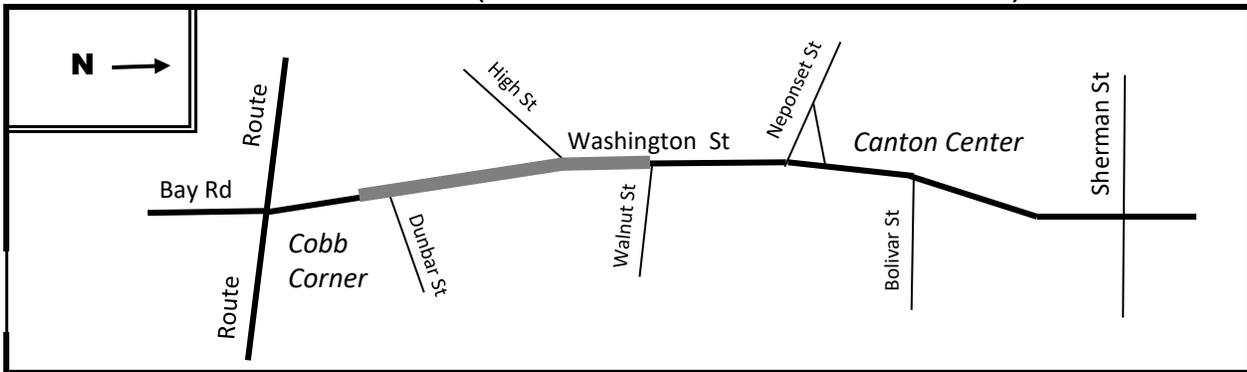
ROADWAY NAME: Washington Street Corridor: Residential Section

START POINT: South of Walnut Street

END POINT: South of Dunbar Street Street

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Principal Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L):	0.57
AVERAGE DAILY TRAFFIC VOLUME (V):	16,500

TOTAL # OF CRASHES:	32	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A):	6.40
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CRASH RATE CALCULATION :

1.86

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

Comments : State Average for Urban Principal Arterial = 3.58 (7/1/2020)

Project Title & Date: Washington Street Corridor Study

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Canton, Sharon, and Stoughton COUNT DATE : 11/29-12/3/2021

DISTRICT : 5 and 6

~ SEGMENT DATA ~

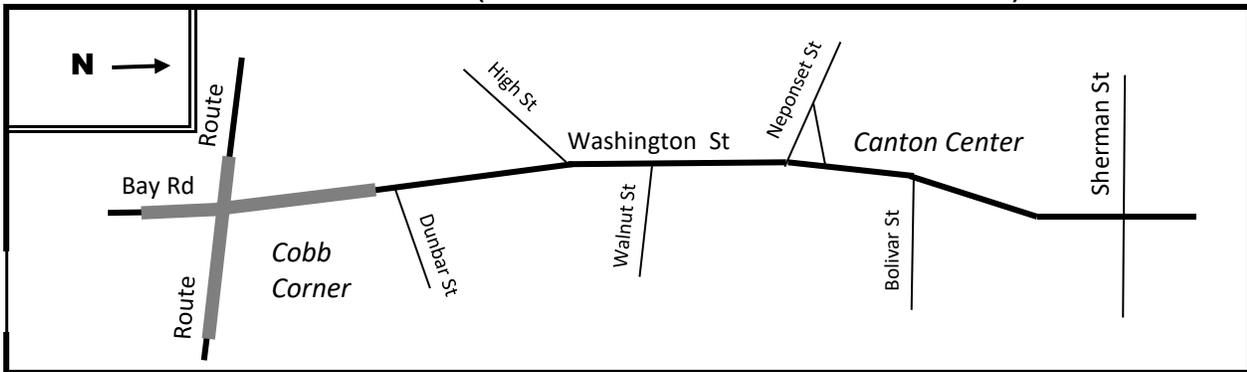
ROADWAY NAME: Washington Street Corridor: Cobb Corner Commercial District

START POINT: South of Dunabar Street

END POINT: Bay Road (including a section of Route 27 about 1,000 feet long)

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Principal Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L):	0.50
AVERAGE DAILY TRAFFIC VOLUME (V):	19,500

TOTAL # OF CRASHES:	127	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A):	25.40
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CRASH RATE CALCULATION :

7.14

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

Comments : State Average for Urban Principal Arterial = 3.58 (7/1/2020)

Project Title & Date: Washington Street Corridor Study

APPENDIX E
Intersection Crash Rate Worksheets

APPENDIX F

Collision Diagrams and Crash Look-Up Tables



SYMBOLS

- | | | | |
|------------------|----------------------|--------------------|----------------|
| → | Moving Vehicle | → [diagonal lines] | Parked Vehicle |
| ←←← | Backing Vehicle | → [square] | Fixed Object |
| ⋯→ | Non-Involved Vehicle | → [bicycle] | Bicycle |
| → [stick figure] | Pedestrian | → [animal] | Animal |

TYPES OF CRASH

- | | | | |
|-----|----------|----------|----------------|
| →←→ | Head On | ↔↔ | Sideswipe |
| →↓↙ | Angle | → [loop] | Out of Control |
| →← | Rear End | | |

CRASH INDEX AND SEVERITY

- #, #, #
- # Property Damage Only Crash Index Number
 - # Injury Crash Index Number
 - # Fatal Crash Index Number



Figure 1
Collision Diagram: Washington Street between Sherman Street and Revere Street (Canton Center Section 1)
MassDOT Crash Data 2015–19



SYMBOLS

- | | |
|--------------------------------|---|
| → Moving Vehicle | → [rectangle with diagonal line] Parked Vehicle |
| ← Backing Vehicle | → [square] Fixed Object |
| ⋯ Non-Involved Vehicle | → [bicycle icon] Bicycle |
| → [pedestrian icon] Pedestrian | → [animal icon] Animal |

TYPES OF CRASH

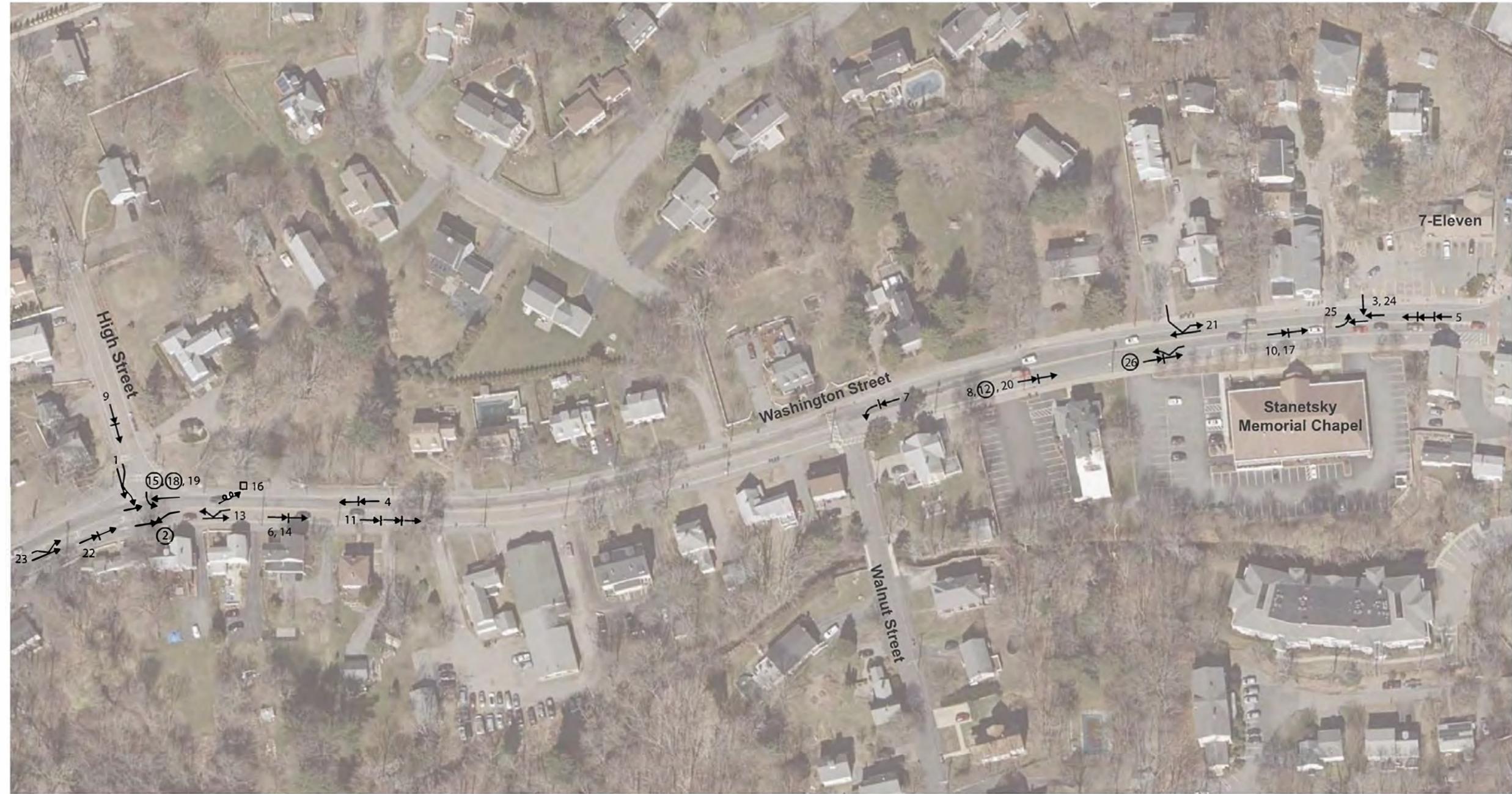
- | | |
|-------------|-------------------|
| ↔↔ Head On | ↔↔ Sideswipe |
| →↘ Angle | ↪↪ Out of Control |
| →↔ Rear End | |

CRASH INDEX AND SEVERITY

- #, #, #
- # Property Damage Only Crash Index Number
 - # Injury Crash Index Number
 - # Fatal Crash Index Number



Figure 2
Collision Diagram: Washington Street between Revere Street and Neponset Street (Canton Center Section 2)
MassDOT Crash Data 2015-19



SYMBOLS

- | | |
|------------------------|--------------------|
| → Moving Vehicle | → □ Parked Vehicle |
| ↔ Backing Vehicle | → □ Fixed Object |
| ⋯ Non-Involved Vehicle | → ✂ Bicycle |
| → ⤴ Pedestrian | → 🐾 Animal |

TYPES OF CRASH

- | | |
|--------------|-------------------|
| ↔↔↔ Head On | ↔↔ Sideswipe |
| → ↓ ↙ Angle | ↪↪ Out of Control |
| → Rear End | |

CRASH INDEX AND SEVERITY

- #, #, #
- # Property Damage Only Crash Index Number
- # Injury Crash Index Number
- # Fatal Crash Index Number



Figure 3
Collision Diagram: Washington Street between Neponset Street and High Street
MassDOT Crash Data 2015-19



SYMBOLS		TYPES OF CRASH		CRASH INDEX AND SEVERITY
→ Moving Vehicle	→ [rectangle with diagonal line] Parked Vehicle	↔↔↔ Head On	↔↔ Sideswipe	#, (#), (##)
↔ Backing Vehicle	→ [square] Fixed Object	→↘↙ Angle	↪↪ Out of Control	# Property Damage Only Crash Index Number
⋯ Non-Involved Vehicle	→ [bicycle icon] Bicycle	→↔ Rear End		(#) Injury Crash Index Number
→ [stick figure] Pedestrian	→ [animal icon] Animal			(##) Fatal Crash Index Number



Figure 4
Collision Diagram: Washington Street between High Street and Cobb Corner Commercial District
MassDOT Crash Data 2015-19



SYMBOLS

- | | | | |
|-----|----------------------|-----|----------------|
| → | Moving Vehicle | → □ | Parked Vehicle |
| ←← | Backing Vehicle | → □ | Fixed Object |
| ⋯→ | Non-Involved Vehicle | → 🚲 | Bicycle |
| → 🧑 | Pedestrian | → 🐾 | Animal |

TYPES OF CRASH

- | | | | |
|-------|----------|------|----------------|
| ↔↔↔ | Head On | ↔↔ | Sideswipe |
| → ↓ ↙ | Angle | → 〰️ | Out of Control |
| → → | Rear End | | |

CRASH INDEX AND SEVERITY

- #, #, #
- # Property Damage Only Crash Index Number
 - # Injury Crash Index Number
 - # Fatal Crash Index Number



Figure 5
Collision Diagram: Washington Street in the Vicinity of Cobb Corner Plaza
MassDOT Crash Data 2015-19



SYMBOLS

- | | |
|------------------------|-------------------|
| → Moving Vehicle | → Parked Vehicle |
| ↔ Backing Vehicle | → Fixed Object |
| ⋯ Non-Involved Vehicle | → Bicycle |
| → Pedestrian | → Animal |

TYPES OF CRASH

- | | |
|-------------|-------------------|
| ↔↔ Head On | ↔↔ Sideswipe |
| →↙ Angle | ↪↪ Out of Control |
| →↔ Rear End | |

CRASH INDEX AND SEVERITY

- #, #, #
- # Property Damage Only Crash Index Number
 - # Injury Crash Index Number
 - # Fatal Crash Index Number



Figure 6
Collision Diagram: Washington Street/Bay Road at North Main Street/Sharon Street (Route 27)
MassDOT Crash Data 2015-19

Table 1
Crash Data Lookup: Washington Street between Sherman Street and Revere Street
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-02-23	Mon	7:23 AM	Peak	1	0	Property damage only	Single vehicle crash	Wet	Daylight	Clear	Turning left	Collision with parked motor vehicle	Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc / Unknown
2	2015-03-12	Thu	1:00 PM	Off-peak	2	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead / Parked	Collision with parked motor vehicle	No improper driving
3	2015-03-12	Thu	10:54 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Followed too closely / Distracted
4	2015-08-31	Mon	2:38 PM	Off-peak	2	1	Non-fatal injury	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Distracted
5	2015-11-10	Tue	10:38 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Other / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Other improper action / No improper driving
6	2016-01-12	Tue	1:32 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	No improper driving
7	2016-01-16	Sat	1:39 PM	Off-peak	2	0	Property damage only	Angle	Wet	Daylight	Cloudy / Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
8	2016-02-11	Thu	8:59 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Unknown
9	2016-03-01	Tue	1:42 PM	Off-peak	2	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	No improper driving / Inattention
10	2016-03-14	Mon	8:44 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Distracted / Inattention
11	2016-04-23	Sat	8:40 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear / Unknown	Travelling straight ahead / Making U-turn	Collision with motor vehicle in traffic	No improper driving / Made an improper turn
12	2016-05-02	Mon	9:07 AM	Peak	2	0	Property damage only	Angle	Wet	Daylight	Cloudy / Unknown	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
13	2016-06-13	Mon	1:38 PM	Off-peak	3	2	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left / Parked	Collision with motor vehicle in traffic	No improper driving / Inattention
14	2016-10-05	Wed	12:32 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	No improper driving / Inattention
15	2016-11-14	Mon	5:11 PM	Peak	2	0	Property damage only	Head-on	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving

Table 1
Crash Data Lookup: Washington Street between Sherman Street and Revere Street
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
16	2016-12-07	Wed	6:44 PM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Dark - unlit roadway	Clear / Unknown	Turning left	Collision with motor vehicle in traffic	No improper driving
17	2016-12-21	Wed	6:24 PM	Peak	2	0	Property damage only	Rear-end	Dry	Dusk	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
18	2017-03-11	Sat	8:08 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	Unknown / No improper driving
19	2017-05-09	Tue	6:57 PM	Off-peak	2	1	Non-fatal injury	Rear-end	Dry	Daylight	Clear / Unknown	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Illness
20	2017-05-30	Tue	3:45 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear / Cloudy	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Distracted / Inattention
21	2017-06-08	Thu	3:03 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
22	2017-08-03	Thu	11:30 AM	Off-peak	2	1	Non-fatal injury	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Followed too closely
23	2017-09-01	Fri	4:32 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Parked / Overtaking/passing	Collision with parked motor vehicle	No improper driving
24	2017-10-19	Thu	7:33 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
25	2017-12-20	Wed	7:54 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
26	2018-03-22	Thu	8:39 AM	Peak	2	0	Property damage only	Angle	Snow	Daylight	Snow	Travelling straight ahead / Changing lanes	Collision with motor vehicle in traffic	Unknown
27	2018-03-23	Fri	3:18 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Backing / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving / Inattention
28	2018-03-30	Fri	4:23 PM	Peak	2	0	Property damage only	Angle	Wet	Daylight	Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving
29	2018-05-02	Wed	4:48 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
30	2018-05-18	Fri	6:59 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Making U-turn	Collision with motor vehicle in traffic	Unknown

**Table 1
Crash Data Lookup: Washington Street between Sherman Street and Revere Street
MassDOT Crash Data 2015–19**

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
31	2018-06-29	Fri	7:02 PM	Off-peak	2	3	Non-fatal injury	Head-on	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Glare / No improper driving
32	2018-08-03	Fri	8:44 AM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Leaving traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
33	2018-09-24	Mon	4:51 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
34	2018-09-29	Sat	1:21 PM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear / Other	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Other improper action / No improper driving
35	2018-10-12	Fri	6:26 AM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Collision with pedestrian	Other improper action
36	2018-11-21	Wed	8:55 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Operating vehicle in erratic, reckless, careless, negligent or aggressive manner
37	2019-01-12	Sat	11:36 AM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
38	2019-02-08	Fri	1:32 PM	Off-peak	2	0	Property damage only	Head-on	Dry	Daylight	Cloudy	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
39	2019-03-23	Sat	10:45 AM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Turning right / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving
40	2019-08-15	Thu	8:50 AM	Peak	1	0	Non-fatal injury	Single vehicle crash	Dry	Daylight	Cloudy	Other	Collision with other fixed object (wall, building, tunnel, etc.)	Unknown
41	2019-10-05	Sat	11:36 AM	Off-peak	2	0	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving
42	2019-12-24	Tue	7:56 AM	Peak	2	0	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Disregarded traffic signs, signals, road markings / No improper driving

Table 2
Crash Data Lookup: Washington Street between Revere Street and Neponset Street
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-01-17	Sat	2:09 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Slowing or stopped in traffic / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving / Failure to keep in proper lane or running off road
2	2015-01-23	Fri	7:09 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear / Unknown	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Other improper action
3	2015-01-24	Sat	6:23 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Ice	Dark - lighted roadway	Rain/Snow	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
4	2015-02-12	Thu	3:48 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Rain/Snow	Parked / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Visibility obstructed / Other improper action
5	2015-02-26	Thu	8:10 AM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Cloudy	Parked / Turning left	Collision with parked motor vehicle	Failure to keep in proper lane or running off road
6	2015-03-01	Sun	4:59 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Cloudy	Parked / Travelling straight ahead	Collision with motor vehicle in traffic / Collision with parked motor vehicle	Unknown / No improper driving
7	2015-03-13	Fri	10:11 AM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Parked / Travelling straight ahead	Collision with parked motor vehicle	Unknown / No improper driving
8	2015-03-29	Sun	1:09 PM	Off-peak	2	1	Non-fatal injury	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
9	2015-04-06	Mon	2:59 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
10	2015-05-27	Wed	2:13 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Turning right	Collision with motor vehicle in traffic	Unknown / No improper driving
11	2015-07-18	Sat	10:22 AM	Off-peak	2	0	Property damage only	Unknown	Wet	Daylight	Rain	Backing / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving / Other improper action
12	2015-07-19	Sun	8:58 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Wet	Dark - lighted roadway	Rain	Unknown / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
13	2015-07-21	Tue	7:55 PM	Off-peak	2	0	Property damage only	Rear end	Dry	Daylight	Clear	Unknown	Collision with motor vehicle in traffic	Unknown
14	2015-09-08	Tue	2:57 PM	Off-peak	2	1	Non-fatal injury	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
15	2015-10-25	Sun	5:45 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failure to keep in proper lane or running off road
16	2015-10-25	Sun	3:09 PM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Collision with other fixed object (wall, building, tunnel, etc.)	Operating vehicle in erratic, reckless, careless, negligent or aggressive manner / Emotional
17	2015-11-28	Sat	12:25 PM	Off-peak	2	1	Non-fatal injury	Rear-end	Wet	Daylight	Rain	Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving
18	2015-12-11	Fri	2:56 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear / Unknown	Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
19	2016-01-12	Tue	2:17 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Changing lanes	Collision with motor vehicle in traffic	Unknown
20	2016-01-26	Tue	2:39 PM	Off-peak	4	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
21	2016-02-04	Thu	8:57 AM	Peak	2	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Cloudy / Rain	Turning left / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving
22	2016-02-23	Tue	7:13 AM	Peak	3	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
23	2016-02-29	Mon	7:09 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear / Unknown	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Operating vehicle in erratic, reckless, careless, negligent or aggressive manner

Table 2
Crash Data Lookup: Washington Street between Revere Street and Neponset Street
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
24	2016-05-27	Fri	3:09 PM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Daylight	Clear	Turning left	Collision with cyclist (bicycle, tricycle, unicycle, pedal car)	No improper driving
25	2016-06-10	Fri	7:43 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
26	2016-07-07	Thu	2:11 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
27	2016-08-25	Thu	1:17 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Turning right / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Unknown / No improper driving
28	2016-10-07	Fri	9:07 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	Travelling straight ahead / Making U-turn	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
29	2016-11-01	Tue	9:12 PM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Dark - lighted roadway	Clear	Turning right	Collision with pedestrian	Inattention
30	2016-11-07	Mon	12:26 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving / Disregarded traffic signs, signals, road markings
31	2016-11-26	Sat	12:05 AM	Off-peak	2	0	Property damage only	Rear-end	Wet	Dark - lighted roadway	Rain	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
32	2016-12-17	Sat	9:09 AM	Off-peak	2	0	Property damage only	Rear-end	Snow	Daylight	Snow	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Followed too closely
33	2017-01-09	Mon	6:41 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
34	2017-02-02	Thu	2:59 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Glare / No improper driving
35	2017-03-10	Fri	8:33 AM	Peak	2	0	Property damage only	Rear-end	Wet	Daylight	Snow	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Followed too closely
36	2017-03-17	Fri	3:25 PM	Off-peak	3	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead / Parked	Collision with motor vehicle in traffic	Unknown
37	2017-04-20	Thu	5:11 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
38	2017-04-24	Mon	8:11 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Backing / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Unknown / No improper driving
39	2017-07-07	Fri	7:24 PM	Off-peak	1	0	Property damage only	Single vehicle crash	Dry	Daylight	Rain	Travelling straight ahead	Collision with curb	No improper driving
40	2017-09-21	Thu	11:14 AM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Cloudy	Turning left	Collision with motor vehicle in traffic	No improper driving
41	2017-11-10	Fri	7:45 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Dark - lighted roadway	Clear	Travelling straight ahead / Backing	Collision with motor vehicle in traffic	No improper driving
42	2017-11-11	Sat	7:07 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - unlit roadway	Clear / Unknown	Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
43	2017-11-20	Mon	5:28 PM	Peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Dark - lighted roadway	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Visibility obstructed
44	2017-11-24	Fri	3:35 PM	Peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way / Other improper action
45	2017-12-15	Fri	5:45 PM	Peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Collision with pedestrian	No improper driving
46	2018-01-19	Fri	3:22 PM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Collision with tree	Unknown
47	2018-01-19	Fri	8:32 AM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
48	2018-02-03	Sat	12:56 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving

Table 2
Crash Data Lookup: Washington Street between Revere Street and Neponset Street
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
49	2018-04-01	Sun	11:21 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Unknown
50	2018-05-02	Wed	4:16 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear / Unknown	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Distracted
51	2018-05-29	Tue	3:30 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
52	2018-06-02	Sat	3:15 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
53	2018-06-19	Tue	11:33 AM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Turning left	Collision with motor vehicle in traffic	No improper driving / Disregarded traffic signs, signals, road markings / Failure to keep in proper lane or running off road
54	2018-06-25	Mon	12:49 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Overtaking/passing / Parked	Collision with motor vehicle in traffic	Unknown / No improper driving
55	2018-06-29	Fri	11:43 AM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
56	2018-07-31	Tue	5:37 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left	Collision with motor vehicle in traffic	Unknown
57	2018-08-02	Thu	12:48 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Unknown
58	2018-08-16	Thu	3:58 PM	Peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving
59	2018-08-26	Sun	4:19 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	Glare / No improper driving
60	2018-08-30	Thu	2:10 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
61	2018-09-13	Thu	11:52 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Inattention / Unknown
62	2018-09-29	Sat	12:39 AM	Off-peak	1	0	Property damage only	Single vehicle crash	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Collision with pedestrian	No improper driving
63	2018-11-07	Wed	8:11 AM	Peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
64	2018-12-19	Wed	4:57 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	Turning left / Entering traffic lane	Collision with motor vehicle in traffic	Unknown
65	2019-02-11	Mon	5:17 PM	Peak	3	0	Property damage only	Sideswipe, same direction	Dry	Dusk	Clear	Entering traffic lane / Travelling straight ahead / Parked	Collision with motor vehicle in traffic	No improper driving
66	2019-04-04	Thu	11:36 AM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
67	2019-05-17	Fri	11:11 AM	Off-peak	2	0	Property damage only	Angle	Wet	Daylight	Rain	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
68	2019-06-11	Tue	3:22 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
69	2019-06-22	Sat	9:47 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dusk	Clear	Other / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Distracted / Followed too closely
70	2019-08-10	Sat	1:39 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Cloudy / Rain	Turning left	Collision with motor vehicle in traffic	Unknown / No improper driving
71	2019-09-09	Mon	1:01 PM	Off-peak	2	0	Property damage only	Front to Rear	Dry	Daylight	Clear	Backing / Parked	Collision with parked motor vehicle	No improper driving
72	2019-11-02	Sat	11:37 AM	Off-peak	2	0	Property damage only	Rear-to-rear	Dry	Daylight	Clear	Backing / Parked	Collision with motor vehicle in traffic	No improper driving

Table 3
Crash Data Lookup: Washington Street between Neponset Street and High Street
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-07-02	Thu	12:34 PM	Off-peak	3	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear / Other	Travelling straight ahead	Collision with motor vehicle in traffic	Operating defective equipment / No improper driving
2	2015-07-09	Thu	9:29 PM	Off-peak	2	2	Non-fatal injury	Head-on	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Wrong side or wrong way
3	2015-10-02	Fri	2:10 PM	Off-peak	2	0	Property damage only	Angle	Wet	Daylight	Rain	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
4	2015-10-24	Sat	4:13 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving
5	2015-12-27	Sun	5:24 PM	Off-peak	3	0	Property damage only	Rear-end	Wet	Dark - lighted roadway	Rain	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention / Exceeded authorized speed limit
6	2016-02-23	Tue	7:38 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear / Unknown	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Distracted
7	2016-07-05	Tue	4:47 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
8	2016-12-15	Thu	6:16 PM	Peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
9	2016-12-17	Sat	10:05 AM	Off-peak	2	0	Property damage only	Rear-end	Snow	Daylight	Snow	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
10	2017-03-19	Sun	7:30 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
11	2017-07-07	Fri	12:59 PM	Off-peak	3	0	Property damage only	Rear-end	Wet	Daylight	Rain	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
12	2017-08-18	Fri	5:47 PM	Peak	2	1	Non-fatal injury	Rear-end	Wet	Daylight	Cloudy / Rain	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
13	2017-08-18	Fri	2:55 PM	Off-peak	1	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
14	2018-01-06	Sat	12:18 PM	Off-peak	2	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown

Table 3
Crash Data Lookup: Washington Street between Neponset Street and High Street
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
15	2018-01-10	Wed	7:20 AM	Peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Unknown
16	2018-02-02	Fri	4:49 PM	Peak	1	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Collision with curb	Unknown
17	2018-02-22	Thu	11:06 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Rain	Slowing or stopped in traffic / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
18	2018-05-04	Fri	8:14 AM	Peak	2	0	Property damage only	Angle	Wet	Daylight	Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Inattention / No improper driving
19	2018-05-19	Sat	1:55 PM	Off-peak	2	1	Non-fatal injury	Angle	Wet	Daylight	Rain	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
20	2018-06-19	Tue	12:57 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Inattention / No improper driving
21	2018-08-16	Thu	4:19 PM	Peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving
22	2018-09-28	Fri	2:55 PM	Off-peak	2	0	Property damage only	Rear-end	Wet	Daylight	Cloudy / Rain	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
23	2018-12-31	Mon	1:00 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Cloudy	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
24	2019-03-10	Sun	2:26 PM	Off-peak	2	0	Property damage only	Angle	Wet	Daylight	Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
25	2019-05-28	Tue	12:53 PM	Off-peak	2	0	Property damage only	Angle	Wet	Daylight	Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
26	2019-11-15	Fri	1:55 PM	Off-peak	3	0	Non-fatal injury	Sideswipe, opposite direction	Dry	Daylight	Clear	Leaving traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / No improper driving

**Table 4
Crash Data Lookup: Washington Street between High Street and Cobb Corner Commercial District
MassDOT Crash Data 2015–19**

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-03-20	Fri	8:17 PM	Off-peak	2	0	Property damage only	Rear-end	Snow	Dark - lighted roadway	Snow	Slowing or stopped in traffic / Turning left	Collision with motor vehicle in traffic	Unknown
2	2015-06-05	Fri	8:40 AM	Peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Other	Unknown
3	2015-06-21	Sun	6:03 PM	Off-peak	2	1	Non-fatal injury	Rear-end	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Followed too closely
4	2015-07-22	Wed	10:15 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
5	2015-10-22	Thu	3:07 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
6	2015-11-03	Tue	11:45 AM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Collision with pedestrian	Distracted
7	2015-12-31	Thu	3:43 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
8	2016-05-07	Sat	10:04 AM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Wet	Daylight	Cloudy	Turning left / Turning right	Collision with motor vehicle in traffic	No improper driving
9	2016-07-21	Thu	1:37 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Other	Collision with motor vehicle in traffic	Unknown
10	2016-12-30	Fri	1:09 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
11	2017-05-18	Thu	11:17 AM	Off-peak	2	3	Non-fatal injury	Head-on	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failure to keep in proper lane or running off road
12	2018-02-15	Thu	4:33 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
13	2018-05-30	Wed	12:39 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Turning right / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
14	2018-05-30	Wed	12:39 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead / Parked	Collision with motor vehicle in traffic	Failed to yield right of way
15	2018-07-15	Sun	9:27 AM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
16	2018-08-26	Sun	12:38 PM	Off-peak	2	1	Non-fatal injury	Sideswipe, same direction	Dry	Daylight	Clear	Slowing or stopped in traffic / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving / Inattention

Table 5
Crash Data Lookup: Washington Street in the Vicinity of Cobb Corner
Plaza MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-01-05	Mon	3:15 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
2	2015-01-22	Thu	12:04 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear / Other	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
3	2015-02-23	Mon	5:34 PM	Peak	2	0	Property damage only	Angle	Dry	Dusk	Clear / Unknown	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	No improper driving
4	2015-03-11	Wed	12:09 PM	Off-peak	2	0	Property damage only	Angle	Unknown	Daylight	Clear / Other	Other / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
5	2015-04-04	Sat	11:41 AM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear / Other	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
6	2015-05-23	Sat	12:53 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Slowing or stopped in traffic / Entering traffic lane	Collision with motor vehicle in traffic	Unknown
7	2015-06-04	Thu	12:28 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning right / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
8	2015-08-02	Sun	6:02 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Turning right / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
9	2015-08-22	Sat	3:48 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Cloudy	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
10	2015-09-16	Wed	1:54 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
11	2015-11-20	Fri	7:48 PM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Dark - lighted roadway	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
12	2016-01-01	Fri	1:46 PM	Off-peak	2	0	Property damage only	Head-on	Dry	Daylight	Cloudy	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
13	2016-01-04	Mon	8:40 PM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Dark - lighted roadway	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
14	2016-03-26	Sat	4:39 PM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving / Inattention
15	2016-05-09	Mon	5:41 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention
16	2016-06-08	Wed	1:59 PM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving / Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc
17	2016-07-15	Fri	3:32 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Distracted / Followed too closely
18	2016-09-21	Wed	1:36 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
19	2016-09-22	Thu	11:20 AM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear / Unknown	Turning right / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Made an improper turn
20	2016-09-22	Thu	12:41 PM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
21	2016-10-17	Mon	7:01 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear / Unknown	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
22	2016-10-21	Fri	4:58 PM	Peak	2	0	Property damage only	Head-on	Wet	Dusk	Rain	Turning right / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
23	2016-11-21	Mon	2:59 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving
24	2017-01-10	Tue	12:43 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
25	2017-01-20	Fri	10:04 AM	Off-peak	2	2	Non-fatal injury	Sideswipe, same direction	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failure to keep in proper lane or running off road

Table 5
Crash Data Lookup: Washington Street in the Vicinity of Cobb Corner
Plaza MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
26	2017-02-28	Tue	3:59 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
27	2017-04-05	Wed	5:51 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving / Unknown
28	2017-04-13	Thu	3:25 PM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
29	2017-06-19	Mon	12:43 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Entering traffic lane	Collision with motor vehicle in traffic	Unknown
30	2017-08-07	Mon	3:42 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Unknown / Operating defective equipment
31	2017-08-09	Wed	7:23 AM	Peak	1	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Backing	Collision with light pole or other post/support	No improper driving
32	2017-11-14	Tue	5:23 PM	Peak	2	0	Property damage only	Angle	Dry	Dark - unlit roadway	Clear / Unknown	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
33	2017-11-29	Wed	1:49 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead / Changing lanes	Collision with motor vehicle in traffic	No improper driving
34	2018-01-15	Mon	8:47 AM	Peak	2	2	Non-fatal injury	Angle	Snow	Daylight	Snow	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Inattention / Failed to yield right of way
35	2018-04-09	Mon	2:21 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Unknown
36	2018-04-26	Thu	10:13 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear / Cloudy	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
37	2018-05-13	Sun	3:45 PM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving / Unknown
38	2018-06-08	Fri	2:27 PM	Off-peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Other	Unknown
39	2018-08-17	Fri	11:57 AM	Off-peak	2	3	Non-fatal injury	Angle	Dry	Daylight	Clear	Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
40	2018-08-21	Tue	2:03 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Cloudy	Travelling straight ahead / Changing lanes	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
41	2018-09-13	Thu	5:53 PM	Peak	2	2	Non-fatal injury	Head-on	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
42	2018-11-09	Fri	8:31 AM	Peak	1	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Collision with animal - deer	No improper driving
43	2018-12-13	Thu	9:47 PM	Off-peak	1	0	Property damage only	Single vehicle crash	Dry	Dark - lighted roadway	Clear / Unknown	Travelling straight ahead	Collision with utility pole	Operating vehicle in erratic, reckless, careless, negligent or aggressive manner / Other improper action
44	2019-02-11	Mon	3:12 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Turning left	Collision with motor vehicle in traffic	Unknown

**Table 6
Crash Data Lookup: Washington Street/Bay Road at North Main Street/Sharon Street
(Route 27) MassDOT Crash Data 2015–19**

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-01-18	Sun	1:00 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Cloudy / Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
2	2015-03-05	Thu	4:00 PM	Peak	2	2	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Unknown
3	2015-03-07	Sat	4:30 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
4	2015-03-08	Sun	8:50 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Cloudy	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown / No improper driving
5	2015-03-16	Mon	4:47 PM	Peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
6	2015-04-02	Thu	8:00 AM	Peak	2	0	Property damage only	Rear-end	Wet	Daylight	Cloudy / Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
7	2015-04-04	Sat	9:59 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Followed too closely / No improper driving
8	2015-05-15	Fri	4:52 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	Followed too closely / No improper driving
9	2015-06-15	Mon	10:46 PM	Off-peak	1	0	Property damage only	Single vehicle crash	Wet	Dark - lighted roadway	Cloudy / Rain	Travelling straight ahead	Collision with utility pole	Failure to keep in proper lane or running off road
10	2015-06-19	Fri	2:40 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Inattention / No improper driving
11	2015-07-31	Fri	5:48 PM	Peak	2	2	Non-fatal injury	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Followed too closely / No improper driving
12	2015-08-05	Wed	4:00 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Unknown / No improper driving
13	2015-08-06	Thu	12:41 PM	Off-peak	2	0	Property damage only	Head-on	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc / Inattention / No improper driving
14	2015-09-04	Fri	4:04 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / No improper driving
15	2015-09-08	Tue	5:55 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Inattention / No improper driving
16	2015-09-09	Wed	2:55 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
17	2015-09-10	Thu	3:25 PM	Off-peak	2	0	Property damage only	Rear-end	Wet	Daylight	Cloudy	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Other improper action / No improper driving
18	2015-11-07	Sat	3:32 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Turning left	Collision with motor vehicle in traffic	Inattention / No improper driving
19	2015-11-09	Mon	6:19 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	Turning right / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way / Other improper action
20	2015-11-19	Thu	6:03 PM	Peak	2	0	Property damage only	Angle	Wet	Dark - lighted roadway	Clear	Turning right	Collision with motor vehicle in traffic	Inattention / No improper driving
21	2015-12-05	Sat	7:03 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Inattention / Failed to yield right of way / No improper driving
22	2015-12-15	Tue	9:45 AM	Peak	2	1	Non-fatal injury	Sideswipe, same direction	Dry	Daylight	Cloudy / Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Other improper action / No improper driving
23	2015-12-16	Wed	2:12 PM	Off-peak	2	2	Non-fatal injury	Angle	Dry	Daylight	Clear	Turning left / Overtaking/passing	Collision with motor vehicle in traffic	Other improper action / No improper driving
24	2015-12-18	Fri	3:04 PM	Off-peak	4	1	Non-fatal injury	Rear-end	Wet	Daylight	Cloudy	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Followed too closely / No improper driving
25	2015-12-29	Tue	1:44 PM	Off-peak	4	1	Non-fatal injury	Angle	Wet	Daylight	Cloudy / Sleet,	Parked / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Other improper action / No improper driving

Table 6
Crash Data Lookup: Washington Street/Bay Road at North Main Street/Sharon Street (Route 27)
MassDOT Crash Data 2015–19

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
26	2016-01-21	Thu	10:14 AM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
27	2016-01-28	Thu	9:14 AM	Peak	2	2	Non-fatal injury	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
28	2016-02-24	Wed	5:34 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Wet	Dark - lighted roadway	Rain	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	Inattention / No improper driving
29	2016-03-22	Tue	8:38 AM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving
30	2016-04-20	Wed	1:35 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
31	2016-06-30	Thu	1:34 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	Visibility obstructed / No improper driving
32	2016-07-25	Mon	2:04 PM	Off-peak	2	2	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / No improper driving
33	2016-08-11	Thu	5:35 PM	Peak	2	2	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Failed to yield right of way / Driving too fast for conditions
34	2016-08-22	Mon	4:00 PM	Peak	1	1	Non-fatal injury	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Collision with tree	Fatigued/asleep
35	2016-10-23	Sun	1:41 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
36	2016-10-28	Fri	5:52 PM	Peak	1	0	Not Reported	Single vehicle crash	Dry	Unknown	Cloudy	Travelling straight ahead	Collision with light pole or other post/support	Unknown
37	2016-12-09	Fri	11:00 AM	Off-peak	3	0	Property damage only	Angle	Dry	Daylight	Clear	Turning right / Parked	Collision with parked motor vehicle	Failure to keep in proper lane or running off road / Other improper action / No improper driving
38	2017-02-08	Wed	7:33 AM	Peak	2	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Other	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
39	2017-02-21	Tue	3:50 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc
40	2017-02-24	Fri	2:30 PM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Entering traffic lane / Turning right	Collision with motor vehicle in traffic	Inattention / No improper driving
41	2017-02-27	Mon	3:34 PM	Peak	2	4	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Disregarded traffic signs, signals, road markings / No improper driving
42	2017-03-01	Wed	3:59 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Failed to yield right of way / Inattention / No improper driving
43	2017-03-11	Sat	7:02 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	Turning right / Turning left	Collision with motor vehicle in traffic	No improper driving
44	2017-04-21	Fri	1:08 PM	Off-peak	1	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Rain	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
45	2017-05-06	Sat	11:27 AM	Off-peak	2	0	Property damage only	Rear-end	Wet	Daylight	Cloudy / Rain	Slowing or stopped in traffic / Turning left	Collision with motor vehicle in traffic	Inattention / No improper driving
46	2017-05-07	Sun	8:08 AM	Off-peak	2	0	Property damage only	Head-on	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / Distracted / No improper driving
47	2017-05-18	Thu	7:17 AM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Unknown / No improper driving
48	2017-05-24	Wed	6:34 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Followed too closely / No improper driving

**Table 6
Crash Data Lookup: Washington Street/Bay Road at North Main Street/Sharon Street (Route 27)
MassDOT Crash Data 2015–19**

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
49	2017-05-24	Wed	10:42 PM	Off-peak	2	0	Property damage only	Head-on	Dry	Dark - lighted roadway	Clear	Turning left	Collision with motor vehicle in traffic	Made an improper turn / No improper driving
50	2017-06-18	Sun	12:06 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Cloudy	Travelling straight ahead	Collision with motor vehicle in traffic	Inattention / No improper driving
51	2017-08-25	Fri	1:30 AM	Off-peak	1	0	Not Reported	Single vehicle crash	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Collision with tree	Distracted
52	2017-09-10	Sun	1:48 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
53	2017-10-04	Wed	6:09 AM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead / Changing lanes	Collision with motor vehicle in traffic	Inattention / No improper driving
54	2017-10-06	Fri	12:59 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving
55	2017-10-14	Sat	11:03 AM	Off-peak	1	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Cloudy / Rain	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
56	2017-10-14	Sat	1:56 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Wet	Daylight	Cloudy / Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving
57	2017-11-10	Fri	12:12 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Unknown
58	2017-11-24	Fri	4:16 PM	Peak	2	0	Property damage only	Angle	Dry	Dusk	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
59	2017-11-28	Tue	1:39 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Unknown / No improper driving
60	2017-12-11	Mon	3:42 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Cloudy	Overtaking/passing / Travelling straight ahead	Collision with motor vehicle in traffic	Other improper action / No improper driving
61	2018-01-03	Wed	3:27 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	Failed to yield right of way / No improper driving
62	2018-01-10	Wed	3:56 PM	Peak	1	1	Non-fatal injury	Single vehicle crash	Slush	Daylight	Clear / Other	Turning right	Other	No improper driving
63	2018-02-01	Thu	10:22 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
64	2018-03-14	Wed	1:07 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road
65	2018-03-18	Sun	5:22 PM	Off-peak	1	0	Property damage only	Angle	Dry	Daylight	Clear	Turning right	Collision with pedestrian	Inattention
66	2018-03-30	Fri	8:05 AM	Peak	2	0	Property damage only	Angle	Wet	Daylight	Cloudy	Slowing or stopped in traffic / Turning left	Collision with motor vehicle in traffic	No improper driving / Visibility obstructed
67	2018-05-17	Thu	1:32 PM	Off-peak	4	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Disregarded traffic signs, signals, road markings / Distracted / No improper driving
68	2018-06-04	Mon	5:05 PM	Peak	1	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Rain	Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving
69	2018-06-09	Sat	1:53 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving
70	2018-06-10	Sun	11:01 AM	Off-peak	2	1	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
71	2018-07-14	Sat	10:31 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / No improper driving
72	2018-10-08	Mon	4:48 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Cloudy / Rain	Travelling straight ahead	Collision with motor vehicle in traffic	Unknown
73	2018-12-23	Sun	2:09 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Overtaking/passing	Collision with motor vehicle in traffic	No improper driving
74	2018-12-28	Fri	7:28 PM	Off-peak	2	2	Non-fatal injury	Angle	Wet	Dark - lighted roadway	Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Unknown / Made an improper turn

**Table 6
Crash Data Lookup: Washington Street/Bay Road at North Main Street/Sharon Street (Route 27)
MassDOT Crash Data 2015-19**

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injury	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
75	2019-01-22	Tue	3:37 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / No improper driving
76	2019-03-02	Sat	11:04 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Dark - lighted roadway	Clear	Travelling straight ahead / Turning right	Collision with other movable object / Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / No improper driving
77	2019-03-22	Fri	8:08 PM	Off-peak	2	1	Non-fatal injury	Rear-end	Wet	Dark - lighted roadway	Cloudy	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	No improper driving
78	2019-03-23	Sat	2:45 AM	Off-peak	1	0	Non-fatal injury	Single vehicle crash	Snow	Dark - lighted roadway	Snow / Sleet, h	Travelling straight ahead	Collision with tree	No improper driving
79	2019-04-03	Wed	4:02 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Collision with motor vehicle in traffic	Followed too closely / No improper driving
80	2019-04-09	Tue	12:07 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Cloudy	Slowing or stopped in traffic / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving / Followed too closely / Inattention
81	2019-05-15	Wed	8:34 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Cloudy	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	Unknown
82	2019-06-04	Tue	9:07 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Turning right	Collision with motor vehicle in traffic	Inattention / No improper driving
83	2019-06-10	Mon	9:06 AM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
84	2019-06-12	Wed	4:57 PM	Peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Entering traffic lane / Travelling straight ahead	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
85	2019-06-20	Thu	11:30 AM	Off-peak	2	0	Property damage only	Angle	Wet	Daylight	Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Failed to yield right of way
86	2019-07-29	Mon	11:53 AM	Off-peak	2	0	Non-fatal injury	Angle	Dry	Daylight	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Failed to yield right of way / Inattention / No improper driving
87	2019-08-13	Tue	5:23 PM	Peak	2	0	Non-fatal injury	Angle	Wet	Daylight	Rain	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	No improper driving / Visibility obstructed
88	2019-09-10	Tue	6:15 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead / Backing	Collision with motor vehicle in traffic	Driving too fast for conditions / No improper driving
89	2019-10-16	Wed	6:04 PM	Peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead / Turning left	Collision with motor vehicle in traffic	Failure to keep in proper lane or running off road / No improper driving
90	2019-10-22	Tue	9:29 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead	Collision with motor vehicle in traffic	Inattention / No improper driving
91	2019-11-05	Tue	12:10 PM	Off-peak	2	0	Non-fatal injury	Angle	Wet	Daylight	Cloudy	Entering traffic lane / Overtaking/passing	Collision with motor vehicle in traffic	No improper driving / Disregarded traffic signs, signals, road markings / Unknown
92	2019-11-14	Thu	2:43 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Cloudy	Slowing or stopped in traffic	Collision with motor vehicle in traffic	Inattention / No improper driving

APPENDIX G

**Automatic Traffic Recorder Counts
November 29–December 5, 2021**

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn.Sumner & Larkin St
Direction: NORTH

STATION B

File: D1129002.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		9	11	12	36	17	31	28	21	127
02:00		12	11	10	6	10	17	34	15	90
03:00		4	12	8	5	7	8	11	8	48
04:00		10	11	14	16	13	8	12	12	71
05:00		25	24	27	29	26	21	17	24	143
06:00		147	146	136	125	138	62	26	107	642
07:00		576	558	538	453	531	92	74	382	2291
08:00		852	822	847	640	790	141	119	570	3421
09:00		707	656	765	563	673	244	207	524	3142
10:00		398	435	395	397	406	376	307	385	2308
11:00		308	358	336	360	340	457	357	363	2176
12:00		391	358	356	415	380	458	375	392	2353
13:00	344	391	428	414	439	403	494	409	417	2919
14:00	370	400	389	384	448	398	448	406	406	2845
15:00	446	449	461	423	470	450	403	378	433	3030
16:00	463	487	463	528	514	491	389	338	455	3182
17:00	427	488	445	424	454	448	390	296	418	2924
18:00	391	425	404	409	456	417	346	296	390	2727
19:00	301	286	324	331	366	322	266	226	300	2100
20:00	203	209	222	217	252	221	157	152	202	1412
21:00	141	127	195	147	289	180	134	97	161	1130
22:00	78	91	124	124	168	117	143	98	118	826
23:00	47	50	64	61	113	67	104	61	71	500
24:00	23	28	38	38	66	39	50	25	38	268
TOTALS	3234	6870	6959	6944	7080	6884	5239	4349	6212	40675
% AVG WKDY	47.0	99.8	101.1	100.9	102.8		76.1	63.2		
% AVG WEEK	52.1	110.6	112.0	111.8	114.0		84.3	70.0		
AM Times		08:00	08:00	08:00	08:00	08:00	12:00	12:00	08:00	
AM Peaks		852	822	847	640	790	458	375	570	
PM Times	16:00	17:00	16:00	16:00	16:00	16:00	13:00	13:00	16:00	
PM Peaks	463	488	463	528	514	491	494	409	455	

W3

NB 6884

SB 5830

12714

1.00 (.98)

12,500

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000155
Site ID: 000000000102
Location: Washington St.SB,btwn.Sumner & Larkin St
Direction: SOUTH

STA - 15B

File: D1129004.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN	WEEK AVG	TOTAL
01:00		22	31	19	32	26	39		29	143
02:00		9	13	11	12	11	29		15	74
03:00		8	15	8	9	10	19		12	59
04:00		2	5	6	8	5	10		6	31
05:00		13	11	16	19	15	15		15	74
06:00		23	35	28	29	29	19		27	134
07:00		85	98	109	101	98	56		90	449
08:00		382	362	352	377	368	128		320	1601
09:00		376	370	382	422	388	271		364	1821
10:00		269	324	272	283	287	344		298	1492
11:00		299	320	306	349	318	391		333	1665
12:00		342	379	344	424	372	460		390	1949
13:00	350	352	455	408	425	398	419		402	2409
14:00	332	373	390	339	416	370	391		374	2241
15:00	478	523	503	453	462	484	439		476	2858
16:00	463	506	472	546	462	490	421		478	2870
17:00	516	513	532	488	538	517	356		490	2943
18:00	462	539	605	490	564	532			532	2660
19:00	330	449	464	391	502	427			427	2136
20:00	206	237	252	216	286	239			239	1197
21:00	157	167	157	190	228	180			180	899
22:00	97	89	133	120	168	121			121	607
23:00	64	51	75	91	134	83			83	415
24:00	39	58	62	65	84	62			62	308
TOTALS	3494	5687	6063	5650	6334	5830	3807		5763	31035
% AVG WKDY	59.9	97.5	104.0	96.9	108.6		65.3			
% AVG WEEK	60.6	98.7	105.2	98.0	109.9		66.1			
AM Times		08:00	12:00	09:00	12:00	09:00	12:00		12:00	
AM Peaks		382	379	382	424	388	460		390	
PM Times	17:00	18:00	18:00	16:00	18:00	18:00	15:00		18:00	
PM Peaks	516	539	605	546	564	532	439		532	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000121
Site ID: 000000000201
Location: Washington St.NB,btwn.Sherman/Savin Hill
Direction: NORTH

STA 2 NB

File: D1129006.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		13	15	15	33	19	35	34	24	145
02:00		15	13	9	6	11	17	40	17	100
03:00		3	12	7	5	7	6	13	8	46
04:00		12	14	16	18	15	10	9	13	79
05:00		20	21	25	22	22	14	13	19	115
06:00		157	146	149	127	145	59	34	112	672
07:00		503	518	468	405	474	104	87	348	2085
08:00		753	725	731	595	701	182	137	520	3123
09:00		726	658	729	546	665	279	239	530	3177
10:00		438	453	427	413	433	424	325	413	2480
11:00		359	430	376	424	397	532	413	422	2534
12:00		441	423	430	510	451	585	456	474	2845
13:00	450	491	533	510	534	504	533	455	501	3506
14:00	440	454	461	445	525	465	517	462	472	3304
15:00	443	473	488	413	484	460	502	430	462	3233
16:00	491	535	494	547	569	527	458	367	494	3461
17:00	455	504	493	478	494	485	420	374	460	3218
18:00	411	459	440	449	480	448	388	389	431	3016
19:00	302	319	418	377	403	364	281	255	336	2355
20:00	223	257	243	267	298	258	194	208	241	1690
21:00	159	182	196	205	212	191	155	115	175	1224
22:00	101	123	124	124	165	127	165	110	130	912
23:00	60	60	82	75	112	78	117	69	82	575
24:00	23	37	34	34	65	39	60	24	40	277
TOTALS	3558	7334	7434	7306	7445	7286	6037	5058	6724	44172
% AVG WKDY	48.8	100.7	102.0	100.3	102.2		82.9	69.4		
% AVG WEEK	52.9	109.1	110.6	108.7	110.7		89.8	75.2		
AM Times		08:00	08:00	08:00	08:00	08:00	12:00	12:00	09:00	
AM Peaks		753	725	731	595	701	585	456	530	
PM Times	16:00	16:00	13:00	16:00	16:00	16:00	13:00	14:00	13:00	
PM Peaks	491	535	533	547	569	527	533	462	501	

U3

NB 7286

SB 6483

13769

1.00 (.98)

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Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH

STA 25B

File: D1129010.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		21	30	18	33	26	37	39	30	178
02:00		9	12	11	15	12	25	26	16	98
03:00		7	16	8	9	10	16	12	11	68
04:00		2	8	6	8	6	10	17	8	51
05:00		13	11	18	16	14	12	12	14	82
06:00		40	45	38	43	42	30	21	36	217
07:00		117	109	132	125	121	73	47	100	603
08:00		282	293	265	306	286	150	133	238	1429
09:00		437	406	439	478	440	317	227	384	2304
10:00		392	388	335	378	373	392	368	376	2253
11:00		380	371	369	402	380	473	357	392	2352
12:00		377	419	385	498	420	536	406	437	2621
13:00	431	400	492	477	494	459	475	413	455	3182
14:00	443	458	450	427	511	458	435	418	449	3142
15:00	514	547	523	491	525	520	470	393	495	3463
16:00	553	561	548	625	554	568	534	373	535	3748
17:00	544	586	615	579	600	585	414	392	533	3730
18:00	483	573	634	536	538	553	347	343	493	3454
19:00	354	478	472	433	485	444	267	248	391	2737
20:00	224	293	298	241	298	271	231	212	257	1797
21:00	174	188	216	214	256	210	173	141	195	1362
22:00	96	103	143	129	176	129	157	98	129	902
23:00	68	57	84	103	164	95	145	54	96	675
24:00	36	60	53	72	84	61	85	37	61	427
TOTALS	3920	6381	6636	6351	6996	6483	5804	4787	6131	40875
% AVG WKDY	60.5	98.4	102.4	98.0	107.9		89.5	73.8		
% AVG WEEK	63.9	104.1	108.2	103.6	114.1		94.7	78.1		
AM Times		09:00	12:00	09:00	12:00	09:00	12:00	12:00	12:00	
AM Peaks		437	419	439	498	440	536	406	437	
PM Times	16:00	17:00	18:00	16:00	17:00	17:00	16:00	14:00	16:00	
PM Peaks	553	586	634	625	600	585	534	418	535	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000091
Site ID: 000000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH

STA 3 NB

File: D1129012.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		23	22	26	30	25	38	63	34	202
02:00		18	18	11	15	16	28	26	19	116
03:00		7	11	14	8	10	9	12	10	61
04:00		20	22	29	33	26	24	9	23	137
05:00		95	81	86	83	86	33	18	66	396
06:00		244	246	243	210	236	85	35	177	1063
07:00		633	620	599	529	595	149	93	437	2623
08:00		825	830	862	737	814	280	206	623	3740
09:00		759	727	784	659	732	437	311	613	3677
10:00		585	639	570	630	606	592	489	584	3505
11:00		560	580	583	621	586	690	576	602	3610
12:00	581	561	583	599	631	591	743	588	612	4286
13:00	637	679	679	682	690	673	727	643	677	4737
14:00	632	590	621	655	677	635	738	719	662	4632
15:00	632	631	647	604	638	630	693	617	637	4462
16:00	636	642	610	570	639	619	676	627	629	4400
17:00	521	620	653	627	617	608	620	595	608	4253
18:00	581	610	604	557	676	606	568	499	585	4095
19:00	465	481	551	509	568	515	497	373	492	3444
20:00	312	331	392	375	407	363	307	279	343	2403
21:00	269	250	247	297	309	274	252	181	258	1805
22:00	141	153	175	168	243	176	215	141	177	1236
23:00	75	95	105	113	156	109	164	94	115	802
24:00	36	50	49	54	69	52	99	49	58	406
TOTALS	5518	9462	9712	9617	9875	9583	8664	7243	9041	60091
% AVG WKDY	57.6	98.7	101.3	100.4	103.0		90.4	75.6		
% AVG WEEK	61.0	104.7	107.4	106.4	109.2		95.8	80.1		
AM Times	12:00	08:00	08:00	08:00	08:00	08:00	12:00	12:00	08:00	
AM Peaks	581	825	830	862	737	814	743	588	623	
PM Times	13:00	13:00	13:00	13:00	13:00	13:00	14:00	14:00	13:00	
PM Peaks	637	679	679	682	690	673	738	719	677	

U3

NB 9583

SB 10732

20315

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19,900

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000106
Site ID: 000000000302
Location: Washington St. SB, N. of Walnut St.
Direction: SOUTH

STA 35B

File: D1129014.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		32	43	36	66	44	78	77	55	332
02:00		28	24	27	29	27	45	65	36	218
03:00		10	19	14	18	15	28	28	20	117
04:00		10	12	13	16	13	23	25	16	99
05:00		29	26	33	34	30	15	21	26	158
06:00		70	87	70	71	74	55	22	62	375
07:00		172	171	189	178	178	70	46	138	826
08:00		373	372	373	394	378	207	145	311	1864
09:00		497	530	522	606	539	460	317	489	2932
10:00		490	548	506	604	537	565	453	528	3166
11:00		552	638	614	669	618	711	578	627	3762
12:00	579	667	664	732	779	684	858	668	707	4947
13:00	706	715	744	801	849	763	914	767	785	5496
14:00	735	736	791	800	805	773	792	811	781	5470
15:00	822	788	847	855	866	836	836	781	828	5795
16:00	976	1025	885	1047	974	981	841	721	924	6469
17:00	1015	1024	1009	1099	1018	1033	722	689	939	6576
18:00	1011	1038	1099	1064	990	1040	643	599	921	6444
19:00	685	808	837	899	847	815	529	439	721	5044
20:00	468	480	516	492	513	494	395	353	460	3217
21:00	307	375	382	400	380	369	295	247	341	2386
22:00	164	192	248	276	290	234	283	139	227	1592
23:00	101	121	136	162	211	146	244	122	157	1097
24:00	82	100	88	128	158	111	135	75	109	766
TOTALS	7651	10332	10716	11152	11365	10732	9744	8188	10208	69148
% AVG WKDY	71.3	96.3	99.9	103.9	105.9		90.8	76.3		
% AVG WEEK	75.0	101.2	105.0	109.2	111.3		95.5	80.2		
AM Times	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks	579	667	664	732	779	684	858	668	707	
PM Times	17:00	18:00	18:00	17:00	17:00	18:00	13:00	14:00	17:00	
PM Peaks	1015	1038	1099	1099	1018	1040	914	811	939	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000032
Site ID: 000000000401
Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
Direction: NORTH

STA 4 NB

File: D1129016.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		24	23	32	24	26	34	63	33	200
02:00		15	14	12	18	15	28	24	18	111
03:00		5	11	11	8	9	9	12	9	56
04:00		21	23	30	31	26	22	9	23	136
05:00		92	78	80	81	83	31	14	63	376
06:00		224	230	238	195	222	83	36	168	1006
07:00		616	608	573	517	578	145	92	425	2551
08:00		788	815	829	712	786	291	193	605	3628
09:00		758	727	790	687	740	453	324	623	3739
10:00		586	628	603	672	622	613	507	602	3609
11:00		578	618	640	651	622	678	611	629	3776
12:00	593	614	606	622	672	621	818	656	654	4581
13:00	704	734	755	733	795	744	851	730	757	5302
14:00	672	642	649	705	757	685	792	788	715	5005
15:00	666	648	690	641	726	674	816	692	697	4879
16:00	709	725	644	645	746	694	747	693	701	4909
17:00	610	665	693	695	681	669	659	639	663	4642
18:00	631	662	675	658	732	672	609	537	643	4504
19:00	514	498	582	554	596	549	486	391	517	3621
20:00	326	378	410	427	452	399	341	287	374	2621
21:00	277	257	281	315	318	290	269	187	272	1904
22:00	154	164	176	174	247	183	217	152	183	1284
23:00	77	97	95	108	146	105	150	92	109	765
24:00	45	46	51	54	69	53	90	53	58	408
TOTALS	5978	9837	10082	10169	10533	10067	9232	7782	9541	63613
% AVG WKDY	59.4	97.7	100.1	101.0	104.6		91.7	77.3		
% AVG WEEK	62.7	103.1	105.7	106.6	110.4		96.8	81.6		
AM Times	12:00	08:00	08:00	08:00	08:00	08:00	12:00	12:00	12:00	
AM Peaks	593	788	815	829	712	786	818	656	654	
PM Times	16:00	13:00	13:00	13:00	13:00	13:00	13:00	14:00	13:00	
PM Peaks	709	734	755	733	795	744	851	788	757	

u3
NB 10067
SB 10256

20323
100 (198)
19,900

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000087
Site ID: 000000000402
Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
Direction: SOUTH

STA-4SB

File: D1129018.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		29	41	38	52	40	61	64	48	285
02:00		24	19	23	25	23	39	57	31	187
03:00		12	17	10	19	14	26	25	18	109
04:00		9	13	12	11	11	21	24	15	90
05:00		28	25	32	33	30	11	19	25	148
06:00		81	87	84	79	83	57	25	69	413
07:00		186	199	221	216	206	82	52	159	956
08:00		375	370	368	379	373	229	169	315	1890
09:00		520	551	500	618	547	446	323	493	2958
10:00		504	513	496	594	527	583	490	530	3180
11:00		527	597	581	635	585	712	587	606	3639
12:00	588	656	637	659	745	657	823	662	681	4770
13:00	686	709	722	756	818	738	895	702	755	5288
14:00	692	689	688	741	776	717	772	745	729	5103
15:00	774	743	776	765	829	777	817	744	778	5448
16:00	953	958	825	934	933	921	816	706	875	6125
17:00	1012	993	960	1048	1012	1005	722	684	919	6431
18:00	995	1014	1063	991	962	1005	610	558	885	6193
19:00	674	763	805	817	773	766	540	417	684	4789
20:00	441	452	480	426	493	458	361	315	424	2968
21:00	276	337	362	341	357	335	277	229	311	2179
22:00	159	178	219	243	263	212	242	128	205	1432
23:00	95	116	127	133	188	132	206	108	139	973
24:00	71	86	75	101	138	94	121	67	94	659
TOTALS	7416	9989	10171	10320	10948	10256	9469	7900	9788	66213
% AVG WKDY	72.3	97.4	99.2	100.6	106.7		92.3	77.0		
% AVG WEEK	75.8	102.1	103.9	105.4	111.9		96.7	80.7		
AM Times	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks	588	656	637	659	745	657	823	662	681	
PM Times	17:00	18:00	18:00	17:00	17:00	17:00	13:00	14:00	17:00	
PM Peaks	1012	1014	1063	1048	1012	1005	895	745	919	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH

STA 5 NB

File: D1129020.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		7	7	7	7	7	21	35	14	84
02:00		4	8	5	1	4	15	5	6	38
03:00		3	6	11	8	7	8	10	8	46
04:00		14	17	19	18	17	7	3	13	78
05:00		40	37	37	31	36	14	8	28	167
06:00		147	147	147	117	140	40	19	103	617
07:00		416	414	432	347	402	81		338	1690
08:00		584	591	598	530	576	176		496	2479
09:00		504	480	531	506	505	263		457	2284
10:00		363	378	371	372	371	356		368	1840
11:00	295	283	323	341	369	322	346		326	1957
12:00	281	294	302	314	372	313	391		326	1954
13:00	293	330	373	333	352	336	408		348	2089
14:00	301	283	308	318	330	308	395		322	1935
15:00	306	320	356	338	352	334	371		340	2043
16:00	328	359	368	349	431	367	360		366	2195
17:00	350	348	387	359	346	358	327		353	2117
18:00	314	305	360	370	406	351	315		345	2070
19:00	199	209	266	281	267	244	249		245	1471
20:00	128	126	131	191	184	152	143		150	903
21:00	95	85	100	109	140	106	114		107	643
22:00	55	48	75	70	66	63	110		71	424
23:00	19	24	39	39	60	36	70		42	251
24:00	16	21	15	19	25	19	39		22	135
TOTALS	2980	5117	5488	5589	5637	5374	4619	80	5194	29510
% AVG WKDY	55.5	95.2	102.1	104.0	104.9		86.0	1.5		
% AVG WEEK	57.4	98.5	105.7	107.6	108.5		88.9	1.5		
AM Times	11:00	08:00	08:00	08:00	08:00	08:00	12:00	01:00	08:00	
AM Peaks	295	584	591	598	530	576	391	35	496	
PM Times	17:00	16:00	17:00	18:00	16:00	16:00	13:00		16:00	
PM Peaks	350	359	387	370	431	367	408		366	

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NB 5374
SB 5150
10524
1.04 (.99)
10,800

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000071
Site ID: 000000000502
Location: Bay Rd. SB, S. of Route 27
Direction: SOUTH

STA 55B

File: D1129022.prn
City: Canton
County: speed

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		14	15	14	27	18	27	39	23	136
02:00		11	7	15	7	10	19	25	14	84
03:00		9	13	10	15	12	12	13	12	72
04:00		7	4	8	7	6	5	11	7	42
05:00		6	10	12	9	9	4	2	7	43
06:00		20	22	16	17	19	9	5	15	89
07:00		81	74	76	75	76	35	20	60	361
08:00		159	170	163	170	166	76	59	133	797
09:00		269	233	229	273	251	145	115	211	1264
10:00		184	201	197	227	202	201	179	198	1189
11:00	223	190	229	202	240	217	288	263	234	1635
12:00	256	261	296	275	302	278	374	333	300	2097
13:00	288	304	316	328	384	324	415	371	344	2406
14:00	298	337	314	349	357	331	382	349	341	2386
15:00	358	357	419	391	411	387	390	348	382	2674
16:00	531	500	457	511	544	509	410	360	473	3313
17:00	622	580	564	620	580	593	389	356	530	3711
18:00	590	588	654	664	555	610	309	349	530	3709
19:00	404	440	458	471	398	434	316	241	390	2728
20:00	239	253	292	272	272	266	202	182	245	1712
21:00	149	186	196	192	208	186	161	129	174	1221
22:00	106	100	130	144	145	125	130	61	117	816
23:00	48	65	74	74	100	72	102	54	74	517
24:00	32	52	40	38	82	49	69		52	313
TOTALS	4144	4973	5188	5271	5405	5150	4470	3864	4866	33315
% AVG WKDY	80.5	96.6	100.7	102.3	105.0		86.8	75.0		
% AVG WEEK	85.2	102.2	106.6	108.3	111.1		91.9	79.4		
AM Times	12:00	09:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks	256	269	296	275	302	278	374	333	300	
PM Times	17:00	18:00	18:00	18:00	17:00	18:00	13:00	13:00	17:00	
PM Peaks	622	588	654	664	580	610	415	371	530	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000127
Site ID: 000000060304
Location: Randolph St., E. of Washington St.
Direction: EAST

STA 6 EB

File: D1129033.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		11	8	13	14	12	27	23	16	96
02:00		8	5	6	6	6	12	15	9	52
03:00		4	7	4	3	4	7	6	5	31
04:00		11	6	6	7	8	6	8	7	44
05:00		29	25	27	25	26	19	13	23	138
06:00		74	80	67	72	73	38	13	57	344
07:00		264	236	202	196	224	51	30	163	979
08:00		483	475	456	387	450	96	48	324	1945
09:00		486	504	537	442	492	161	91	370	2221
10:00		307	302	289	259	289	215	127	250	1499
11:00		233	219	228	206	222	302	165	226	1353
12:00		263	258	240	237	250	283	194	246	1475
13:00	269	267	283	262	307	278	305	223	274	1916
14:00	251	287	267	280	314	280	294	215	273	1908
15:00	321	343	362	314	340	336	266	213	308	2159
16:00	557	504	486	505	504	511	268	204	433	3028
17:00	469	471	737	497	690	573	235	234	476	3333
18:00	396	446	638	466	540	497	180	172	405	2838
19:00	262	270	326	318	340	303	172	154	263	1842
20:00	159	159	182	187	213	180	148	110	165	1158
21:00	106	103	140	127	159	127	102	62	114	799
22:00	61	60	94	89	123	85	94	57	83	578
23:00	40	49	52	76	57	55	78	38	56	390
24:00	30	31	29	38	61	38	41	18	35	248
TOTALS	2921	5163	5721	5234	5502	5319	3400	2433	4581	30374
% AVG WKDY	54.9	97.1	107.6	98.4	103.4		63.9	45.7		
% AVG WEEK	63.8	112.7	124.9	114.3	120.1		74.2	53.1		
AM Times		09:00	09:00	09:00	09:00	09:00	11:00	12:00	09:00	
AM Peaks		486	504	537	442	492	302	194	370	
PM Times	16:00	16:00	17:00	16:00	17:00	17:00	13:00	17:00	17:00	
PM Peaks	557	504	737	505	690	573	305	234	476	

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EB 5319
WB 4695

10014
1.04(.99)
10,300

Mass Highway Department

WEEKLY SUMMARY FOR LANE 2
Starting: 11/29/2021

Page: 2

Station #: 210420000127
Site ID: 000000060304
Location: Randolph St., E. of Washington St.
Direction: WEST

STA. 6 WB

File: D1129033.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		18	26	17	16	19	30	19	21	126
02:00		7	7	12	7	8	12	15	10	60
03:00		7	6	3	7	6	4	5	5	32
04:00		6	7	9	8	8	6	8	7	44
05:00		20	11	14	15	15	13	5	13	78
06:00		57	63	55	63	60	22	14	46	274
07:00		228	197	211	177	203	28	25	144	866
08:00		455	401	439	383	420	89	50	303	1817
09:00		378	395	409	330	378	196	82	298	1790
10:00		247	207	234	233	230	201	139	210	1261
11:00		174	224	194	228	205	276	180	213	1276
12:00		253	222	236	235	236	273	201	237	1420
13:00	281	248	296	270	272	273	263	220	264	1850
14:00	253	266	255	230	257	252	267	192	246	1720
15:00	329	366	344	345	344	346	274	197	314	2199
16:00	426	369	420	361	430	401	286	199	356	2491
17:00	410	506	606	424	592	508	228	210	425	2976
18:00	382	400	516	433	475	441	178	131	359	2515
19:00	230	255	273	281	295	267	156	125	231	1615
20:00	136	143	162	154	177	154	120	115	144	1007
21:00	110	95	88	99	95	97	88	51	89	626
22:00	71	57	83	91	106	82	77	45	76	530
23:00	37	30	42	50	81	48	63	27	47	330
24:00	27	36	29	51	46	38	51	32	39	272
TOTALS	2692	4621	4880	4622	4872	4695	3201	2287	4097	27175
% AVG WKDY	57.3	98.4	103.9	98.4	103.8		68.2	48.7		
% AVG WEEK	65.7	112.8	119.1	112.8	118.9		78.1	55.8		
AM Times		08:00	08:00	08:00	08:00	08:00	11:00	12:00	08:00	
AM Peaks		455	401	439	383	420	276	201	303	
PM Times	16:00	17:00	17:00	18:00	17:00	17:00	16:00	13:00	17:00	
PM Peaks	426	506	606	433	592	508	286	220	425	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000145
Site ID: 00000070304
Location: Chapman St., W. of Washington St.
Direction: EAST

STA. 7 EB

File: D1129034.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		8	8	16	11	11	25	17	14	85
02:00		7	6	4	3	5	10	10	7	40
03:00		4	7	7	8	6	5	4	6	35
04:00		11	5	4	5	6	11	9	8	45
05:00		41	38	43	33	39	20	12	31	187
06:00		111	116	96	98	105	32	18	78	471
07:00		360	335	286	266	312	57	31	222	1335
08:00		743	602	586	368	575	103	46	408	2448
09:00		690	483	672	449	574	148	108	425	2550
10:00		290	286	264	240	270	192	125	233	1397
11:00		184	229	220	214	212	236	174	210	1257
12:00		183	195	185	184	187	230	160	190	1137
13:00	197	216	229	223	234	220	245	191	219	1535
14:00	225	224	203	213	257	224	202	182	215	1506
15:00	346	281	302	343	301	315	235	214	289	2022
16:00	311	353	352	346	421	357	207	184	311	2174
17:00	323	290	385	367	347	342	199	160	296	2071
18:00	258	271	326	284	342	296	193	134	258	1808
19:00	168	190	265	247	279	230	129	124	200	1402
20:00	118	111	148	134	172	137	102	101	127	886
21:00	83	78	84	83	90	84	73	63	79	554
22:00	48	43	57	67	60	55	66	94	62	435
23:00	38	43	48	63	59	50	55	43	50	349
24:00	17	30	25	35	43	30	42	23	31	215
TOTALS	2132	4762	4734	4788	4484	4642	2817	2227	3969	25944
% AVG WKDY	45.9	102.6	102.0	103.1	96.6		60.7	48.0		
% AVG WEEK	53.7	120.0	119.3	120.6	113.0		71.0	56.1		
AM Times		08:00	08:00	09:00	09:00	08:00	11:00	11:00	09:00	
AM Peaks		743	602	672	449	575	236	174	425	
PM Times	15:00	16:00	17:00	17:00	16:00	16:00	13:00	15:00	16:00	
PM Peaks	346	353	385	367	421	357	245	214	311	

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EB 4642
WB 3714
8356

1.04 (.99)

8,600

Mass Highway Department

WEEKLY SUMMARY FOR LANE 2
Starting: 11/29/2021

Page: 2

Station #: 210420000145
Site ID: 000000070304
Location: Chapman St., W. of Washington St.
Direction: WEST

STA: 7 WB

File: D1129034.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		17	15	17	21	18	30	24	21	124
02:00		5	6	6	9	6	10	12	8	48
03:00		4	5	3	1	3	11	6	5	30
04:00		4	5	6	7	6	4	9	6	35
05:00		22	17	15	19	18	10	4	14	87
06:00		36	49	38	52	44	26	11	35	212
07:00		104	110	114	95	106	29	21	79	473
08:00		285	272	262	236	264	73	48	196	1176
09:00		266	252	266	211	249	117	86	200	1198
10:00		196	159	212	188	189	187	110	175	1052
11:00		159	205	170	182	179	203	149	178	1068
12:00		180	168	174	199	180	222	203	191	1146
13:00	232	220	235	213	222	224	228	199	221	1549
14:00	182	205	217	199	209	202	219	174	201	1405
15:00	251	324	296	299	306	295	239	177	270	1892
16:00	306	343	492	339	390	374	231	199	329	2300
17:00	351	387	465	396	463	412	172	185	346	2419
18:00	316	335	364	350	335	340	184	121	286	2005
19:00	179	294	247	219	237	235	126	129	204	1431
20:00	126	151	136	155	137	141	90	69	123	864
21:00	85	78	88	83	81	83	82	63	80	560
22:00	64	54	69	90	70	69	69	51	67	467
23:00	31	39	47	43	69	46	60	33	46	322
24:00	21	28	27	38	40	31	49	24	32	227
TOTALS	2144	3736	3946	3707	3779	3714	2671	2107	3313	22090
% AVG WKDY	57.7	100.6	106.2	99.8	101.8		71.9	56.7		
% AVG WEEK	64.7	112.8	119.1	111.9	114.1		80.6	63.6		
AM Times		08:00	08:00	09:00	08:00	08:00	12:00	12:00	09:00	
AM Peaks		285	272	266	236	264	222	203	200	
PM Times	17:00	17:00	16:00	17:00	17:00	17:00	15:00	13:00	17:00	
PM Peaks	351	387	492	396	463	412	239	199	346	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000133
Site ID: 000000000803
Location: Sherman St. EB, E. of Pequit St.
Direction: EAST

STA 8EB

File: D1129023.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		8	6	6	13	8	23	21	13	77
02:00		2	4	3	3	3	6	5	4	23
03:00		1	0	2	0	1	4	4	2	11
04:00		1	6	4	2	3	2	1	3	16
05:00		11	12	12	14	12	2	9	10	60
06:00		26	25	29	25	26	9	7	20	121
07:00		57	34	44	38	43	25	22	37	220
08:00		128	142	130	137	134	60	39	106	636
09:00		174	188	168	176	176	67	62	139	835
10:00		156	134	141	124	139	125	78	126	758
11:00		141	128	106	123	124	144	118	127	760
12:00		135	138	137	147	139	173	144	146	874
13:00	152	149	164	162	152	156	164	129	153	1072
14:00	155	190	152	157	185	168	164	158	166	1161
15:00	223	246	222	222	240	231	170	136	208	1459
16:00	284	247	262	284	241	264	160	100	225	1578
17:00	272	255	256	260	234	255	163	139	226	1579
18:00	239	245	230	221	197	226	136	129	200	1397
19:00	205	173	234	184	190	197	101	108	171	1195
20:00	96	130	109	117	108	112	91	83	105	734
21:00	64	76	122	88	105	91	53	47	79	555
22:00	37	41	65	52	73	54	54	36	51	358
23:00	30	24	33	38	65	38	55	32	40	277
24:00	18	21	25	26	49	28	37	13	27	189
TOTALS	1775	2637	2691	2593	2641	2628	1988	1620	2384	15945
% AVG WKDY	67.5	100.3	102.4	98.7	100.5		75.6	61.6		
% AVG WEEK	74.5	110.6	112.9	108.8	110.8		83.4	68.0		
AM Times		09:00	09:00	09:00	09:00	09:00	12:00	12:00	12:00	
AM Peaks		174	188	168	176	176	173	144	146	
PM Times	16:00	17:00	16:00	16:00	16:00	16:00	15:00	14:00	17:00	
PM Peaks	284	255	262	284	241	264	170	158	226	

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EB 2628

WB 3063

5691

1,04 (.99)

5,900

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000147
Site ID: 000000000804
Location: Sherman St. WB, E. of Pequit St.
Direction: WEST

STA. 8 WB

File: D1129024.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		4	10	3	10	7	16	15	10	58
02:00		2	7	6	8	6	7	16	8	46
03:00		0	2	3	2	2	4	3	2	14
04:00		5	9	3	6	6	0	1	4	24
05:00		16	15	15	16	16	8	6	13	76
06:00		58	56	58	54	56	17	11	42	254
07:00		212	175	199	165	188	33	30	136	814
08:00		411	407	444	344	402	80	48	289	1734
09:00		292	325	300	272	297	114	84	231	1387
10:00		232	180	180	200	198	127	132	175	1051
11:00		167	140	120	133	140	173	134	144	867
12:00		118	128	149	154	137	185	141	146	875
13:00	157	143	147	155	157	152	167	142	153	1068
14:00	144	165	158	154	155	155	149	126	150	1051
15:00	199	201	181	185	201	193	168	128	180	1263
16:00	230	246	235	247	236	239	177	142	216	1513
17:00	252	244	240	249	229	243	150	116	211	1480
18:00	210	194	238	220	213	215	121	106	186	1302
19:00	180	137	167	144	183	162	97	72	140	980
20:00	80	79	95	82	128	93	68	62	85	594
21:00	59	49	66	68	73	63	54	52	60	421
22:00	30	33	41	45	54	41	57	34	42	294
23:00	33	34	26	38	46	35	41	34	36	252
24:00	16	14	16	18	19	17	30	12	18	125
TOTALS	1590	3056	3064	3085	3058	3063	2043	1647	2677	17543
% AVG WKDY	51.9	99.8	100.0	100.7	99.8		66.7	53.8		
% AVG WEEK	59.4	114.2	114.5	115.2	114.2		76.3	61.5		
AM Times		08:00	08:00	08:00	08:00	08:00	12:00	12:00	08:00	
AM Peaks		411	407	444	344	402	185	141	289	
PM Times	17:00	16:00	17:00	17:00	16:00	17:00	16:00	13:00	16:00	
PM Peaks	252	246	240	249	236	243	177	142	216	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000017
Site ID: 000000000903
Location: Sherman St. EB, W. of Revere St.
Direction: EAST

STA. 9 EB

File: D1129025.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		8	8	10	13	10	14	19	12	72
02:00		3	6	3	4	4	10	13	6	39
03:00		3	1	4	4	3	13	3	5	28
04:00		1	3	3	1	2	3	3	2	14
05:00		10	10	12	8	10	5	7	9	52
06:00		41	37	41	28	37	12	5	27	164
07:00		100	76	83	89	87	19	19	64	386
08:00		317	295	274	271	289	88	52	216	1297
09:00		248	230	254	252	246	97	73	192	1154
10:00		175	147	169	154	161	153	105	150	903
11:00		138	143	176	144	150	203	120	154	924
12:00		156	167	137	180	160	232	157	172	1029
13:00	183	192	196	185	183	188	208	174	189	1321
14:00	172	199	168	204	190	187	200	157	184	1290
15:00	234	199	234	210	250	225	197	155	211	1479
16:00	278	307	262	295	273	283	194	147	251	1756
17:00	320	300	343	300	272	307	178	173	269	1886
18:00	238	287	295	254	299	275	140	104	231	1617
19:00	223	240	311	248	234	251	124	118	214	1498
20:00	110	125	138	143	122	128	72	87	114	797
21:00	78	94	118	86	96	94	66	68	87	606
22:00	34	44	52	59	81	54	62	43	54	375
23:00	29	41	40	44	57	42	53	40	43	304
24:00	18	24	25	33	45	29	44	17	29	206
TOTALS	1917	3252	3305	3227	3250	3222	2387	1859	2885	19197
% AVG WKDY	59.5	100.9	102.6	100.2	100.9		74.1	57.7		
% AVG WEEK	66.4	112.7	114.6	111.9	112.7		82.7	64.4		
AM Times		08:00	08:00	08:00	08:00	08:00	12:00	12:00	08:00	
AM Peaks		317	295	274	271	289	232	157	216	
PM Times	17:00	16:00	17:00	17:00	18:00	17:00	13:00	13:00	17:00	
PM Peaks	320	307	343	300	299	307	208	174	269	

US

EB 3222
WB 3255
6477
1.04 (.99)
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Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000136
Site ID: 000000000904
Location: Sherman St. WB, W. of Revere St.
Direction: WEST

STA . 9 WB

File: D1129026.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		3	14	9	7	8	19	16	11	68
02:00		4	8	3	8	6	6	17	8	46
03:00		1	5	3	6	4	8	2	4	25
04:00		4	4	4	5	4	3	2	4	22
05:00		15	16	23	17	18	8	5	14	84
06:00		77	69	83	65	74	15	8	53	317
07:00		141	137	137	135	138	41	39	105	630
08:00		327	270	295	262	288	98	60	219	1312
09:00		233	248	220	246	237	118	103	195	1168
10:00		190	169	197	193	187	156	128	172	1033
11:00		166	154	162	160	160	204	144	165	990
12:00		172	186	217	206	195	250	178	202	1209
13:00	210	167	214	182	224	199	236	182	202	1415
14:00	175	205	207	190	230	201	189	150	192	1346
15:00	290	274	253	274	313	281	209	195	258	1808
16:00	251	254	291	281	290	273	190	151	244	1708
17:00	282	280	263	249	239	263	179	151	235	1643
18:00	232	206	245	220	218	224	158	114	199	1393
19:00	157	152	182	172	175	168	134	97	153	1069
20:00	82	93	124	119	135	111	61	68	97	682
21:00	66	64	109	81	120	88	46	61	78	547
22:00	54	48	66	66	74	62	61	44	59	413
23:00	30	33	37	48	54	40	48	40	41	290
24:00	17	21	27	25	40	26	36	18	26	184
TOTALS	1846	3130	3298	3260	3422	3255	2473	1973	2936	19402
% AVG WKDY	56.7	96.2	101.3	100.2	105.1		76.0	60.6		
% AVG WEEK	62.9	106.6	112.3	111.0	116.6		84.2	67.2		
AM Times		08:00	08:00	08:00	08:00	08:00	12:00	12:00	08:00	
AM Peaks		327	270	295	262	288	250	178	219	
PM Times	15:00	17:00	16:00	16:00	15:00	15:00	13:00	15:00	15:00	
PM Peaks	290	280	291	281	313	281	236	195	258	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000063
Site ID: 000000001003
Location: Bolivar St. EB, E. of Crane St.
Direction: EAST

STA: 10 EB

File: D1129027.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		13	20	15	17	16	27	18	18	110
02:00		4	14	8	9	9	18	26	13	79
03:00		6	6	4	4	5	7	4	5	31
04:00		5	10	3	4	6	7	7	6	36
05:00		27	27	28	34	29	13	5	22	134
06:00		51	61	59	54	56	21	13	43	259
07:00		113	97	100	76	96	35	9	72	430
08:00		132	117	127	142	130	55	44	103	617
09:00		183	187	187	196	188	112	70	156	935
10:00		126	138	140	157	140	123	90	129	774
11:00		126	143	147	133	137	159	128	139	836
12:00	151	150	144	136	160	148	192	159	156	1092
13:00	181	187	200	176	185	186	209	180	188	1318
14:00	171	172	184	190	199	183	192	197	186	1305
15:00	182	159	205	179	210	187	206	179	189	1320
16:00	251	262	261	254	280	262	231	199	248	1738
17:00	254	277	279	257	239	261	222	180	244	1708
18:00	235	235	253	213	242	236	171	168	217	1517
19:00	173	200	184	216	213	197	148	133	181	1267
20:00	112	134	153	133	174	141	115	91	130	912
21:00	84	110	83	118	130	105	98	61	98	684
22:00	52	54	68	61	80	63	63	58	62	436
23:00	32	34	50	41	60	43	63	30	44	310
24:00	23	28	23	35	47	31	60	31	35	247
TOTALS	1901	2788	2907	2827	3045	2855	2547	2080	2684	18095
% AVG WKDY	66.6	97.7	101.8	99.0	106.7		89.2	72.9		
% AVG WEEK	70.8	103.9	108.3	105.3	113.5		94.9	77.5		
AM Times	12:00	09:00	09:00	09:00	09:00	09:00	12:00	12:00	09:00	
AM Peaks	151	183	187	187	196	188	192	159	156	
PM Times	17:00	17:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	
PM Peaks	254	277	279	257	280	262	231	199	248	

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EB 2855
WB 3349

6204
1.04 (99)
6400

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000016
Site ID: 000000001004
Location: Bolivar St. WB, E. of Crane St.
Direction: WEST

STA. 10 WB

File: D1129028.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		17	22	18	11	17	23	29	20	120
02:00		12	16	14	14	14	14	22	15	92
03:00		7	10	9	8	8	9	12	9	55
04:00		7	8	9	8	8	11	8	8	51
05:00		28	24	29	28	27	13	11	22	133
06:00		65	64	80	74	71	33	15	55	331
07:00		211	201	172	188	193	54	31	143	857
08:00		271	277	248	269	266	94	74	206	1233
09:00		281	249	284	250	266	154	98	219	1316
10:00		176	205	181	228	198	203	148	190	1141
11:00		192	204	165	172	183	230	139	184	1102
12:00	162	190	183	182	211	186	250	184	195	1362
13:00	193	204	201	206	214	204	198	210	204	1426
14:00	211	174	195	187	211	196	240	193	202	1411
15:00	226	200	238	224	260	230	220	208	225	1576
16:00	220	249	284	265	271	258	223	206	245	1718
17:00	236	222	271	232	230	238	193	191	225	1575
18:00	221	228	257	246	285	247	174	130	220	1541
19:00	164	190	215	157	186	182	137	122	167	1171
20:00	119	133	122	129	120	125	117	95	119	835
21:00	72	105	76	101	112	93	94	89	93	649
22:00	53	74	61	53	133	75	67	45	69	486
23:00	34	29	27	30	59	36	52	24	36	255
24:00	24	18	19	28	51	28	44	20	29	204
TOTALS	1935	3283	3429	3249	3593	3349	2847	2304	3100	20640
% AVG WKDY	57.8	98.0	102.4	97.0	107.3		85.0	68.8		
% AVG WEEK	62.4	105.9	110.6	104.8	115.9		91.8	74.3		
AM Times	12:00	09:00	08:00	09:00	08:00	08:00	12:00	12:00	09:00	
AM Peaks	162	281	277	284	269	266	250	184	219	
PM Times	17:00	16:00	16:00	16:00	18:00	16:00	14:00	13:00	16:00	
PM Peaks	236	249	284	265	285	258	240	210	245	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000157
Site ID: 000000110102
Location: Neponset St., S. of Walpole St.
Direction: NORTH

STA 11 NB

File: D1129035.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		26	83	69	78	64			64	256
02:00		21	48	46	48	41			41	163
03:00		10	25	27	29	23			23	91
04:00		15	35	33	37	30			30	120
05:00		119	142	139	162	140			140	562
06:00		215	345	340	302	300			300	1202
07:00		449	607	631	623	578			578	2310
08:00		638	965	941	959	876			876	3503
09:00		578	1050	946	1041	904			904	3615
10:00		464	899	856	942	790			790	3161
11:00		458	891	906		752			752	2255
12:00	444	453	940	973		702			702	2810
13:00	478	493	976	1043		748			748	2990
14:00	536	570	998	1024		782			782	3128
15:00	482	1090	1153	1149		968			968	3874
16:00	504	1223	1078	1263		1017			1017	4068
17:00	469	1272	1268	1319		1082			1082	4328
18:00	438	1221	1354	1247		1065			1065	4260
19:00	353	957	1036	979		831			831	3325
20:00	248	677	697	650		568			568	2272
21:00	185	518	493	538		434			434	1734
22:00	109	312	341	354		279			279	1116
23:00	66	210	216	222		178			178	714
24:00	34	134	142	160		118			118	470
TOTALS	4346	12123	15782	15855	4221	13270			13270	52327
% AVG WKDY	32.8	91.4	118.9	119.5	31.8					
% AVG WEEK	32.8	91.4	118.9	119.5	31.8					
AM Times	12:00	08:00	09:00	12:00	09:00	09:00			09:00	
AM Peaks	444	638	1050	973	1041	904			904	
PM Times	14:00	17:00	18:00	17:00		17:00			17:00	
PM Peaks	536	1272	1354	1319		1082			1082	

U3

NB 13270
SB 7753

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Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 12/3/2021

Page: 1

Station #: 210420000116
Site ID: 000000110102
Location: Neponset St., S. of Walpole St.
Direction: NORTH

STA. 11 NB

File: D1203003.prn
City: Canton
County:

TIME	MON	TUE	WED	THU	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00						0	63	74	68	137
02:00						0	31	30	30	61
03:00						0	17	15	16	32
04:00						0	21	12	16	33
05:00						0	35	15	25	50
06:00						0	78	49	64	127
07:00						0	147	85	116	232
08:00						0	291	158	224	449
09:00						0	375	271	323	646
10:00						0	453	370	412	823
11:00						0	568	454	511	1022
12:00					492	492	600	471	521	1563
13:00					526	526	599	494	540	1619
14:00					542	542	573	530	548	1645
15:00					611	611	559	531	567	1701
16:00					566	566	485	470	507	1521
17:00					495	495	526	441	487	1462
18:00					530	530	430	354	438	1314
19:00					403	403	370	253	342	1026
20:00					326	326	274	243	281	843
21:00					310	310	209	167	229	686
22:00					228	228	159	119	169	506
23:00					168	168	137	71	125	376
24:00					64	64	96	40	67	200
TOTALS					5261		7096	5717	6626	18074
% AVG WKDY					100.0		134.9	108.7		
% AVG WEEK					79.4		107.1	86.3		
AM Times					12:00	12:00	12:00	12:00	12:00	
AM Peaks					492	492	600	471	521	
PM Times					15:00	15:00	13:00	15:00	15:00	
PM Peaks					611	611	599	531	567	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1

Page: 3

Starting: 12/6/2021

Station #: 210420000116

STA 11 NB

File: D1203003.prn

Site ID: 000000110102

City: Canton

Location: Neponset St., S. of Walpole St.

County:

Direction: NORTH

TIME	MON	TUE	WED	THU	FRI	WKDAY	SAT	SUN	WEEK	TOTAL
	6					AVG			AVG	
01:00	19					19			19	19
02:00	21					21			21	21
03:00	7					7			7	7
04:00	19					19			19	19
05:00	96					96			96	96
06:00	221					221			221	221
07:00	387					387			387	387
08:00	657					657			657	657
09:00	581					581			581	581
10:00	463					463			463	463
11:00						0			0	0
12:00						0			0	0
13:00						0			0	0
14:00						0			0	0
15:00						0			0	0
16:00						0			0	0
17:00						0			0	0
18:00						0			0	0
19:00						0			0	0
20:00						0			0	0
21:00						0			0	0
22:00						0			0	0
23:00						0			0	0
24:00						0			0	0

TOTALS 2471 2471

% AVG WKDY 100.0
 % AVG WEEK 100.0

AM Times 08:00 08:00 08:00
 AM Peaks 657 657 657

PM Times
 PM Peaks

Mass Highway Department

WEEKLY SUMMARY FOR LANE 2
Starting: 11/29/2021

Page: 2

Station #: 210420000157
Site ID: 000000110102
Location: Neponset St., S. of Walpole St.
Direction: SOUTH

STA. 11 SB

File: Station 11 SB edited.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED	THU	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		34				34			34	34
02:00		21				21			21	21
03:00		12				12			12	12
04:00		8				8			8	8
05:00		44				44			44	44
06:00		98				98			98	98
07:00		225				225			225	225
08:00		296				296			296	296
09:00		415				415			415	415
10:00		378				378			378	378
11:00		381				381			381	381
12:00	410	475				442			442	885
13:00	489	445				467			467	934
14:00	478	463				470			470	941
15:00	596					596			596	596
16:00	758					758			758	758
17:00	807					807			807	807
18:00	796					796			796	796
19:00	535					535			535	535
20:00	377					377			377	377
21:00	265					265			265	265
22:00	139					139			139	139
23:00	105					105			105	105
24:00	84					84			84	84
TOTALS	5839	3295				7753			7753	9134
% AVG WKDY	75.3	42.5								
% AVG WEEK	75.3	42.5								
AM Times	12:00	12:00				12:00			12:00	
AM Peaks	410	475				442			442	
PM Times	17:00	14:00				17:00			17:00	
PM Peaks	807	463				807			807	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 2
Starting: 12/3/2021

Page: 2

Station #: 210420000116
Site ID: 000000110102
Location: Neponset St., S. of Walpole St.
Direction: SOUTH

STA 11 SB

File: D1203003.prn
City: Canton
County:

TIME	MON	TUE	WED	THU	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00						0	76	80	78	156
02:00						0	38	69	54	107
03:00						0	22	28	25	50
04:00						0	24	26	25	50
05:00						0	24	18	21	42
06:00						0	55	34	44	89
07:00						0	78	38	58	116
08:00						0	183	110	146	293
09:00						0	322	221	272	543
10:00						0	377	266	322	643
11:00						0	462	345	404	807
12:00					492	492	536	445	491	1473
13:00					544	544	630	472	549	1646
14:00					526	526	530	555	537	1611
15:00					624	624	555	521	567	1700
16:00					692	692	584	508	595	1784
17:00					732	732	520	507	586	1759
18:00					719	719	504	435	553	1658
19:00					629	629	435	339	468	1403
20:00					442	442	336	305	361	1083
21:00					317	317	265	217	266	799
22:00					236	236	229	122	196	587
23:00					167	167	182	117	155	466
24:00					143	143	139	77	120	359
TOTALS					6263		7106	5855	6893	19224
% AVG WKDY					100.0		113.5	93.5		
% AVG WEEK					90.9		103.1	84.9		
AM Times					12:00	12:00	12:00	12:00	12:00	
AM Peaks					492	492	536	445	491	
PM Times					17:00	17:00	13:00	14:00	16:00	
PM Peaks					732	732	630	555	595	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000037
Site ID: 000000120304
Location: High St., W. of Washington St.
Direction: EAST

STA 12 EB

File: D1129036.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		1	4	4	2	3	6	10	4	27
02:00		1	4	0	2	2	1	5	2	13
03:00		1	2	0	0	1	0	1	1	4
04:00		0	1	0	0	0	1	1	0	3
05:00		2	2	4	4	3	1	1	2	14
06:00		20	20	16	10	16	4	3	12	73
07:00		41	46	44	47	44	19	10	34	207
08:00		90	88	99	94	93	41	38	75	450
09:00		94	113	95	106	102	77	51	89	536
10:00		81	82	82	93	84	105	75	86	518
11:00		77	90	98	79	86	121	91	93	556
12:00	97	102	92	96	125	102	121	110	106	743
13:00	105	130	110	131	144	124	134	129	126	883
14:00	109	94	122	109	96	106	114	129	110	773
15:00	112	106	126	120	118	116	112	123	117	817
16:00	133	118	149	117	131	130	116	106	124	870
17:00	131	128	135	128	143	133	92	92	121	849
18:00	137	126	127	110	138	128	77	63	111	778
19:00	64	66	89	87	100	81	81	44	76	531
20:00	46	51	51	47	56	50	42	43	48	336
21:00	21	28	29	26	36	28	29	26	28	195
22:00	20	14	25	21	21	20	24	14	20	139
23:00	7	6	10	9	16	10	28	9	12	85
24:00	2	7	6	6	5	5	11	4	6	41
TOTALS	984	1384	1523	1449	1566	1467	1357	1178	1403	9441
% AVG WKDY	67.1	94.3	103.8	98.8	106.7		92.5	80.3		
% AVG WEEK	70.1	98.6	108.6	103.3	111.6		96.7	84.0		
AM Times	12:00	12:00	09:00	08:00	12:00	09:00	11:00	12:00	12:00	
AM Peaks	97	102	113	99	125	102	121	110	106	
PM Times	18:00	13:00	16:00	13:00	13:00	17:00	13:00	13:00	13:00	
PM Peaks	137	130	149	131	144	133	134	129	126	

u7

EB 1467

WB 1665

3132

1.04 (.99)

3,200

Mass Highway Department

WEEKLY SUMMARY FOR LANE 2
Starting: 11/29/2021

Page: 2

Station #: 210420000037
Site ID: 000000120304
Location: High St., W. of Washington St.
Direction: WEST

STA: 12 WB

File: D1129036.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		1	2	4	5	3	6	7	4	25
02:00		2	2	3	3	2	2	2	2	14
03:00		0	1	0	3	1	2	3	2	9
04:00		1	1	1	3	2	1	1	1	8
05:00		3	5	2	2	3	2	2	3	16
06:00		8	10	9	7	8	0	1	6	35
07:00		33	42	34	34	36	8	12	27	163
08:00		95	110	90	87	96	47	25	76	454
09:00		101	112	125	135	118	68	53	99	594
10:00		62	89	88	96	84	99	79	86	513
11:00		101	121	100	111	108	127	98	110	658
12:00	112	108	105	114	137	115	135	107	117	818
13:00	133	126	107	126	142	127	176	139	136	949
14:00	137	103	170	126	138	135	136	142	136	952
15:00	117	109	122	111	132	118	151	133	125	875
16:00	126	148	151	142	146	143	124	106	135	943
17:00	140	154	143	126	147	142	108	93	130	911
18:00	133	127	179	129	160	146	104	75	130	907
19:00	96	97	104	112	113	104	64	71	94	657
20:00	54	73	81	84	80	74	61	50	69	483
21:00	31	38	37	48	49	41	42	25	39	270
22:00	24	30	33	31	39	31	32	21	30	210
23:00	14	12	16	23	30	19	23	15	19	133
24:00	5	6	8	14	10	9	16	7	9	66
TOTALS	1122	1538	1751	1642	1809	1665	1534	1267	1585	10663
% AVG WKDY	67.4	92.4	105.2	98.6	108.6		92.1	76.1		
% AVG WEEK	70.8	97.0	110.5	103.6	114.1		96.8	79.9		
AM Times	12:00	12:00	11:00	09:00	12:00	09:00	12:00	12:00	12:00	
AM Peaks	112	108	121	125	137	118	135	107	117	
PM Times	17:00	17:00	18:00	16:00	18:00	18:00	13:00	14:00	13:00	
PM Peaks	140	154	179	142	160	146	176	142	136	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000152
Site ID: 000000130304
Location: Bailey St., E. of Mechanic St.
Direction: EAST

STA. 13 EB

File: D1129037.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		1	1	0	1	1	3	5	2	11
02:00		3	4	0	0	2	3	2	2	12
03:00		1	1	1	1	1	0	0	1	4
04:00		0	0	2	1	1	0	2	1	5
05:00		1	0	0	1	0	0	1	0	3
06:00		4	7	13	7	8	4	1	6	36
07:00		25	29	29	22	26	2	2	18	109
08:00		42	46	50	37	44	24	14	36	213
09:00		33	45	50	46	44	20	17	35	211
10:00		28	34	43	32	34	44	22	34	203
11:00		43	29	56	42	42	49	30	42	249
12:00	44	36	45	44	49	44	64	41	46	323
13:00	48	44	59	63	59	55	81	30	55	384
14:00	48	45	62	58	43	51	54	46	51	356
15:00	51	47	56	60	56	54	70	52	56	392
16:00	84	85	74	84	96	85	73	39	76	535
17:00	95	83	81	84	81	85	57	53	76	534
18:00	72	67	81	85	65	74	50	39	66	459
19:00	45	52	53	59	59	54	41	31	49	340
20:00	32	51	31	46	57	43	33	26	39	276
21:00	21	23	19	25	23	22	25	14	21	150
22:00	6	9	13	11	15	11	11	6	10	71
23:00	5	4	9	8	12	8	14	6	8	58
24:00	1	6	2	5	8	4	10	4	5	36
TOTALS	552	733	781	876	813	793	732	483	735	4970
% AVG WKDY	69.6	92.4	98.5	110.5	102.5		92.3	60.9		
% AVG WEEK	75.1	99.7	106.3	119.2	110.6		99.6	65.7		
AM Times	12:00	11:00	08:00	11:00	12:00	08:00	12:00	12:00	12:00	
AM Peaks	44	43	46	56	49	44	64	41	46	
PM Times	17:00	16:00	17:00	18:00	16:00	16:00	13:00	17:00	16:00	
PM Peaks	95	85	81	85	96	85	81	53	76	

47

EB 793
WB 1372
2165
1.04(.99)
2200

Mass Highway Department

WEEKLY SUMMARY FOR LANE 2
Starting: 11/29/2021

Page: 2

Station #: 210420000152
Site ID: 000000130304
Location: Bailey St., E. of Mechanic St.
Direction: WEST

STA 13WB

File: D1129037.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		0	3	6	8	4	17	5	6	39
02:00		4	4	2	4	4	2	7	4	23
03:00		1	1	0	2	1	5	2	2	11
04:00		3	1	2	4	2	2	2	2	14
05:00		8	10	9	5	8	1	4	6	37
06:00		11	17	15	17	15	8	3	12	71
07:00		46	45	44	36	43	7	8	31	186
08:00		89	88	106	87	92	46	25	74	441
09:00		95	104	95	87	95	49	31	77	461
10:00		74	78	64	102	80	61	63	74	442
11:00		91	78	90	84	86	96	62	84	501
12:00	65	74	89	95	91	83	98	79	84	591
13:00	95	121	86	112	115	106	125	76	104	730
14:00	100	79	80	79	86	85	107	87	88	618
15:00	107	73	100	97	89	93	98	74	91	638
16:00	112	112	143	153	122	128	90	71	115	803
17:00	108	101	114	132	112	113	74	53	99	694
18:00	98	111	118	111	112	110	68	53	96	671
19:00	78	83	65	80	77	77	53	39	68	475
20:00	56	54	52	66	57	57	43	43	53	371
21:00	30	42	41	36	42	38	25	25	34	241
22:00	16	30	19	23	37	25	21	16	23	162
23:00	13	10	12	21	36	18	28	10	19	130
24:00	12	5	9	13	8	9	14	6	10	67
TOTALS	890	1317	1357	1451	1420	1372	1138	844	1256	8417
% AVG WKDY	64.9	96.0	98.9	105.8	103.5		82.9	61.5		
% AVG WEEK	70.9	104.9	108.0	115.5	113.1		90.6	67.2		
AM Times	12:00	09:00	09:00	08:00	10:00	09:00	12:00	12:00	11:00	
AM Peaks	65	95	104	106	102	95	98	79	84	
PM Times	16:00	13:00	16:00	16:00	16:00	16:00	13:00	14:00	16:00	
PM Peaks	112	121	143	153	122	128	125	87	115	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000137
Site ID: 000000001403
Location: Route 27 EB, E. of Washington St.
Direction: EAST

STA. 14 EB

File: D1129029.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		40	60	51	60	53	86	75	62	372
02:00		32	16	17	28	23	40	56	32	189
03:00		14	11	15	29	17	29	31	22	129
04:00		19	16	24	17	19	30	27	22	133
05:00		50	45	42	58	49	40	20	42	255
06:00		190	193	174	181	184	90	43	145	871
07:00		430	458	431	394	428	146	56	319	1915
08:00		678	598	597	534	602	244	152	467	2803
09:00		550	566	542	565	556	347	212	464	2782
10:00		478	484	480	504	486	457	336	456	2739
11:00	459	464	442	493	487	469	547	394	469	3286
12:00	501	482	471	503	524	496	580	483	506	3544
13:00	510	523	566	599	581	556	647	548	568	3974
14:00	512	545	534	548	598	547	629	511	554	3877
15:00	576	552	552	557	634	574	544	502	560	3917
16:00	623	653	636	696	693	660	569	508	625	4378
17:00	669	687	686	712	729	697	514	487	641	4484
18:00	707	682	741	656	676	692	484	415	623	4361
19:00	442	417	516	561	537	495	391	312	454	3176
20:00	307	305	299	318	379	322	331	216	308	2155
21:00	192	212	257	238	291	238	258	197	235	1645
22:00	148	169	158	185	221	176	228	121	176	1230
23:00	85	113	120	130	168	123	174	108	128	898
24:00	73	125	97	112	118	105	122	97	106	744
TOTALS	5804	8410	8522	8681	9006	8567	7527	5907	7984	53857
% AVG WKDY	67.7	98.2	99.5	101.3	105.1		87.9	69.0		
% AVG WEEK	72.7	105.3	106.7	108.7	112.8		94.3	74.0		
AM Times	12:00	08:00	08:00	08:00	09:00	08:00	12:00	12:00	12:00	
AM Peaks	501	678	598	597	565	602	580	483	506	
PM Times	18:00	17:00	18:00	17:00	17:00	17:00	13:00	13:00	17:00	
PM Peaks	707	687	741	712	729	697	647	548	641	

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EB 8567
WB 8669

17236
1.00 (.98)
16,900

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1

Page: 1

Starting: 11/29/2021

Station #: 210420000076

STA 14 WB

File: D1129030.prn

Site ID: 000000001404

City: Canton

Location: Route 27 WB, E. of Washington St.

County:

Direction: WEST

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		31	46	44	53	44	51	57	47	282
02:00		24	17	19	26	22	29	29	24	144
03:00		19	13	17	25	18	19	27	20	120
04:00		22	24	25	28	25	27	17	24	143
05:00		90	91	88	93	90	45	32	73	439
06:00		176	194	193	190	188	80	55	148	888
07:00		411	428	396	412	412	181	95	320	1923
08:00		643	602	595	567	602	274	148	472	2829
09:00		591	576	598	550	579	377	257	492	2949
10:00		440	509	462	501	478	477	377	461	2766
11:00	447	453	445	466	501	462	541	451	472	3304
12:00	494	481	525	492	591	517	566	489	520	3638
13:00	585	525	591	586	630	583	697	582	599	4196
14:00	538	603	567	620	525	571	595	560	573	4008
15:00	607	581	600	607	629	605	577	527	590	4128
16:00	601	679	635	624	747	657	574	534	628	4394
17:00	681	697	707	714	775	715	596	502	667	4672
18:00	600	676	686	710	706	676	501	452	619	4331
19:00	460	508	482	520	558	506	408	347	469	3283
20:00	326	356	359	313	385	348	335	238	330	2312
21:00	210	230	216	228	257	228	274	160	225	1575
22:00	140	156	168	168	202	167	180	121	162	1135
23:00	85	99	122	106	131	109	154	86	112	783
24:00	60	42	69	62	101	67	99	66	71	499
TOTALS	5834	8533	8672	8653	9183	8669	7657	6209	8118	54741
% AVG WKDY	67.3	98.4	100.0	99.8	105.9		88.3	71.6		
% AVG WEEK	71.9	105.1	106.8	106.6	113.1		94.3	76.5		
AM Times	12:00	08:00	08:00	09:00	12:00	08:00	12:00	12:00	12:00	
AM Peaks	494	643	602	598	591	602	566	489	520	
PM Times	17:00	17:00	17:00	17:00	17:00	17:00	13:00	13:00	17:00	
PM Peaks	681	697	707	714	775	715	697	582	667	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000103
Site ID: 000000001503
Location: Route 27 EB, W. of Washington St.
Direction: EAST

STA - 15 EB

File: D1129031.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		21	33	28	34	29	49	59	37	224
02:00		22	11	13	14	15	26	33	20	119
03:00		15	9	17	24	16	16	19	17	100
04:00		18	12	24	23	19	23	18	20	118
05:00		50	45	41	53	47	36	18	40	243
06:00		179	173	169	172	173	73	29	132	795
07:00		420	439	378	361	400	128	57	297	1783
08:00		599	569	578	485	558	198	121	425	2550
09:00		543	527	537	501	527	293	188	432	2589
10:00		412	408	405	442	417	361	288	386	2316
11:00	395	385	356	400	426	392	451	336	393	2749
12:00	380	388	416	414	408	401	484	423	416	2913
13:00	419	417	418	407	450	422	483	431	432	3025
14:00	385	441	411	409	442	418	466	410	423	2964
15:00	443	410	435	450	495	447	445	404	440	3082
16:00	541	561	525	601	585	563	455	397	524	3665
17:00	554	522	591	589	546	560	385	361	507	3548
18:00	501	554	570	517	531	535	398	323	485	3394
19:00	312	315	382	365	372	349	300	262	330	2308
20:00	212	232	225	238	258	233	252	180	228	1597
21:00	149	160	178	191	215	179	216	152	180	1261
22:00	94	117	123	124	182	128	158	108	129	906
23:00	66	87	78	96	98	85	119	74	88	618
24:00	50	113	65	69	81	76	85	65	75	528
TOTALS	4501	6981	6999	7060	7198	6989	5900	4756	6456	43395
% AVG WKDY	64.4	99.9	100.1	101.0	103.0		84.4	68.0		
% AVG WEEK	69.7	108.1	108.4	109.4	111.5		91.4	73.7		
AM Times	11:00	08:00	08:00	08:00	09:00	08:00	12:00	12:00	09:00	
AM Peaks	395	599	569	578	501	558	484	423	432	
PM Times	17:00	16:00	17:00	16:00	16:00	16:00	13:00	13:00	16:00	
PM Peaks	554	561	591	601	585	563	483	431	524	

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EB 6989
WB 6826
13815
1.00 (1.98)
13,500

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/29/2021

Page: 1

Station #: 210420000072
Site ID: 000000001504
Location: Route 27 WB, W. of Washington St.
Direction: WEST

STA 15 WB

File: D1129032.prn
City: Canton
County:

TIME	MON 29	TUE 30	WED 1	THU 2	FRI 3	WKDAY AVG	SAT 4	SUN 5	WEEK AVG	TOTAL
01:00		21	40	29	31	30	41	43	34	205
02:00		16	21	16	21	18	23	17	19	114
03:00		18	8	16	23	16	17	21	17	103
04:00		17	18	17	18	18	18	11	16	99
05:00		40	43	42	50	44	29	22	38	226
06:00		103	130	109	130	118	44	29	91	545
07:00		272	297	283	277	282	115	62	218	1306
08:00		485	477	476	439	469	184	96	360	2157
09:00		483	457	468	412	455	266	179	378	2265
10:00		364	359	353	447	381	331	289	357	2143
11:00	332	331	332	354	382	346	395	352	354	2478
12:00	352	353	384	361	461	382	453	391	394	2755
13:00	452	383	408	420	463	425	542	416	441	3084
14:00	406	470	409	457	442	437	427	400	430	3011
15:00	472	448	485	496	527	486	429	436	470	3293
16:00	513	579	579	548	623	568	487	398	532	3727
17:00	597	593	597	590	687	613	494	386	563	3944
18:00	504	626	599	603	584	583	417	353	527	3686
19:00	374	462	420	405	459	424	344	245	387	2709
20:00	248	286	270	264	274	268	253	186	254	1781
21:00	156	203	179	178	204	184	211	133	181	1264
22:00	102	116	136	147	166	133	147	98	130	912
23:00	68	82	97	90	115	90	137	60	93	649
24:00	52	42	54	51	81	56	67	39	55	386
TOTALS	4628	6793	6799	6773	7316	6826	5871	4662	6339	42842
% AVG WKDY	67.8	99.5	99.6	99.2	107.2		86.0	68.3		
% AVG WEEK	73.0	107.2	107.3	106.8	115.4		92.6	73.5		
AM Times	12:00	08:00	08:00	08:00	12:00	08:00	12:00	12:00	12:00	
AM Peaks	352	485	477	476	461	469	453	391	394	
PM Times	17:00	18:00	18:00	18:00	17:00	17:00	13:00	15:00	17:00	
PM Peaks	597	626	599	603	687	613	542	436	563	

APPENDIX H

**Turning Movement Counts
December 1 and 4, 2021
July 14 and 16, 2022**

218269 (1) Washington St @ Randolph St TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904366, Location: 42.176408, -71.131389

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Randolph Street Westbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 7:00AM	702	461	0	1163	0	12	472	0	484	0	391	16	0	407	0	2054
8:00AM	526	446	0	972	0	29	406	3	438	0	392	20	0	412	0	1822
9:00AM	429	281	0	710	0	6	306	0	312	0	210	4	0	214	0	1236
10:00AM	389	199	0	588	0	9	296	0	305	0	215	6	0	221	0	1114
2:00PM	460	324	0	784	2	21	515	0	536	0	351	15	0	366	0	1686
3:00PM	468	424	0	892	0	5	552	0	557	0	342	8	0	350	0	1799
4:00PM	408	454	0	862	0	7	599	0	606	0	452	4	0	456	0	1924
5:00PM	408	469	0	877	1	8	575	0	583	0	446	18	0	464	0	1924
2021-12-04 10:00AM	428	302	0	730	0	5	408	0	413	0	278	6	0	284	0	1427
11:00AM	446	282	0	728	0	5	438	0	443	0	262	13	0	275	0	1446
12:00PM	462	293	0	755	1	9	421	0	430	0	268	10	0	278	0	1463
1:00PM	425	285	0	710	0	8	451	0	459	0	264	8	0	272	0	1441
Total	5551	4220	0	9771	4	124	5439	3	5566	0	3871	128	0	3999	0	19336
% Approach	56.8%	43.2%	0%	-	-	2.2%	97.7%	0.1%	-	-	96.8%	3.2%	0%	-	-	-
% Total	28.7%	21.8%	0%	50.5%	-	0.6%	28.1%	0%	28.8%	-	20.0%	0.7%	0%	20.7%	-	-
Motorcycles	1	3	0	4	-	0	0	0	0	-	2	0	0	2	-	6
% Motorcycles	0%	0.1%	0%	0%	-	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%
Lights	5349	4075	0	9424	-	115	5209	3	5327	-	3757	120	0	3877	-	18628
% Lights	96.4%	96.6%	0%	96.4%	-	92.7%	95.8%	100%	95.7%	-	97.1%	93.8%	0%	96.9%	-	96.3%
Single-Unit Trucks	132	74	0	206	-	5	156	0	161	-	70	5	0	75	-	442
% Single-Unit Trucks	2.4%	1.8%	0%	2.1%	-	4.0%	2.9%	0%	2.9%	-	1.8%	3.9%	0%	1.9%	-	2.3%
Articulated Trucks	33	37	0	70	-	1	25	0	26	-	19	2	0	21	-	117
% Articulated Trucks	0.6%	0.9%	0%	0.7%	-	0.8%	0.5%	0%	0.5%	-	0.5%	1.6%	0%	0.5%	-	0.6%
Buses	35	30	0	65	-	3	47	0	50	-	22	1	0	23	-	138
% Buses	0.6%	0.7%	0%	0.7%	-	2.4%	0.9%	0%	0.9%	-	0.6%	0.8%	0%	0.6%	-	0.7%
Bicycles on Road	1	1	0	2	-	0	2	0	2	-	1	0	0	1	-	5
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	4	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (1) Washington St @ Randolph St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:15AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904366, Location: 42.176408, -71.131389

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Randolph Street Westbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 7:15AM	187	103	0	290	0	2	111	0	113	0	96	6	0	102	0	505
7:30AM	205	112	0	317	0	2	165	0	167	0	99	4	0	103	0	587
7:45AM	153	134	0	287	0	6	132	0	138	0	105	3	0	108	0	533
8:00AM	139	112	0	251	0	5	84	0	89	0	102	3	0	105	0	445
Total	684	461	0	1145	0	15	492	0	507	0	402	16	0	418	0	2070
% Approach	59.7%	40.3%	0%	-	-	3.0%	97.0%	0%	-	-	96.2%	3.8%	0%	-	-	-
% Total	33.0%	22.3%	0%	55.3%	-	0.7%	23.8%	0%	24.5%	-	19.4%	0.8%	0%	20.2%	-	-
PHF	0.834	0.860	-	0.903	-	0.625	0.745	-	0.759	-	0.957	0.667	-	0.968	-	0.882
Motorcycles	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%	0%	0%	0.2%	-	0%
Lights	640	439	0	1079	-	12	469	0	481	-	374	14	0	388	-	1948
% Lights	93.6%	95.2%	0%	94.2%	-	80.0%	95.3%	0%	94.9%	-	93.0%	87.5%	0%	92.8%	-	94.1%
Single-Unit Trucks	31	11	0	42	-	1	9	0	10	-	20	1	0	21	-	73
% Single-Unit Trucks	4.5%	2.4%	0%	3.7%	-	6.7%	1.8%	0%	2.0%	-	5.0%	6.3%	0%	5.0%	-	3.5%
Articulated Trucks	4	3	0	7	-	0	2	0	2	-	3	0	0	3	-	12
% Articulated Trucks	0.6%	0.7%	0%	0.6%	-	0%	0.4%	0%	0.4%	-	0.7%	0%	0%	0.7%	-	0.6%
Buses	9	8	0	17	-	2	12	0	14	-	4	1	0	5	-	36
% Buses	1.3%	1.7%	0%	1.5%	-	13.3%	2.4%	0%	2.8%	-	1.0%	6.3%	0%	1.2%	-	1.7%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (1) Washington St @ Randolph St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904366, Location: 42.176408, -71.131389

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Randolph Street Westbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-01 4:45PM	104	115	0	219	0	0	151	0	151	0	125	0	0	125	0	495
5:00PM	102	119	0	221	1	3	135	0	138	0	108	3	0	111	0	470
5:15PM	123	117	0	240	0	4	152	0	156	0	109	2	0	111	0	507
5:30PM	96	121	0	217	0	0	135	0	135	0	146	8	0	154	0	506
Total	425	472	0	897	1	7	573	0	580	0	488	13	0	501	0	1978
% Approach	47.4%	52.6%	0%	-	-	1.2%	98.8%	0%	-	-	97.4%	2.6%	0%	-	-	-
% Total	21.5%	23.9%	0%	45.3%	-	0.4%	29.0%	0%	29.3%	-	24.7%	0.7%	0%	25.3%	-	-
PHF	0.864	0.975	-	0.934	-	0.438	0.942	-	0.929	-	0.836	0.406	-	0.813	-	0.975
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	418	461	0	879	-	7	562	0	569	-	483	13	0	496	-	1944
% Lights	98.4%	97.7%	0%	98.0%	-	100%	98.1%	0%	98.1%	-	99.0%	100%	0%	99.0%	-	98.3%
Single-Unit Trucks	6	7	0	13	-	0	7	0	7	-	3	0	0	3	-	23
% Single-Unit Trucks	1.4%	1.5%	0%	1.4%	-	0%	1.2%	0%	1.2%	-	0.6%	0%	0%	0.6%	-	1.2%
Articulated Trucks	1	1	0	2	-	0	3	0	3	-	1	0	0	1	-	6
% Articulated Trucks	0.2%	0.2%	0%	0.2%	-	0%	0.5%	0%	0.5%	-	0.2%	0%	0%	0.2%	-	0.3%
Buses	0	3	0	3	-	0	1	0	1	-	1	0	0	1	-	5
% Buses	0%	0.6%	0%	0.3%	-	0%	0.2%	0%	0.2%	-	0.2%	0%	0%	0.2%	-	0.3%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (1) Washington St @ Randolph St TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11:30AM - 12:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904366, Location: 42.176408, -71.131389

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Randolph Street Westbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-04 11:30AM	119	60	0	179	0	0	101	0	101	0	65	2	0	67	0	347
11:45AM	105	77	0	182	0	2	110	0	112	0	73	4	0	77	0	371
12:00PM	131	74	0	205	0	6	115	0	121	0	79	3	0	82	0	408
12:15PM	100	85	0	185	0	1	98	0	99	0	68	3	0	71	0	355
Total	455	296	0	751	0	9	424	0	433	0	285	12	0	297	0	1481
% Approach	60.6%	39.4%	0%	-	-	2.1%	97.9%	0%	-	-	96.0%	4.0%	0%	-	-	-
% Total	30.7%	20.0%	0%	50.7%	-	0.6%	28.6%	0%	29.2%	-	19.2%	0.8%	0%	20.1%	-	-
PHF	0.866	0.871	-	0.915	-	0.375	0.928	-	0.900	-	0.899	0.750	-	0.902	-	0.908
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	443	294	0	737	-	8	413	0	421	-	279	11	0	290	-	1448
% Lights	97.4%	99.3%	0%	98.1%	-	88.9%	97.4%	0%	97.2%	-	97.9%	91.7%	0%	97.6%	-	97.8%
Single-Unit Trucks	8	1	0	9	-	1	7	0	8	-	3	1	0	4	-	21
% Single-Unit Trucks	1.8%	0.3%	0%	1.2%	-	11.1%	1.7%	0%	1.8%	-	1.1%	8.3%	0%	1.3%	-	1.4%
Articulated Trucks	1	1	0	2	-	0	3	0	3	-	2	0	0	2	-	7
% Articulated Trucks	0.2%	0.3%	0%	0.3%	-	0%	0.7%	0%	0.7%	-	0.7%	0%	0%	0.7%	-	0.5%
Buses	2	0	0	2	-	0	0	0	0	-	0	0	0	0	-	2
% Buses	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Bicycles on Road	1	0	0	1	-	0	1	0	1	-	1	0	0	1	-	3
% Bicycles on Road	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0.2%	-	0.4%	0%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (2) Washington Street @ Chapman Street - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904368, Location: 42.171088, -71.141103

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Chapman Street Eastbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 7:00AM	17	775	0	792	0	350	244	0	594	0	400	10	0	410	0	1796
8:00AM	21	649	0	670	0	349	228	0	577	0	405	19	0	424	1	1671
9:00AM	19	401	0	420	0	279	145	0	424	0	253	21	0	274	5	1118
10:00AM	27	320	0	347	0	272	183	0	455	0	186	20	0	206	1	1008
2:00PM	36	427	0	463	0	456	259	0	715	0	255	23	0	278	0	1456
3:00PM	24	432	0	456	0	433	476	0	909	0	292	19	0	311	3	1676
4:00PM	22	409	0	431	0	504	442	0	946	0	310	26	0	336	7	1713
5:00PM	28	371	0	399	0	573	339	0	912	0	284	26	0	310	2	1621
2021-12-04 10:00AM	25	422	0	447	0	369	185	0	554	0	221	23	0	244	5	1245
11:00AM	31	412	0	443	0	425	200	0	625	0	201	35	0	236	10	1304
12:00PM	31	437	0	468	0	393	206	0	599	0	218	25	0	243	6	1310
1:00PM	16	417	1	434	0	352	212	0	564	0	190	30	0	220	5	1218
Total	297	5472	1	5770	0	4755	3119	0	7874	0	3215	277	0	3492	45	17136
% Approach	5.1%	94.8%	0%	-	-	60.4%	39.6%	0%	-	-	92.1%	7.9%	0%	-	-	-
% Total	1.7%	31.9%	0%	33.7%	-	27.7%	18.2%	0%	46.0%	-	18.8%	1.6%	0%	20.4%	-	-
Motorcycles	1	0	0	1	-	1	0	0	1	-	0	0	0	0	-	2
% Motorcycles	0.3%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	288	5315	1	5604	-	4631	3008	0	7639	-	3097	261	0	3358	-	16601
% Lights	97.0%	97.1%	100%	97.1%	-	97.4%	96.4%	0%	97.0%	-	96.3%	94.2%	0%	96.2%	-	96.9%
Single-Unit Trucks	3	98	0	101	-	70	82	0	152	-	78	9	0	87	-	340
% Single-Unit Trucks	1.0%	1.8%	0%	1.8%	-	1.5%	2.6%	0%	1.9%	-	2.4%	3.2%	0%	2.5%	-	2.0%
Articulated Trucks	1	14	0	15	-	14	7	0	21	-	25	2	0	27	-	63
% Articulated Trucks	0.3%	0.3%	0%	0.3%	-	0.3%	0.2%	0%	0.3%	-	0.8%	0.7%	0%	0.8%	-	0.4%
Buses	4	43	0	47	-	37	19	0	56	-	12	4	0	16	-	119
% Buses	1.3%	0.8%	0%	0.8%	-	0.8%	0.6%	0%	0.7%	-	0.4%	1.4%	0%	0.5%	-	0.7%
Bicycles on Road	0	2	0	2	-	2	3	0	5	-	3	1	0	4	-	11
% Bicycles on Road	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%	0.4%	0%	0.1%	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	39
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86.7%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	6
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.3%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (2) Washington Street @ Chapman Street - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:30AM - 8:30 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904368, Location: 42.171088, -71.141103

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Chapman Street Eastbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 7:30AM	3	192	0	195	0	128	62	0	190	0	87	1	0	88	0	473
7:45AM	7	175	0	182	0	119	72	0	191	0	102	5	0	107	0	480
8:00AM	8	177	0	185	0	68	45	0	113	0	111	2	0	113	0	411
8:15AM	6	182	0	188	0	92	56	0	148	0	104	3	0	107	0	443
Total	24	726	0	750	0	407	235	0	642	0	404	11	0	415	0	1807
% Approach	3.2%	96.8%	0%	-	-	63.4%	36.6%	0%	-	-	97.3%	2.7%	0%	-	-	-
% Total	1.3%	40.2%	0%	41.5%	-	22.5%	13.0%	0%	35.5%	-	22.4%	0.6%	0%	23.0%	-	-
PHF	0.750	0.945	-	0.962	-	0.795	0.816	-	0.840	-	0.914	0.550	-	0.922	-	0.940
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	23	705	0	728	-	383	220	0	603	-	384	11	0	395	-	1726
% Lights	95.8%	97.1%	0%	97.1%	-	94.1%	93.6%	0%	93.9%	-	95.0%	100%	0%	95.2%	-	95.5%
Single-Unit Trucks	0	14	0	14	-	8	7	0	15	-	14	0	0	14	-	43
% Single-Unit Trucks	0%	1.9%	0%	1.9%	-	2.0%	3.0%	0%	2.3%	-	3.5%	0%	0%	3.4%	-	2.4%
Articulated Trucks	0	1	0	1	-	3	1	0	4	-	3	0	0	3	-	8
% Articulated Trucks	0%	0.1%	0%	0.1%	-	0.7%	0.4%	0%	0.6%	-	0.7%	0%	0%	0.7%	-	0.4%
Buses	1	6	0	7	-	13	7	0	20	-	1	0	0	1	-	28
% Buses	4.2%	0.8%	0%	0.9%	-	3.2%	3.0%	0%	3.1%	-	0.2%	0%	0%	0.2%	-	1.5%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	2	0	0	2	-	2
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.5%	0%	0%	0.5%	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (2) Washington Street @ Chapman Street - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4PM - 5 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904368, Location: 42.171088, -71.141103

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Chapman Street Eastbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 4:00PM	4	103	0	107	0	109	150	0	259	0	57	8	0	65	5	431
4:15PM	4	81	0	85	0	137	89	0	226	0	85	4	0	89	1	400
4:30PM	4	118	0	122	0	130	98	0	228	0	81	9	0	90	0	440
4:45PM	10	107	0	117	0	128	105	0	233	0	87	5	0	92	1	442
Total	22	409	0	431	0	504	442	0	946	0	310	26	0	336	7	1713
% Approach	5.1%	94.9%	0%	-	-	53.3%	46.7%	0%	-	-	92.3%	7.7%	0%	-	-	-
% Total	1.3%	23.9%	0%	25.2%	-	29.4%	25.8%	0%	55.2%	-	18.1%	1.5%	0%	19.6%	-	-
PHF	0.550	0.867	-	0.883	-	0.920	0.740	-	0.916	-	0.888	0.694	-	0.908	-	0.967
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	21	396	0	417	-	499	433	0	932	-	298	25	0	323	-	1672
% Lights	95.5%	96.8%	0%	96.8%	-	99.0%	98.0%	0%	98.5%	-	96.1%	96.2%	0%	96.1%	-	97.6%
Single-Unit Trucks	0	9	0	9	-	2	6	0	8	-	7	0	0	7	-	24
% Single-Unit Trucks	0%	2.2%	0%	2.1%	-	0.4%	1.4%	0%	0.8%	-	2.3%	0%	0%	2.1%	-	1.4%
Articulated Trucks	1	3	0	4	-	2	2	0	4	-	3	0	0	3	-	11
% Articulated Trucks	4.5%	0.7%	0%	0.9%	-	0.4%	0.5%	0%	0.4%	-	1.0%	0%	0%	0.9%	-	0.6%
Buses	0	1	0	1	-	1	0	0	1	-	1	0	0	1	-	3
% Buses	0%	0.2%	0%	0.2%	-	0.2%	0%	0%	0.1%	-	0.3%	0%	0%	0.3%	-	0.2%
Bicycles on Road	0	0	0	0	-	0	1	0	1	-	1	1	0	2	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0%	0.2%	0%	0.1%	-	0.3%	3.8%	0%	0.6%	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	5
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71.4%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28.6%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (2) Washington Street @ Chapman Street - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11:30AM - 12:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904368, Location: 42.171088, -71.141103

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Chapman Street Eastbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-12-04 11:30AM	4	108	0	112	0	103	49	0	152	0	51	8	0	59	3	323
11:45AM	10	104	0	114	0	117	52	0	169	0	61	11	0	72	0	355
12:00PM	5	98	0	103	0	98	43	0	141	0	49	8	0	57	2	301
12:15PM	12	124	0	136	0	99	63	0	162	0	57	5	0	62	3	360
Total	31	434	0	465	0	417	207	0	624	0	218	32	0	250	8	1339
% Approach	6.7%	93.3%	0%	-	-	66.8%	33.2%	0%	-	-	87.2%	12.8%	0%	-	-	-
% Total	2.3%	32.4%	0%	34.7%	-	31.1%	15.5%	0%	46.6%	-	16.3%	2.4%	0%	18.7%	-	-
PHF	0.646	0.873	-	0.853	-	0.889	0.821	-	0.922	-	0.893	0.727	-	0.868	-	0.931
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	31	426	0	457	-	411	204	0	615	-	213	32	0	245	-	1317
% Lights	100%	98.2%	0%	98.3%	-	98.6%	98.6%	0%	98.6%	-	97.7%	100%	0%	98.0%	-	98.4%
Single-Unit Trucks	0	5	0	5	-	1	3	0	4	-	4	0	0	4	-	13
% Single-Unit Trucks	0%	1.2%	0%	1.1%	-	0.2%	1.4%	0%	0.6%	-	1.8%	0%	0%	1.6%	-	1.0%
Articulated Trucks	0	1	0	1	-	4	0	0	4	-	1	0	0	1	-	6
% Articulated Trucks	0%	0.2%	0%	0.2%	-	1.0%	0%	0%	0.6%	-	0.5%	0%	0%	0.4%	-	0.4%
Buses	0	1	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Buses	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	1	0	1	-	1	0	0	1	-	0	0	0	0	-	2
% Bicycles on Road	0%	0.2%	0%	0.2%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (3) Washington St @ Sherman St TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904369, Location: 42.158909, -71.144962

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Sherman Street Eastbound						Sherman Street Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 7:00AM	43	614	30	0	687	4	22	222	27	0	271	5	60	56	26	0	142	10	46	145	210	0	401	13	1501
8:00AM	37	516	68	0	621	0	26	298	27	0	351	3	47	72	43	0	162	5	67	121	132	0	320	1	1454
9:00AM	30	352	48	0	430	1	31	282	16	0	329	1	24	52	30	0	106	1	60	75	53	0	188	5	1053
10:00AM	38	325	50	0	413	1	17	263	17	0	297	2	20	45	42	0	107	5	51	56	49	0	156	1	973
2:00PM	32	371	56	0	459	6	28	405	30	0	463	5	51	90	59	0	200	17	59	71	76	0	206	8	1328
3:00PM	40	347	72	0	459	6	31	408	33	0	472	3	36	113	55	0	204	13	73	122	63	0	258	13	1393
4:00PM	53	345	63	0	461	2	23	474	32	0	529	7	33	130	65	0	228	6	70	110	80	0	260	4	1478
5:00PM	44	311	55	0	410	1	30	501	28	0	559	5	31	124	56	0	211	4	58	101	90	0	249	3	1429
2021-12-04 10:00AM	45	405	58	0	508	6	19	352	21	0	392	1	23	68	53	0	144	14	67	84	38	0	189	5	1233
11:00AM	74	407	67	0	548	8	21	406	19	0	446	3	32	71	58	0	161	16	65	87	36	0	188	9	1343
12:00PM	50	397	59	0	506	2	37	361	19	0	417	2	42	73	54	0	169	6	55	96	41	0	192	9	1284
1:00PM	43	404	48	0	495	2	32	335	26	0	393	3	23	81	41	0	145	9	48	65	43	0	156	0	1189
Total	529	4794	674	0	5997	39	317	4307	295	0	4919	40	422	975	582	0	1979	106	719	1133	911	0	2763	71	15658
% Approach	8.8%	79.9%	11.2%	0%	-	-	6.4%	87.6%	6.0%	0%	-	-	21.3%	49.3%	29.4%	0%	-	-	26.0%	41.0%	33.0%	0%	-	-	-
% Total	3.4%	30.6%	4.3%	0%	38.3%	-	2.0%	27.5%	1.9%	0%	31.4%	-	2.7%	6.2%	3.7%	0%	12.6%	-	4.6%	7.2%	5.8%	0%	17.6%	-	-
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	523	4672	655	0	5850	-	294	4202	281	0	4777	-	413	953	571	0	1937	-	701	1097	855	0	2653	-	15217
% Lights	98.9%	97.5%	97.2%	0%	97.5%	-	92.7%	97.6%	95.3%	0%	97.1%	-	97.9%	97.7%	98.1%	0%	97.9%	-	97.5%	96.8%	93.9%	0%	96.0%	-	97.2%
Single-Unit Trucks	5	73	13	0	91	-	22	64	5	0	91	-	4	13	9	0	26	-	11	24	38	0	73	-	281
% Single-Unit Trucks	0.9%	1.5%	1.9%	0%	1.5%	-	6.9%	1.5%	1.7%	0%	1.8%	-	0.9%	1.3%	1.5%	0%	1.3%	-	1.5%	2.1%	4.2%	0%	2.6%	-	1.8%
Articulated Trucks	0	12	1	0	13	-	1	11	0	0	12	-	2	6	0	0	8	-	2	9	7	0	18	-	51
% Articulated Trucks	0%	0.3%	0.1%	0%	0.2%	-	0.3%	0.3%	0%	0%	0.2%	-	0.5%	0.6%	0%	0%	0.4%	-	0.3%	0.8%	0.8%	0%	0.7%	-	0.3%
Buses	1	35	5	0	41	-	0	27	9	0	36	-	3	3	1	0	7	-	4	3	11	0	18	-	102
% Buses	0.2%	0.7%	0.7%	0%	0.7%	-	0%	0.6%	3.1%	0%	0.7%	-	0.7%	0.3%	0.2%	0%	0.4%	-	0.6%	0.3%	1.2%	0%	0.7%	-	0.7%
Bicycles on Road	0	1	0	0	1	-	0	3	0	0	3	-	0	0	1	0	1	-	1	0	0	0	1	-	6
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0.2%	0%	0.1%	-	0.1%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	38	-	-	-	-	-	36	-	-	-	-	-	100	-	-	-	-	-	67	-
% Pedestrians	-	-	-	-	-	97.4%	-	-	-	-	-	90.0%	-	-	-	-	-	94.3%	-	-	-	-	-	94.4%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	4	-
% Bicycles on Crosswalk	-	-	-	-	-	2.6%	-	-	-	-	-	10.0%	-	-	-	-	-	5.7%	-	-	-	-	-	5.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (3) Washington St @ Sherman St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:30AM - 8:30 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904369, Location: 42.158909, -71.144962

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Sherman Street Eastbound						Sherman Street Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 7:30AM	18	147	8	0	173	0	4	71	11	0	86	2	15	8	3	0	26	1	18	33	44	0	95	2	380
7:45AM	11	150	8	0	169	1	12	93	10	0	115	0	17	21	12	0	50	3	12	46	57	0	115	7	449
8:00AM	9	143	16	0	168	0	8	71	9	0	88	1	10	14	13	0	37	0	13	38	35	0	86	0	379
8:15AM	9	151	12	0	172	0	3	66	6	0	75	0	13	15	7	0	35	2	20	34	44	0	98	0	380
Total	47	591	44	0	682	1	27	301	36	0	364	3	55	58	35	0	148	6	63	151	180	0	394	9	1588
% Approach	6.9%	86.7%	6.5%	0%	-	-	7.4%	82.7%	9.9%	0%	-	-	37.2%	39.2%	23.6%	0%	-	-	16.0%	38.3%	45.7%	0%	-	-	-
% Total	3.0%	37.2%	2.8%	0%	42.9%	-	1.7%	19.0%	2.3%	0%	22.9%	-	3.5%	3.7%	2.2%	0%	9.3%	-	4.0%	9.5%	11.3%	0%	24.8%	-	-
PHF	0.653	0.978	0.688	-	0.986	-	0.563	0.809	0.818	-	0.791	-	0.809	0.690	0.673	-	0.740	-	0.816	0.821	0.789	-	0.854	-	0.884
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	47	575	42	0	664	-	24	292	30	0	346	-	53	58	34	0	145	-	61	150	171	0	382	-	1537
% Lights	100%	97.3%	95.5%	0%	97.4%	-	88.9%	97.0%	83.3%	0%	95.1%	-	96.4%	100%	97.1%	0%	98.0%	-	96.8%	99.3%	95.0%	0%	97.0%	-	96.8%
Single-Unit Trucks	0	11	1	0	12	-	2	6	0	0	8	-	0	0	0	0	0	-	0	1	6	0	7	-	27
% Single-Unit Trucks	0%	1.9%	2.3%	0%	1.8%	-	7.4%	2.0%	0%	0%	2.2%	-	0%	0%	0%	0%	0%	-	0%	0.7%	3.3%	0%	1.8%	-	1.7%
Articulated Trucks	0	1	1	0	2	-	1	1	0	0	2	-	1	0	0	0	1	-	1	0	2	0	3	-	8
% Articulated Trucks	0%	0.2%	2.3%	0%	0.3%	-	3.7%	0.3%	0%	0%	0.5%	-	1.8%	0%	0%	0%	0.7%	-	1.6%	0%	1.1%	0%	0.8%	-	0.5%
Buses	0	4	0	0	4	-	0	2	6	0	8	-	1	0	1	0	2	-	0	0	1	0	1	-	15
% Buses	0%	0.7%	0%	0%	0.6%	-	0%	0.7%	16.7%	0%	2.2%	-	1.8%	0%	2.9%	0%	1.4%	-	0%	0%	0.6%	0%	0.3%	-	0.9%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.6%	0%	0%	0%	0.3%	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (3) Washington St @ Sherman St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:15PM - 5:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904369, Location: 42.158909, -71.144962

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Sherman Street Eastbound						Sherman Street Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 4:15PM	17	75	13	0	105	0	9	116	9	0	134	2	7	21	11	0	39	0	28	30	15	0	73	2	351
4:30PM	11	93	10	0	114	2	9	129	11	0	149	0	11	35	28	0	74	2	11	28	16	0	55	0	392
4:45PM	8	91	22	0	121	0	4	117	5	0	126	3	9	44	16	0	69	3	17	23	26	0	66	2	382
5:00PM	16	67	7	0	90	1	9	132	12	0	153	0	7	33	13	0	53	0	12	30	24	0	66	2	362
Total	52	326	52	0	430	3	31	494	37	0	562	5	34	133	68	0	235	5	68	111	81	0	260	6	1487
% Approach	12.1%	75.8%	12.1%	0%	-	-	5.5%	87.9%	6.6%	0%	-	-	14.5%	56.6%	28.9%	0%	-	-	26.2%	42.7%	31.2%	0%	-	-	-
% Total	3.5%	21.9%	3.5%	0%	28.9%	-	2.1%	33.2%	2.5%	0%	37.8%	-	2.3%	8.9%	4.6%	0%	15.8%	-	4.6%	7.5%	5.4%	0%	17.5%	-	-
PHF	0.765	0.876	0.591	-	0.888	-	0.861	0.936	0.771	-	0.918	-	0.773	0.756	0.607	-	0.794	-	0.607	0.925	0.779	-	0.890	-	0.948
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	51	317	52	0	420	-	31	486	36	0	553	-	32	129	67	0	228	-	63	110	78	0	251	-	1452
% Lights	98.1%	97.2%	100%	0%	97.7%	-	100%	98.4%	97.3%	0%	98.4%	-	94.1%	97.0%	98.5%	0%	97.0%	-	92.6%	99.1%	96.3%	0%	96.5%	-	97.6%
Single-Unit Trucks	0	5	0	0	5	-	0	7	1	0	8	-	2	2	1	0	5	-	4	1	3	0	8	-	26
% Single-Unit Trucks	0%	1.5%	0%	0%	1.2%	-	0%	1.4%	2.7%	0%	1.4%	-	5.9%	1.5%	1.5%	0%	2.1%	-	5.9%	0.9%	3.7%	0%	3.1%	-	1.7%
Articulated Trucks	0	3	0	0	3	-	0	1	0	0	1	-	0	2	0	0	2	-	1	0	0	0	1	-	7
% Articulated Trucks	0%	0.9%	0%	0%	0.7%	-	0%	0.2%	0%	0%	0.2%	-	0%	1.5%	0%	0%	0.9%	-	1.5%	0%	0%	0%	0.4%	-	0.5%
Buses	1	1	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Buses	1.9%	0.3%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	66.7%	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (3) Washington St @ Sherman St TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11AM - 12 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904369, Location: 42.158909, -71.144962

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Sherman Street Eastbound						Sherman Street Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-12-04 11:00AM	14	97	17	0	128	0	7	113	6	0	126	1	7	24	23	0	54	3	17	12	7	0	36	2	344
11:15AM	18	108	15	0	141	6	7	88	7	0	102	1	4	18	12	0	34	9	20	29	5	0	54	2	331
11:30AM	24	102	18	0	144	2	3	102	5	0	110	0	8	13	11	0	32	4	15	25	8	0	48	3	334
11:45AM	18	100	17	0	135	0	4	103	1	0	108	1	13	16	12	0	41	0	13	21	16	0	50	2	334
Total	74	407	67	0	548	8	21	406	19	0	446	3	32	71	58	0	161	16	65	87	36	0	188	9	1343
% Approach	13.5%	74.3%	12.2%	0%	-	-	4.7%	91.0%	4.3%	0%	-	-	19.9%	44.1%	36.0%	0%	-	-	34.6%	46.3%	19.1%	0%	-	-	-
% Total	5.5%	30.3%	5.0%	0%	40.8%	-	1.6%	30.2%	1.4%	0%	33.2%	-	2.4%	5.3%	4.3%	0%	12.0%	-	4.8%	6.5%	2.7%	0%	14.0%	-	-
PHF	0.771	0.942	0.931	-	0.951	-	0.750	0.898	0.679	-	0.885	-	0.615	0.740	0.630	-	0.745	-	0.813	0.750	0.563	-	0.870	-	0.976
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	74	400	66	0	540	-	20	398	19	0	437	-	32	71	57	0	160	-	64	86	35	0	185	-	1322
% Lights	100%	98.3%	98.5%	0%	98.5%	-	95.2%	98.0%	100%	0%	98.0%	-	100%	100%	98.3%	0%	99.4%	-	98.5%	98.9%	97.2%	0%	98.4%	-	98.4%
Single-Unit Trucks	0	5	1	0	6	-	1	7	0	0	8	-	0	0	1	0	1	-	1	1	1	0	3	-	18
% Single-Unit Trucks	0%	1.2%	1.5%	0%	1.1%	-	4.8%	1.7%	0%	0%	1.8%	-	0%	0%	1.7%	0%	0.6%	-	1.5%	1.1%	2.8%	0%	1.6%	-	1.3%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	2	0	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses	0%	0.5%	0%	0%	0.4%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	15	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	93.8%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	6.3%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (4) Washington Street @ Revere St TMC - TMC

Wed Dec 1, 2021

Full Length (10 AM-2 PM, 7 AM-11 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904371, Location: 42.155144, -71.14552

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound							Washington Street Southbound							Revere Street Eastbound							Driveway Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2021-12-01 7:00AM	73	669	3	0	745	4		0	206	22	0	228	4		39	0	29	0	68	12		0	0	1	0	1	17		1042
8:00AM	53	559	6	0	618	2		1	336	36	1	374	5		60	2	59	0	121	9		0	0	0	0	0	15		1113
9:00AM	28	426	3	0	457	2		0	331	30	1	362	17		31	0	35	0	66	8		2	0	0	0	2	17		887
10:00AM	42	375	3	0	420	1		2	308	39	0	349	10		22	1	35	0	58	8		2	0	0	0	2	29		829
2:00PM	59	443	1	0	503	3		0	449	32	1	482	14		37	1	68	0	106	12		1	1	1	0	3	36		1094
3:00PM	56	403	4	0	463	4		2	567	46	1	616	9		49	0	98	0	147	14		2	0	3	0	5	31		1231
4:00PM	63	384	2	0	449	7		4	551	39	0	594	14		42	2	103	0	147	13		1	0	0	0	1	37		1191
5:00PM	43	358	2	0	403	2		3	603	27	0	633	6		27	0	80	0	107	6		2	0	3	0	5	30		1148
2021-12-04 10:00AM	58	490	2	0	550	10		1	415	44	0	460	21		31	0	73	0	104	15		2	0	0	0	2	46		1116
11:00AM	66	486	3	0	555	10		4	506	32	2	544	14		44	0	80	0	124	26		2	1	2	0	5	36		1228
12:00PM	45	466	5	1	517	12		6	460	31	0	497	14		26	0	68	0	94	12		4	1	4	0	9	34		1117
1:00PM	48	464	4	0	516	14		1	400	39	0	440	16		28	1	56	0	85	8		4	0	2	0	6	30		1047
Total	634	5523	38	1	6196	71		24	5132	417	6	5579	144		436	7	784	0	1227	143		22	3	16	0	41	358		13043
% Approach	10.2%	89.1%	0.6%	0%	-	-		0.4%	92.0%	7.5%	0.1%	-	-		35.5%	0.6%	63.9%	0%	-	-		53.7%	7.3%	39.0%	0%	-	-		-
% Total	4.9%	42.3%	0.3%	0%	47.5%	-		0.2%	39.3%	3.2%	0%	42.8%	-		3.3%	0.1%	6.0%	0%	9.4%	-		0.2%	0%	0.1%	0%	0.3%	-		-
Motorcycles	0	1	0	0	1	-		0	1	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		2
% Motorcycles	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Lights	598	5399	33	1	6031	-		23	5014	401	6	5444	-		413	7	755	0	1175	-		22	3	16	0	41	-		12691
% Lights	94.3%	97.8%	86.8%	100%	97.3%	-		95.8%	97.7%	96.2%	100%	97.6%	-		94.7%	100%	96.3%	0%	95.8%	-		100%	100%	100%	0%	100%	-		97.3%
Single-Unit Trucks	25	75	4	0	104	-		1	63	14	0	78	-		13	0	16	0	29	-		0	0	0	0	0	-		211
% Single-Unit Trucks	3.9%	1.4%	10.5%	0%	1.7%	-		4.2%	1.2%	3.4%	0%	1.4%	-		3.0%	0%	2.0%	0%	2.4%	-		0%	0%	0%	0%	0%	-		1.6%
Articulated Trucks	7	10	0	0	17	-		0	14	2	0	16	-		3	0	4	0	7	-		0	0	0	0	0	-		40
% Articulated Trucks	1.1%	0.2%	0%	0%	0.3%	-		0%	0.3%	0.5%	0%	0.3%	-		0.7%	0%	0.5%	0%	0.6%	-		0%	0%	0%	0%	0%	-		0.3%
Buses	4	35	1	0	40	-		0	37	0	0	37	-		5	0	9	0	14	-		0	0	0	0	0	-		91
% Buses	0.6%	0.6%	2.6%	0%	0.6%	-		0%	0.7%	0%	0%	0.7%	-		1.1%	0%	1.1%	0%	1.1%	-		0%	0%	0%	0%	0%	-		0.7%
Bicycles on Road	0	3	0	0	3	-		0	3	0	0	3	-		2	0	0	0	2	-		0	0	0	0	0	-		8
% Bicycles on Road	0%	0.1%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0.5%	0%	0%	0%	0.2%	-		0%	0%	0%	0%	0%	-		0.1%
Pedestrians	-	-	-	-	-	71		-	-	-	-	141		-	-	-	-	137		-	-	-	-	-	352		-		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	97.9%		-	-	-	-	95.8%		-	-	-	-	-	98.3%		-		
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	3		-	-	-	-	6		-	-	-	-	-	6		-		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	2.1%		-	-	-	-	4.2%		-	-	-	-	-	1.7%		-		

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (4) Washington Street @ Revere St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904371, Location: 42.155144, -71.14552

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Revere Street Eastbound						Driveway Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-12-01 7:45AM	17	167	1	0	185	4	0	77	11	0	88	1	9	0	9	0	18	3	0	0	0	0	0	5	291
8:00AM	9	165	2	0	176	1	1	61	12	0	74	3	15	0	10	0	25	2	0	0	0	0	0	6	275
8:15AM	20	163	1	0	184	1	0	82	8	0	90	0	15	0	20	0	35	3	0	0	0	0	0	5	309
8:30AM	12	119	2	0	133	0	0	113	13	1	127	1	14	0	19	0	33	2	0	0	0	0	0	3	293
Total	58	614	6	0	678	6	1	333	44	1	379	5	53	0	58	0	111	10	0	0	0	0	0	19	1168
% Approach	8.6%	90.6%	0.9%	0%	-	-	0.3%	87.9%	11.6%	0.3%	-	-	47.7%	0%	52.3%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	5.0%	52.6%	0.5%	0%	58.0%	-	0.1%	28.5%	3.8%	0.1%	32.4%	-	4.5%	0%	5.0%	0%	9.5%	-	0%	0%	0%	0%	0%	-	-
PHF	0.725	0.919	0.750	-	0.916	-	0.250	0.737	0.846	0.250	0.746	-	0.883	-	0.725	-	0.793	-	-	-	-	-	-	-	0.945
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%
Lights	55	599	6	0	660	-	1	323	41	1	366	-	51	0	48	0	99	-	0	0	0	0	0	-	1125
% Lights	94.8%	97.6%	100%	0%	97.3%	-	100%	97.0%	93.2%	100%	96.6%	-	96.2%	0%	82.8%	0%	89.2%	-	0%	0%	0%	0%	-	-	96.3%
Single-Unit Trucks	0	11	0	0	11	-	0	5	3	0	8	-	2	0	1	0	3	-	0	0	0	0	0	-	22
% Single-Unit Trucks	0%	1.8%	0%	0%	1.6%	-	0%	1.5%	6.8%	0%	2.1%	-	3.8%	0%	1.7%	0%	2.7%	-	0%	0%	0%	0%	-	-	1.9%
Articulated Trucks	1	1	0	0	2	-	0	2	0	0	2	-	0	0	1	0	1	-	0	0	0	0	0	-	5
% Articulated Trucks	1.7%	0.2%	0%	0%	0.3%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	1.7%	0%	0.9%	-	0%	0%	0%	0%	-	-	0.4%
Buses	2	3	0	0	5	-	0	3	0	0	3	-	0	0	8	0	8	-	0	0	0	0	0	-	16
% Buses	3.4%	0.5%	0%	0%	0.7%	-	0%	0.9%	0%	0%	0.8%	-	0%	0%	13.8%	0%	7.2%	-	0%	0%	0%	0%	-	-	1.4%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	94.7%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	5.3%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (4) Washington Street @ Revere St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 2:30PM - 3:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904371, Location: 42.155144, -71.14552

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Revere Street Eastbound						Driveway Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 2:30PM	18	123	0	0	141	1	0	116	9	0	125	1	8	0	25	0	33	6	1	0	0	0	1	11	300
2:45PM	19	122	0	0	141	0	0	124	11	0	135	3	13	0	15	0	28	3	0	0	0	0	0	7	304
3:00PM	18	114	2	0	134	0	0	174	16	1	191	4	15	0	27	0	42	7	0	0	1	0	1	6	368
3:15PM	14	88	0	0	102	2	0	148	12	0	160	3	19	0	35	0	54	3	2	0	1	0	3	7	319
Total	69	447	2	0	518	3	0	562	48	1	611	11	55	0	102	0	157	19	3	0	2	0	5	31	1291
% Approach	13.3%	86.3%	0.4%	0%	-	-	0%	92.0%	7.9%	0.2%	-	-	35.0%	0%	65.0%	0%	-	-	60.0%	0%	40.0%	0%	-	-	-
% Total	5.3%	34.6%	0.2%	0%	40.1%	-	0%	43.5%	3.7%	0.1%	47.3%	-	4.3%	0%	7.9%	0%	12.2%	-	0.2%	0%	0.2%	0%	0.4%	-	-
PHF	0.908	0.909	0.250	-	0.918	-	-	0.807	0.750	0.250	0.800	-	0.711	-	0.729	-	0.722	-	0.375	-	0.500	-	0.417	-	0.876
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	66	431	1	0	498	-	0	545	47	1	593	-	48	0	97	0	145	-	3	0	2	0	5	-	1241
% Lights	95.7%	96.4%	50.0%	0%	96.1%	-	0%	97.0%	97.9%	100%	97.1%	-	87.3%	0%	95.1%	0%	92.4%	-	100%	0%	100%	0%	100%	-	96.1%
Single-Unit Trucks	2	4	1	0	7	-	0	6	1	0	7	-	2	0	4	0	6	-	0	0	0	0	0	-	20
% Single-Unit Trucks	2.9%	0.9%	50.0%	0%	1.4%	-	0%	1.1%	2.1%	0%	1.1%	-	3.6%	0%	3.9%	0%	3.8%	-	0%	0%	0%	0%	0%	-	1.5%
Articulated Trucks	0	3	0	0	3	-	0	2	0	0	2	-	0	0	1	0	1	-	0	0	0	0	0	-	6
% Articulated Trucks	0%	0.7%	0%	0%	0.6%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	1.0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.5%
Buses	1	8	0	0	9	-	0	9	0	0	9	-	4	0	0	0	4	-	0	0	0	0	0	-	22
% Buses	1.4%	1.8%	0%	0%	1.7%	-	0%	1.6%	0%	0%	1.5%	-	7.3%	0%	0%	0%	2.5%	-	0%	0%	0%	0%	0%	-	1.7%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.8%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	19	-	-	-	-	-	30	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	90.9%	-	-	-	-	-	100%	-	-	-	-	-	96.8%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	9.1%	-	-	-	-	-	0%	-	-	-	-	-	3.2%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (4) Washington Street @ Revere St TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11AM - 12 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904371, Location: 42.155144, -71.14552

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Revere Street Eastbound						Driveway Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-04 11:00AM	18	111	0	0	129	6	0	138	9	0	147	5	11	0	20	0	31	14	0	0	0	0	0	5	307
11:15AM	15	125	1	0	141	1	1	120	7	0	128	2	16	0	28	0	44	4	0	1	0	0	1	14	314
11:30AM	12	129	0	0	141	1	0	125	6	1	132	5	10	0	14	0	24	5	1	0	0	0	1	10	298
11:45AM	21	121	2	0	144	2	3	123	10	1	137	2	7	0	18	0	25	3	1	0	2	0	3	7	309
Total	66	486	3	0	555	10	4	506	32	2	544	14	44	0	80	0	124	26	2	1	2	0	5	36	1228
% Approach	11.9%	87.6%	0.5%	0%	-	-	0.7%	93.0%	5.9%	0.4%	-	-	35.5%	0%	64.5%	0%	-	-	40.0%	20.0%	40.0%	0%	-	-	-
% Total	5.4%	39.6%	0.2%	0%	45.2%	-	0.3%	41.2%	2.6%	0.2%	44.3%	-	3.6%	0%	6.5%	0%	10.1%	-	0.2%	0.1%	0.2%	0%	0.4%	-	-
PHF	0.786	0.942	0.375	-	0.964	-	0.333	0.917	0.800	0.500	0.925	-	0.688	-	0.714	-	0.705	-	0.500	0.250	0.250	-	0.417	-	0.978
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	61	480	3	0	544	-	4	497	31	2	534	-	43	0	77	0	120	-	2	1	2	0	5	-	1203
% Lights	92.4%	98.8%	100%	0%	98.0%	-	100%	98.2%	96.9%	100%	98.2%	-	97.7%	0%	96.3%	0%	96.8%	-	100%	100%	100%	0%	100%	-	98.0%
Single-Unit Trucks	5	5	0	0	10	-	0	6	1	0	7	-	1	0	3	0	4	-	0	0	0	0	0	-	21
% Single-Unit Trucks	7.6%	1.0%	0%	0%	1.8%	-	0%	1.2%	3.1%	0%	1.3%	-	2.3%	0%	3.8%	0%	3.2%	-	0%	0%	0%	0%	0%	-	1.7%
Articulated Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Buses	0%	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	14	-	-	-	-	-	24	-	-	-	-	-	36	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	92.3%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	7.7%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (5) Washington St @ Bolivar St TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904372, Location: 42.153578, -71.146356

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Bolivar Street Westbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-01 7:00AM	610	83	0	693	3	32	203	0	235	0	149	138	0	287	6	1215
8:00AM	507	103	0	610	5	84	310	0	394	0	163	110	0	273	5	1277
9:00AM	391	123	0	514	5	60	308	0	368	3	148	76	0	224	11	1106
10:00AM	340	110	0	450	3	69	277	0	346	0	159	86	0	245	14	1041
2:00PM	387	169	0	556	9	94	439	0	533	11	180	118	0	298	15	1387
3:00PM	363	147	0	510	8	142	524	0	666	10	214	106	0	320	12	1496
4:00PM	333	214	0	547	6	98	544	0	642	7	192	133	0	325	24	1514
5:00PM	343	193	0	536	5	113	584	0	697	13	218	78	0	296	28	1529
2021-12-04 10:00AM	438	136	2	576	6	89	402	0	491	23	174	131	0	305	39	1372
11:00AM	453	161	1	615	14	99	492	0	591	25	197	119	0	316	58	1522
12:00PM	442	168	0	610	19	80	451	0	531	9	180	97	0	277	44	1418
1:00PM	436	153	0	589	14	77	386	0	463	29	196	99	0	295	24	1347
Total	5043	1760	3	6806	97	1037	4920	0	5957	130	2170	1291	0	3461	280	16224
% Approach	74.1%	25.9%	0%	-	-	17.4%	82.6%	0%	-	-	62.7%	37.3%	0%	-	-	-
% Total	31.1%	10.8%	0%	42.0%	-	6.4%	30.3%	0%	36.7%	-	13.4%	8.0%	0%	21.3%	-	-
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0%	-	0%
Lights	4925	1723	3	6651	-	995	4816	0	5811	-	2126	1239	0	3365	-	15827
% Lights	97.7%	97.9%	100%	97.7%	-	95.9%	97.9%	0%	97.5%	-	98.0%	96.0%	0%	97.2%	-	97.6%
Single-Unit Trucks	72	29	0	101	-	25	58	0	83	-	32	34	0	66	-	250
% Single-Unit Trucks	1.4%	1.6%	0%	1.5%	-	2.4%	1.2%	0%	1.4%	-	1.5%	2.6%	0%	1.9%	-	1.5%
Articulated Trucks	12	3	0	15	-	6	10	0	16	-	5	8	0	13	-	44
% Articulated Trucks	0.2%	0.2%	0%	0.2%	-	0.6%	0.2%	0%	0.3%	-	0.2%	0.6%	0%	0.4%	-	0.3%
Buses	31	4	0	35	-	11	32	0	43	-	7	9	0	16	-	94
% Buses	0.6%	0.2%	0%	0.5%	-	1.1%	0.7%	0%	0.7%	-	0.3%	0.7%	0%	0.5%	-	0.6%
Bicycles on Road	3	1	0	4	-	0	4	0	4	-	0	0	0	0	-	8
% Bicycles on Road	0.1%	0.1%	0%	0.1%	-	0%	0.1%	0%	0.1%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	91	-	-	-	-	130	-	-	-	-	276	-
% Pedestrians	-	-	-	-	93.8%	-	-	-	-	100%	-	-	-	-	98.6%	-
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	0	-	-	-	-	4	-
% Bicycles on Crosswalk	-	-	-	-	6.2%	-	-	-	-	0%	-	-	-	-	1.4%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (5) Washington St @ Bolivar St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904372, Location: 42.153578, -71.146356

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Bolivar Street Westbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 7:45AM	152	15	0	167	1	12	70	0	82	0	43	38	0	81	2	330
8:00AM	155	25	0	180	0	12	61	0	73	0	45	34	0	79	2	332
8:15AM	135	29	0	164	1	27	73	0	100	0	37	34	0	71	1	335
8:30AM	115	20	0	135	2	26	109	0	135	0	41	24	0	65	0	335
Total	557	89	0	646	4	77	313	0	390	0	166	130	0	296	5	1332
% Approach	86.2%	13.8%	0%	-	-	19.7%	80.3%	0%	-	-	56.1%	43.9%	0%	-	-	-
% Total	41.8%	6.7%	0%	48.5%	-	5.8%	23.5%	0%	29.3%	-	12.5%	9.8%	0%	22.2%	-	-
PHF	0.898	0.767	-	0.897	-	0.713	0.718	-	0.722	-	0.922	0.855	-	0.914	-	0.994
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	545	87	0	632	-	65	305	0	370	-	159	122	0	281	-	1283
% Lights	97.8%	97.8%	0%	97.8%	-	84.4%	97.4%	0%	94.9%	-	95.8%	93.8%	0%	94.9%	-	96.3%
Single-Unit Trucks	8	2	0	10	-	3	3	0	6	-	7	5	0	12	-	28
% Single-Unit Trucks	1.4%	2.2%	0%	1.5%	-	3.9%	1.0%	0%	1.5%	-	4.2%	3.8%	0%	4.1%	-	2.1%
Articulated Trucks	0	0	0	0	-	2	1	0	3	-	0	2	0	2	-	5
% Articulated Trucks	0%	0%	0%	0%	-	2.6%	0.3%	0%	0.8%	-	0%	1.5%	0%	0.7%	-	0.4%
Buses	4	0	0	4	-	7	4	0	11	-	0	1	0	1	-	16
% Buses	0.7%	0%	0%	0.6%	-	9.1%	1.3%	0%	2.8%	-	0%	0.8%	0%	0.3%	-	1.2%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	4	-	-	-	-	0	-	-	-	-	5	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (5) Washington St @ Bolivar St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904372, Location: 42.153578, -71.146356

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Bolivar Street Westbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 4:45PM	92	66	0	158	2	25	137	0	162	2	48	30	0	78	2	398
5:00PM	76	44	0	120	1	22	154	0	176	3	69	24	0	93	6	389
5:15PM	89	53	0	142	2	29	130	0	159	1	65	23	0	88	12	389
5:30PM	97	47	0	144	2	36	168	0	204	5	43	17	0	60	7	408
Total	354	210	0	564	7	112	589	0	701	11	225	94	0	319	27	1584
% Approach	62.8%	37.2%	0%	-	-	16.0%	84.0%	0%	-	-	70.5%	29.5%	0%	-	-	-
% Total	22.3%	13.3%	0%	35.6%	-	7.1%	37.2%	0%	44.3%	-	14.2%	5.9%	0%	20.1%	-	-
PHF	0.912	0.795	-	0.892	-	0.778	0.876	-	0.859	-	0.815	0.783	-	0.858	-	0.971
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	348	207	0	555	-	111	585	0	696	-	223	93	0	316	-	1567
% Lights	98.3%	98.6%	0%	98.4%	-	99.1%	99.3%	0%	99.3%	-	99.1%	98.9%	0%	99.1%	-	98.9%
Single-Unit Trucks	4	3	0	7	-	0	4	0	4	-	1	1	0	2	-	13
% Single-Unit Trucks	1.1%	1.4%	0%	1.2%	-	0%	0.7%	0%	0.6%	-	0.4%	1.1%	0%	0.6%	-	0.8%
Articulated Trucks	1	0	0	1	-	1	0	0	1	-	1	0	0	1	-	3
% Articulated Trucks	0.3%	0%	0%	0.2%	-	0.9%	0%	0%	0.1%	-	0.4%	0%	0%	0.3%	-	0.2%
Buses	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Buses	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	7	-	-	-	-	11	-	-	-	-	26	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	96.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	3.7%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (5) Washington St @ Bolivar St TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11AM - 12 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904372, Location: 42.153578, -71.146356

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Bolivar Street Westbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-04 11:00AM	111	45	0	156	5	30	126	0	156	6	48	26	0	74	10	386
11:15AM	115	43	1	159	5	22	129	0	151	3	62	33	0	95	23	405
11:30AM	111	42	0	153	2	27	106	0	133	8	50	31	0	81	10	367
11:45AM	116	31	0	147	2	20	131	0	151	8	37	29	0	66	15	364
Total	453	161	1	615	14	99	492	0	591	25	197	119	0	316	58	1522
% Approach	73.7%	26.2%	0.2%	-	-	16.8%	83.2%	0%	-	-	62.3%	37.7%	0%	-	-	-
% Total	29.8%	10.6%	0.1%	40.4%	-	6.5%	32.3%	0%	38.8%	-	12.9%	7.8%	0%	20.8%	-	-
PHF	0.976	0.894	0.250	0.967	-	0.825	0.939	-	0.947	-	0.794	0.902	-	0.832	-	0.940
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	447	160	1	608	-	95	484	0	579	-	196	115	0	311	-	1498
% Lights	98.7%	99.4%	100%	98.9%	-	96.0%	98.4%	0%	98.0%	-	99.5%	96.6%	0%	98.4%	-	98.4%
Single-Unit Trucks	5	1	0	6	-	4	4	0	8	-	1	4	0	5	-	19
% Single-Unit Trucks	1.1%	0.6%	0%	1.0%	-	4.0%	0.8%	0%	1.4%	-	0.5%	3.4%	0%	1.6%	-	1.2%
Articulated Trucks	0	0	0	0	-	0	3	0	3	-	0	0	0	0	-	3
% Articulated Trucks	0%	0%	0%	0%	-	0%	0.6%	0%	0.5%	-	0%	0%	0%	0%	-	0.2%
Buses	1	0	0	1	-	0	1	0	1	-	0	0	0	0	-	2
% Buses	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	12	-	-	-	-	25	-	-	-	-	58	-
% Pedestrians	-	-	-	-	85.7%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	14.3%	-	-	-	-	0%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (6) Washington St @ Mechanic St TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904373, Location: 42.153047, -71.147037

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound							Washington Street Southbound							Wall Street Eastbound							Mechanic Street Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2021-12-01 7:00AM	2	642	22	0	666	4	17	327	4	0	348	3	14	0	4	0	18	16	39	0	43	0	82	6	1114				
8:00AM	2	570	39	1	612	2	13	448	7	0	468	3	8	1	3	0	12	13	42	1	38	0	81	6	1173				
9:00AM	5	472	32	1	510	3	25	420	8	0	453	5	4	3	3	1	11	9	50	2	30	0	82	30	1056				
10:00AM	2	412	33	0	447	0	21	403	8	0	432	3	5	3	5	0	13	9	35	0	26	0	61	16	953				
2:00PM	4	510	45	0	559	10	34	584	6	0	624	0	5	3	3	0	11	22	49	1	38	0	88	15	1282				
3:00PM	5	467	44	1	517	12	37	695	7	0	739	3	9	3	5	0	17	15	45	1	27	0	73	15	1346				
4:00PM	3	499	46	2	550	6	38	697	5	1	741	1	5	6	5	0	16	18	48	1	33	0	82	23	1389				
5:00PM	3	478	66	1	548	3	34	761	11	0	806	0	8	4	2	0	14	19	51	2	34	0	87	6	1455				
2021-12-04 10:00AM	4	519	45	0	568	11	33	539	5	0	577	0	9	2	1	0	12	28	43	1	45	0	89	26	1246				
11:00AM	6	552	39	0	597	13	29	650	4	2	685	2	6	0	6	0	12	9	42	2	36	0	80	30	1374				
12:00PM	3	560	64	0	627	11	32	600	5	2	639	5	8	1	7	0	16	18	43	1	31	0	75	38	1357				
1:00PM	3	541	58	0	602	20	26	559	5	0	590	0	5	1	10	0	16	20	30	2	34	0	66	33	1274				
Total	42	6222	533	6	6803	95	339	6683	75	5	7102	25	86	27	54	1	168	196	517	14	415	0	946	244	15019				
% Approach	0.6%	91.5%	7.8%	0.1%	-	-	4.8%	94.1%	1.1%	0.1%	-	-	51.2%	16.1%	32.1%	0.6%	-	-	54.7%	1.5%	43.9%	0%	-	-	-				
% Total	0.3%	41.4%	3.5%	0%	45.3%	-	2.3%	44.5%	0.5%	0%	47.3%	-	0.6%	0.2%	0.4%	0%	1.1%	-	3.4%	0.1%	2.8%	0%	6.3%	-	-				
Motorcycles	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1				
% Motorcycles	0%	0%	0.2%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%				
Lights	41	6072	519	6	6638	-	329	6537	74	5	6945	-	84	27	51	1	163	-	505	12	408	0	925	-	14671				
% Lights	97.6%	97.6%	97.4%	100%	97.6%	-	97.1%	97.8%	98.7%	100%	97.8%	-	97.7%	100%	94.4%	100%	97.0%	-	97.7%	85.7%	98.3%	0%	97.8%	-	97.7%				
Single-Unit Trucks	1	99	7	0	107	-	7	82	0	0	89	-	2	0	2	0	4	-	10	0	4	0	14	-	214				
% Single-Unit Trucks	2.4%	1.6%	1.3%	0%	1.6%	-	2.1%	1.2%	0%	0%	1.3%	-	2.3%	0%	3.7%	0%	2.4%	-	1.9%	0%	1.0%	0%	1.5%	-	1.4%				
Articulated Trucks	0	15	1	0	16	-	1	18	0	0	19	-	0	0	1	0	1	-	1	0	1	0	2	-	38				
% Articulated Trucks	0%	0.2%	0.2%	0%	0.2%	-	0.3%	0.3%	0%	0%	0.3%	-	0%	0%	1.9%	0%	0.6%	-	0.2%	0%	0.2%	0%	0.2%	-	0.3%				
Buses	0	33	5	0	38	-	1	41	0	0	42	-	0	0	0	0	0	-	1	0	2	0	3	-	83				
% Buses	0%	0.5%	0.9%	0%	0.6%	-	0.3%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.2%	0%	0.5%	0%	0.3%	-	0.6%				
Bicycles on Road	0	3	0	0	3	-	1	5	1	0	7	-	0	0	0	0	0	-	0	2	0	0	2	-	12				
% Bicycles on Road	0%	0%	0%	0%	0%	-	0.3%	0.1%	1.3%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	14.3%	0%	0%	0.2%	-	0.1%				
Pedestrians	-	-	-	-	-	93	-	-	-	-	-	25	-	-	-	-	-	190	-	-	-	-	-	237	-				
% Pedestrians	-	-	-	-	-	97.9%	-	-	-	-	-	100%	-	-	-	-	-	96.9%	-	-	-	-	-	97.1%	-				
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	7	-				
% Bicycles on Crosswalk	-	-	-	-	-	2.1%	-	-	-	-	-	0%	-	-	-	-	-	3.1%	-	-	-	-	-	2.9%	-				

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (6) Washington St @ Mechanic St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904373, Location: 42.153047, -71.147037

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Wall Street Eastbound					Mechanic Street Westbound					Int	
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App		
Time																						
2021-12-01 7:45AM	2	155	9	0	166	10	99	2	0	111	4	0	0	0	4	11	0	11	0	22	1	303
8:00AM	0	162	9	0	171	3	104	1	0	108	5	0	1	0	6	8	0	11	0	19	3	304
8:15AM	0	149	10	0	159	6	103	0	0	109	1	0	0	0	1	9	0	13	0	22	0	291
8:30AM	0	133	9	0	142	4	137	4	0	145	2	1	0	0	3	9	0	3	0	12	2	302
Total	2	599	37	0	638	23	443	7	0	473	12	1	1	0	14	37	0	38	0	75	6	1200
% Approach	0.3%	93.9%	5.8%	0%	-	4.9%	93.7%	1.5%	0%	-	85.7%	7.1%	7.1%	0%	-	49.3%	0%	50.7%	0%	-	-	-
% Total	0.2%	49.9%	3.1%	0%	53.2%	1.9%	36.9%	0.6%	0%	39.4%	1.0%	0.1%	0.1%	0%	1.2%	3.1%	0%	3.2%	0%	6.3%	-	-
PHF	0.250	0.924	0.925	-	0.933	0.575	0.808	0.438	-	0.816	0.600	0.250	0.250	-	0.583	0.841	-	0.731	-	0.852	-	0.987
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%
Lights	1	588	34	0	623	21	430	7	0	458	12	1	1	0	14	35	0	37	0	72	-	1167
% Lights	50.0%	98.2%	91.9%	0%	97.6%	91.3%	97.1%	100%	0%	96.8%	100%	100%	100%	0%	100%	94.6%	0%	97.4%	0%	96.0%	-	97.3%
Single-Unit Trucks	1	6	2	0	9	2	8	0	0	10	0	0	0	0	0	2	0	1	0	3	-	22
% Single-Unit Trucks	50.0%	1.0%	5.4%	0%	1.4%	8.7%	1.8%	0%	0%	2.1%	0%	0%	0%	0%	0%	5.4%	0%	2.6%	0%	4.0%	-	1.8%
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0.2%
Buses	0	4	1	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	-	9
% Buses	0%	0.7%	2.7%	0%	0.8%	0%	0.9%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0.8%
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	3	-	-	-	-	3	-	-	-	-	16	-	-	-	-	5	-	5
% Pedestrians	-	-	-	-	-100%	-	-	-	-	-100%	-	-	-	-	-100%	-	-	-	-	-83.3%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	1
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-16.7%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (6) Washington St @ Mechanic St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904373, Location: 42.153047, -71.147037

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Wall Street Eastbound						Mechanic Street Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 4:45PM	1	146	19	1	167	1	9	178	2	0	189	1	2	3	2	0	7	4	10	0	7	0	17	4	380
5:00PM	0	110	14	0	124	2	6	217	2	0	225	0	0	1	0	0	1	9	15	1	10	0	26	2	376
5:15PM	1	120	16	1	138	1	7	186	5	0	198	0	3	1	1	0	5	4	19	0	12	0	31	1	372
5:30PM	0	129	18	0	147	0	13	193	4	0	210	0	2	2	1	0	5	5	8	0	6	0	14	1	376
Total	2	505	67	2	576	4	35	774	13	0	822	1	7	7	4	0	18	22	52	1	35	0	88	8	1504
% Approach	0.3%	87.7%	11.6%	0.3%	-	-	4.3%	94.2%	1.6%	0%	-	-	38.9%	38.9%	22.2%	0%	-	-	59.1%	1.1%	39.8%	0%	-	-	-
% Total	0.1%	33.6%	4.5%	0.1%	38.3%	-	2.3%	51.5%	0.9%	0%	54.7%	-	0.5%	0.5%	0.3%	0%	1.2%	-	3.5%	0.1%	2.3%	0%	5.9%	-	-
PHF	0.500	0.865	0.882	0.500	0.862	-	0.673	0.892	0.650	-	0.913	-	0.583	0.583	0.500	-	0.643	-	0.684	0.250	0.729	-	0.710	-	0.989
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	2	494	66	2	564	-	34	766	13	0	813	-	7	7	4	0	18	-	51	1	35	0	87	-	1482
% Lights	100%	97.8%	98.5%	100%	97.9%	-	97.1%	99.0%	100%	0%	98.9%	-	100%	100%	100%	0%	100%	-	98.1%	100%	100%	0%	98.9%	-	98.5%
Single-Unit Trucks	0	9	1	0	10	-	1	6	0	0	7	-	0	0	0	0	0	-	1	0	0	0	1	-	18
% Single-Unit Trucks	0%	1.8%	1.5%	0%	1.7%	-	2.9%	0.8%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	1.9%	0%	0%	0%	1.1%	-	1.2%
Articulated Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Buses	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	22	-	-	-	-	-	7	-
% Pedestrians	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-87.5%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-12.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (6) Washington St @ Mechanic St TMC - TMC

Sat Dec 4, 2021

Middy Peak (WKND) (Dec 04 2021 11:15AM - 12:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904373, Location: 42.153047, -71.147037

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Wall Street Eastbound						Mechanic Street Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-04 11:15AM	1	137	7	0	145	2	9	178	1	2	190	1	1	0	1	0	2	3	7	0	12	0	19	8	356
11:30AM	2	146	11	0	159	4	8	152	0	0	160	0	1	0	1	0	2	1	14	0	6	0	20	8	341
11:45AM	1	132	10	0	143	2	6	158	1	0	165	1	2	0	3	0	5	0	12	1	9	0	22	5	335
12:00PM	1	138	15	0	154	2	7	176	1	0	184	1	2	0	1	0	3	5	13	1	6	0	20	11	361
Total	5	553	43	0	601	10	30	664	3	2	699	3	6	0	6	0	12	9	46	2	33	0	81	32	1393
% Approach	0.8%	92.0%	7.2%	0%	-	-	4.3%	95.0%	0.4%	0.3%	-	-	50.0%	0%	50.0%	0%	-	-	56.8%	2.5%	40.7%	0%	-	-	-
% Total	0.4%	39.7%	3.1%	0%	43.1%	-	2.2%	47.7%	0.2%	0.1%	50.2%	-	0.4%	0%	0.4%	0%	0.9%	-	3.3%	0.1%	2.4%	0%	5.8%	-	-
PHF	0.625	0.947	0.717	-	0.945	-	0.833	0.933	0.750	0.250	0.920	-	0.750	-	0.500	-	0.600	-	0.821	0.500	0.688	-	0.920	-	0.965
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	5	546	43	0	594	-	30	655	3	2	690	-	5	0	5	0	10	-	46	2	33	0	81	-	1375
% Lights	100%	98.7%	100%	0%	98.8%	-	100%	98.6%	100%	100%	98.7%	-	83.3%	0%	83.3%	0%	83.3%	-	100%	100%	100%	0%	100%	-	98.7%
Single-Unit Trucks	0	5	0	0	5	-	0	5	0	0	5	-	1	0	1	0	2	-	0	0	0	0	0	-	12
% Single-Unit Trucks	0%	0.9%	0%	0%	0.8%	-	0%	0.8%	0%	0%	0.7%	-	16.7%	0%	16.7%	0%	16.7%	-	0%	0%	0%	0%	0%	-	0.9%
Articulated Trucks	0	1	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Buses	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Buses	0%	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	32	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (7) Washington St @ Church St TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904374, Location: 42.152611, -71.147614

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Church Street Eastbound						Parking Lot Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 7:00AM	326	663	1	0	990	0	0	179	190	0	369	1	0	0	0	0	0	4	0	0	1	0	1	8	1360
8:00AM	300	608	0	0	908	0	2	285	200	0	487	3	0	0	0	0	0	8	0	0	1	0	1	2	1396
9:00AM	256	516	0	0	772	1	3	302	167	0	472	3	0	0	0	0	0	4	0	0	0	0	0	18	1244
10:00AM	279	439	3	0	721	1	2	283	150	0	435	3	0	0	0	0	0	3	0	0	3	0	3	17	1159
2:00PM	285	561	0	0	846	0	2	414	221	0	637	5	0	0	0	0	0	10	1	1	1	0	3	16	1486
3:00PM	235	514	3	1	753	1	0	524	219	0	743	7	0	0	0	0	0	7	1	2	2	0	5	30	1501
4:00PM	279	547	4	0	830	6	4	542	211	0	757	6	0	0	0	0	0	9	2	0	2	0	4	28	1591
5:00PM	253	549	4	1	807	1	1	586	231	0	818	2	0	0	0	0	0	10	1	2	3	0	6	13	1631
2021-12-04 10:00AM	299	570	1	0	870	2	8	388	179	0	575	12	0	1	0	0	1	7	1	1	0	0	2	16	1448
11:00AM	316	597	9	0	922	0	5	474	215	0	694	6	0	0	0	0	0	8	1	1	2	0	4	29	1620
12:00PM	312	619	0	1	932	1	5	455	198	1	659	5	0	0	0	0	0	12	0	1	1	0	2	32	1593
1:00PM	328	597	1	0	926	0	5	398	199	0	602	6	0	0	0	0	0	16	0	2	1	0	3	24	1531
Total	3468	6780	26	3	10277	13	37	4830	2380	1	7248	59	0	1	0	0	1	98	7	10	17	0	34	233	17560
% Approach	33.7%	66.0%	0.3%	0%	-	-	0.5%	66.6%	32.8%	0%	-	-	0%	100%	0%	0%	-	-	20.6%	29.4%	50.0%	0%	-	-	-
% Total	19.7%	38.6%	0.1%	0%	58.5%	-	0.2%	27.5%	13.6%	0%	41.3%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0.1%	0%	0.2%	-	-
Motorcycles	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	3412	6629	26	3	10070	-	37	4731	2331	1	7100	-	0	1	0	0	1	-	7	10	17	0	34	-	17205
% Lights	98.4%	97.8%	100%	100%	98.0%	-	100%	98.0%	97.9%	100%	98.0%	-	0%	100%	0%	0%	100%	-	100%	100%	100%	0%	100%	-	98.0%
Single-Unit Trucks	46	95	0	0	141	-	0	54	36	0	90	-	0	0	0	0	0	-	0	0	0	0	0	-	231
% Single-Unit Trucks	1.3%	1.4%	0%	0%	1.4%	-	0%	1.1%	1.5%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.3%
Articulated Trucks	4	13	0	0	17	-	0	14	4	0	18	-	0	0	0	0	0	-	0	0	0	0	0	-	35
% Articulated Trucks	0.1%	0.2%	0%	0%	0.2%	-	0%	0.3%	0.2%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	6	37	0	0	43	-	0	29	8	0	37	-	0	0	0	0	0	-	0	0	0	0	0	-	80
% Buses	0.2%	0.5%	0%	0%	0.4%	-	0%	0.6%	0.3%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
Bicycles on Road	0	4	0	0	4	-	0	2	1	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	7
% Bicycles on Road	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	13	-	-	-	-	57	-	-	-	-	-	95	-	-	-	-	-	230	-	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	96.6%	-	-	-	-	-	96.9%	-	-	-	-	-	98.7%	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	3	-	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	3.4%	-	-	-	-	-	3.1%	-	-	-	-	-	1.3%	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (7) Washington St @ Church St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904374, Location: 42.152611, -71.147614

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Church Street Eastbound						Parking Lot Westbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2021-12-01 7:45AM	87	167	0	0	254	0	0	55	57	0	112	0	0	0	0	0	0	0	0	0	0	0	0	0	2	366
8:00AM	71	170	0	0	241	0	1	57	53	0	111	0	0	0	0	0	0	0	0	0	0	0	0	0	1	352
8:15AM	81	155	0	0	236	0	0	64	50	0	114	0	0	0	0	0	0	0	3	0	0	1	0	1	0	351
8:30AM	69	140	0	0	209	0	0	96	50	0	146	2	0	0	0	0	0	0	4	0	0	0	0	0	0	355
Total	308	632	0	0	940	0	1	272	210	0	483	2	0	0	0	0	0	0	7	0	0	1	0	1	3	1424
% Approach	32.8%	67.2%	0%	0%	-	-	0.2%	56.3%	43.5%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	100%	0%	-	-	-	-
% Total	21.6%	44.4%	0%	0%	66.0%	-	0.1%	19.1%	14.7%	0%	33.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0.1%	0%	0.1%	-	-	-
PHF	0.885	0.929	-	-	0.925	-	0.250	0.708	0.921	-	0.827	-	-	-	-	-	-	-	-	-	0.250	-	0.250	-	0.973	-
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%
Lights	302	616	0	0	918	-	1	268	200	0	469	-	0	0	0	0	0	-	0	0	1	0	1	-	1388	-
% Lights	98.1%	97.5%	0%	0%	97.7%	-	100%	98.5%	95.2%	0%	97.1%	-	0%	0%	0%	0%	0%	-	0%	0%	100%	0%	100%	-	97.5%	-
Single-Unit Trucks	6	10	0	0	16	-	0	1	8	0	9	-	0	0	0	0	0	-	0	0	0	0	0	-	25	-
% Single-Unit Trucks	1.9%	1.6%	0%	0%	1.7%	-	0%	0.4%	3.8%	0%	1.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.8%	-
Articulated Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2	-
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-	0%	0.4%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%	-
Buses	0	5	0	0	5	-	0	2	2	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	9	-
% Buses	0%	0.8%	0%	0%	0.5%	-	0%	0.7%	1.0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%	-
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (7) Washington St @ Church St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904374, Location: 42.152611, -71.147614

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Church Street Eastbound						Parking Lot Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 4:45PM	66	167	2	0	235	3	3	139	51	0	193	1	0	0	0	0	0	0	1	0	0	0	1	5	429
5:00PM	63	131	2	0	196	0	0	160	70	0	230	0	0	0	0	0	0	5	1	0	0	0	1	4	427
5:15PM	69	131	1	0	201	1	1	137	70	0	208	2	0	0	0	0	0	0	0	0	1	0	1	3	410
5:30PM	60	148	1	0	209	0	0	155	45	0	200	0	0	0	0	0	0	4	0	1	0	0	1	2	410
Total	258	577	6	0	841	4	4	591	236	0	831	3	0	0	0	0	0	9	2	1	1	0	4	14	1676
% Approach	30.7%	68.6%	0.7%	0%	-	-	0.5%	71.1%	28.4%	0%	-	-	0%	0%	0%	0%	-	-	50.0%	25.0%	25.0%	0%	-	-	-
% Total	15.4%	34.4%	0.4%	0%	50.2%	-	0.2%	35.3%	14.1%	0%	49.6%	-	0%	0%	0%	0%	0%	-	0.1%	0.1%	0.1%	0%	0.2%	-	-
PHF	0.935	0.864	0.750	-	0.895	-	0.333	0.923	0.843	-	0.903	-	-	-	-	-	-	-	0.500	0.250	0.250	-	1.000	-	0.977
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0.1%
Lights	256	565	6	0	827	-	4	586	235	0	825	-	0	0	0	0	0	-	2	1	1	0	4	-	1656
% Lights	99.2%	97.9%	100%	0%	98.3%	-	100%	99.2%	99.6%	0%	99.3%	-	0%	0%	0%	0%	-	-	100%	100%	100%	0%	100%	-	98.8%
Single-Unit Trucks	2	9	0	0	11	-	0	4	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	15
% Single-Unit Trucks	0.8%	1.6%	0%	0%	1.3%	-	0%	0.7%	0%	0%	0.5%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0.9%
Articulated Trucks	0	1	0	0	1	-	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0.4%	0%	0.2%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0.2%
Buses	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (7) Washington St @ Church St TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11:15AM - 12:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904374, Location: 42.152611, -71.147614

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Church Street Eastbound						Parking Lot Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-04 11:15AM	90	150	2	0	242	0	1	124	59	0	184	3	0	0	0	0	0	1	0	1	1	0	2	13	428
11:30AM	76	156	1	0	233	0	0	115	55	0	170	0	0	0	0	0	0	1	0	0	0	0	0	7	403
11:45AM	70	138	1	0	209	0	2	121	48	0	171	0	0	0	0	0	0	3	1	0	1	0	2	7	382
12:00PM	83	157	0	0	240	0	1	127	65	0	193	1	0	0	0	0	0	1	0	0	0	0	0	7	433
Total	319	601	4	0	924	0	4	487	227	0	718	4	0	0	0	0	0	6	1	1	2	0	4	34	1646
% Approach	34.5%	65.0%	0.4%	0%	-	-	0.6%	67.8%	31.6%	0%	-	-	0%	0%	0%	0%	-	-	25.0%	25.0%	50.0%	0%	-	-	-
% Total	19.4%	36.5%	0.2%	0%	56.1%	-	0.2%	29.6%	13.8%	0%	43.6%	-	0%	0%	0%	0%	0%	-	0.1%	0.1%	0.1%	0%	0.2%	-	-
PHF	0.886	0.957	0.500	-	0.955	-	0.500	0.959	0.873	-	0.930	-	-	-	-	-	-	-	0.250	0.250	0.500	-	0.500	-	0.950
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	311	594	4	0	909	-	4	478	226	0	708	-	0	0	0	0	0	-	1	1	2	0	4	-	1621
% Lights	97.5%	98.8%	100%	0%	98.4%	-	100%	98.2%	99.6%	0%	98.6%	-	0%	0%	0%	0%	0%	-	100%	100%	100%	0%	100%	-	98.5%
Single-Unit Trucks	8	5	0	0	13	-	0	4	1	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	18
% Single-Unit Trucks	2.5%	0.8%	0%	0%	1.4%	-	0%	0.8%	0.4%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.1%
Articulated Trucks	0	1	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-	0%	0.6%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	0	1	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses	0%	0.2%	0%	0%	0.1%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	34	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (8) Washington St @ Neponset St TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904375, Location: 42.151965, -71.148543

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Neponset Street Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-01 7:00AM	0	835	0	835	1	176	0	0	176	0	131	196	0	327	2	1338
8:00AM	0	740	0	740	1	285	0	0	285	0	163	251	0	414	4	1439
9:00AM	0	621	0	621	1	295	0	0	295	0	153	242	0	395	1	1311
10:00AM	0	592	0	592	1	286	0	0	286	0	133	265	0	398	1	1276
2:00PM	0	644	0	644	2	422	0	0	422	1	197	367	0	564	4	1630
3:00PM	0	591	0	591	2	505	0	0	505	7	184	316	0	500	8	1596
4:00PM	0	612	0	612	2	548	0	0	548	9	214	425	0	639	10	1799
5:00PM	0	595	0	595	1	584	0	0	584	5	226	497	0	723	12	1902
2021-12-04 10:00AM	0	702	0	702	2	387	0	0	387	0	152	283	0	435	7	1524
11:00AM	0	742	0	742	6	467	0	0	467	2	198	347	0	545	3	1754
12:00PM	0	705	0	705	8	459	0	0	459	9	200	389	0	589	10	1753
1:00PM	0	754	0	754	5	396	0	0	396	0	177	349	0	526	19	1676
Total	0	8133	0	8133	32	4810	0	0	4810	33	2128	3927	0	6055	81	18998
% Approach	0%	100%	0%	-	-	100%	0%	0%	-	-	35.1%	64.9%	0%	-	-	-
% Total	0%	42.8%	0%	42.8%	-	25.3%	0%	0%	25.3%	-	11.2%	20.7%	0%	31.9%	-	-
Motorcycles	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	0	7974	0	7974	-	4710	0	0	4710	-	2080	3843	0	5923	-	18607
% Lights	0%	98.0%	0%	98.0%	-	97.9%	0%	0%	97.9%	-	97.7%	97.9%	0%	97.8%	-	97.9%
Single-Unit Trucks	0	106	0	106	-	54	0	0	54	-	35	64	0	99	-	259
% Single-Unit Trucks	0%	1.3%	0%	1.3%	-	1.1%	0%	0%	1.1%	-	1.6%	1.6%	0%	1.6%	-	1.4%
Articulated Trucks	0	15	0	15	-	13	0	0	13	-	5	9	0	14	-	42
% Articulated Trucks	0%	0.2%	0%	0.2%	-	0.3%	0%	0%	0.3%	-	0.2%	0.2%	0%	0.2%	-	0.2%
Buses	0	33	0	33	-	30	0	0	30	-	6	11	0	17	-	80
% Buses	0%	0.4%	0%	0.4%	-	0.6%	0%	0%	0.6%	-	0.3%	0.3%	0%	0.3%	-	0.4%
Bicycles on Road	0	5	0	5	-	3	0	0	3	-	1	0	0	1	-	9
% Bicycles on Road	0%	0.1%	0%	0.1%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	32	-	-	-	-	33	-	-	-	-	81	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (8) Washington St @ Neponset St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904375, Location: 42.151965, -71.148543

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Neponset Street Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-01 8:00AM	0	207	0	207	0	58	0	0	58	0	40	59	0	99	1	364
8:15AM	0	191	0	191	0	63	0	0	63	0	41	60	0	101	1	355
8:30AM	0	170	0	170	0	95	0	0	95	0	34	57	0	91	2	356
8:45AM	0	172	0	172	1	69	0	0	69	0	48	75	0	123	0	364
Total	0	740	0	740	1	285	0	0	285	0	163	251	0	414	4	1439
% Approach	0%	100%	0%	-	-	100%	0%	0%	-	-	39.4%	60.6%	0%	-	-	-
% Total	0%	51.4%	0%	51.4%	-	19.8%	0%	0%	19.8%	-	11.3%	17.4%	0%	28.8%	-	-
PHF	-	0.894	-	0.894	-	0.750	-	-	0.750	-	0.849	0.837	-	0.841	-	0.988
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	0	730	0	730	-	280	0	0	280	-	158	236	0	394	-	1404
% Lights	0%	98.6%	0%	98.6%	-	98.2%	0%	0%	98.2%	-	96.9%	94.0%	0%	95.2%	-	97.6%
Single-Unit Trucks	0	6	0	6	-	2	0	0	2	-	5	10	0	15	-	23
% Single-Unit Trucks	0%	0.8%	0%	0.8%	-	0.7%	0%	0%	0.7%	-	3.1%	4.0%	0%	3.6%	-	1.6%
Articulated Trucks	0	1	0	1	-	1	0	0	1	-	0	3	0	3	-	5
% Articulated Trucks	0%	0.1%	0%	0.1%	-	0.4%	0%	0%	0.4%	-	0%	1.2%	0%	0.7%	-	0.3%
Buses	0	3	0	3	-	2	0	0	2	-	0	2	0	2	-	7
% Buses	0%	0.4%	0%	0.4%	-	0.7%	0%	0%	0.7%	-	0%	0.8%	0%	0.5%	-	0.5%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	4	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (8) Washington St @ Neponset St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904375, Location: 42.151965, -71.148543

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Neponset Street Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-01 4:45PM	0	173	0	173	1	141	0	0	141	1	64	122	0	186	0	500
5:00PM	0	135	0	135	0	156	0	0	156	0	63	118	0	181	4	472
5:15PM	0	155	0	155	0	137	0	0	137	0	56	125	0	181	0	473
5:30PM	0	156	0	156	0	149	0	0	149	3	56	123	0	179	4	484
Total	0	619	0	619	1	583	0	0	583	4	239	488	0	727	8	1929
% Approach	0%	100%	0%	-	-	100%	0%	0%	-	-	32.9%	67.1%	0%	-	-	-
% Total	0%	32.1%	0%	32.1%	-	30.2%	0%	0%	30.2%	-	12.4%	25.3%	0%	37.7%	-	-
PHF	-	0.895	-	0.895	-	0.934	-	-	0.934	-	0.934	0.976	-	0.977	-	0.965
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	0	612	0	612	-	576	0	0	576	-	236	485	0	721	-	1909
% Lights	0%	98.9%	0%	98.9%	-	98.8%	0%	0%	98.8%	-	98.7%	99.4%	0%	99.2%	-	99.0%
Single-Unit Trucks	0	5	0	5	-	6	0	0	6	-	2	3	0	5	-	16
% Single-Unit Trucks	0%	0.8%	0%	0.8%	-	1.0%	0%	0%	1.0%	-	0.8%	0.6%	0%	0.7%	-	0.8%
Articulated Trucks	0	1	0	1	-	1	0	0	1	-	1	0	0	1	-	3
% Articulated Trucks	0%	0.2%	0%	0.2%	-	0.2%	0%	0%	0.2%	-	0.4%	0%	0%	0.1%	-	0.2%
Buses	0	1	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Buses	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	4	-	-	-	-	8	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (8) Washington St @ Neponset St TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11:15AM - 12:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904375, Location: 42.151965, -71.148543

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Neponset Street Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-04 11:15AM	0	191	0	191	0	117	0	0	117	0	49	91	0	140	1	448
11:30AM	0	200	0	200	3	122	0	0	122	0	36	83	0	119	1	441
11:45AM	0	166	0	166	3	117	0	0	117	0	52	91	0	143	0	426
12:00PM	0	172	0	172	0	125	0	0	125	8	55	95	0	150	0	447
Total	0	729	0	729	6	481	0	0	481	8	192	360	0	552	2	1762
% Approach	0%	100%	0%	-	-	100%	0%	0%	-	-	34.8%	65.2%	0%	-	-	-
% Total	0%	41.4%	0%	41.4%	-	27.3%	0%	0%	27.3%	-	10.9%	20.4%	0%	31.3%	-	-
PHF	-	0.911	-	0.911	-	0.962	-	-	0.962	-	0.873	0.947	-	0.920	-	0.983
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	0	718	0	718	-	473	0	0	473	-	190	358	0	548	-	1739
% Lights	0%	98.5%	0%	98.5%	-	98.3%	0%	0%	98.3%	-	99.0%	99.4%	0%	99.3%	-	98.7%
Single-Unit Trucks	0	9	0	9	-	4	0	0	4	-	2	2	0	4	-	17
% Single-Unit Trucks	0%	1.2%	0%	1.2%	-	0.8%	0%	0%	0.8%	-	1.0%	0.6%	0%	0.7%	-	1.0%
Articulated Trucks	0	1	0	1	-	3	0	0	3	-	0	0	0	0	-	4
% Articulated Trucks	0%	0.1%	0%	0.1%	-	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	0.2%
Buses	0	1	0	1	-	1	0	0	1	-	0	0	0	0	-	2
% Buses	0%	0.1%	0%	0.1%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	6	-	-	-	-	8	-	-	-	-	2	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (9) Washington St @ High Street TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904376, Location: 42.148193, -71.150601

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					High Street Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2021-12-01 7:00AM	76	763	1	840	1	316	29	0	345	0	36	53	0	89	5	1274
8:00AM	74	656	0	730	0	457	40	0	497	0	47	66	0	113	4	1340
9:00AM	48	569	0	617	2	445	43	1	489	0	28	50	0	78	4	1184
10:00AM	52	531	0	583	3	493	69	0	562	0	22	62	0	84	1	1229
2:00PM	68	591	0	659	2	684	53	0	737	0	30	92	0	122	3	1518
3:00PM	90	522	0	612	0	734	58	0	792	0	39	107	0	146	2	1550
4:00PM	91	568	0	659	1	858	53	0	911	0	31	114	0	145	2	1715
5:00PM	110	533	0	643	0	967	68	0	1035	0	33	96	0	129	1	1807
2021-12-04 10:00AM	78	596	0	674	1	600	49	0	649	0	34	85	0	119	5	1442
11:00AM	86	690	0	776	1	737	51	0	788	0	36	73	0	109	2	1673
12:00PM	121	676	0	797	1	764	57	0	821	0	29	112	0	141	0	1759
1:00PM	91	690	0	781	0	661	47	0	708	0	32	85	0	117	11	1606
Total	985	7385	1	8371	12	7716	617	1	8334	0	397	995	0	1392	40	18097
% Approach	11.8%	88.2%	0%	-	-	92.6%	7.4%	0%	-	-	28.5%	71.5%	0%	-	-	-
% Total	5.4%	40.8%	0%	46.3%	-	42.6%	3.4%	0%	46.1%	-	2.2%	5.5%	0%	7.7%	-	-
Motorcycles	2	0	0	2	-	0	0	0	0	-	0	2	0	2	-	4
% Motorcycles	0.2%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.1%	-	0%
Lights	968	7255	1	8224	-	7567	596	1	8164	-	382	970	0	1352	-	17740
% Lights	98.3%	98.2%	100%	98.2%	-	98.1%	96.6%	100%	98.0%	-	96.2%	97.5%	0%	97.1%	-	98.0%
Single-Unit Trucks	11	89	0	100	-	98	14	0	112	-	11	17	0	28	-	240
% Single-Unit Trucks	1.1%	1.2%	0%	1.2%	-	1.3%	2.3%	0%	1.3%	-	2.8%	1.7%	0%	2.0%	-	1.3%
Articulated Trucks	2	6	0	8	-	17	1	0	18	-	3	4	0	7	-	33
% Articulated Trucks	0.2%	0.1%	0%	0.1%	-	0.2%	0.2%	0%	0.2%	-	0.8%	0.4%	0%	0.5%	-	0.2%
Buses	2	34	0	36	-	33	6	0	39	-	0	2	0	2	-	77
% Buses	0.2%	0.5%	0%	0.4%	-	0.4%	1.0%	0%	0.5%	-	0%	0.2%	0%	0.1%	-	0.4%
Bicycles on Road	0	1	0	1	-	1	0	0	1	-	1	0	0	1	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.3%	0%	0%	0.1%	-	0%
Pedestrians	-	-	-	-	12	-	-	-	-	0	-	-	-	-	35	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	87.5%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	12.5%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (9) Washington St @ High Street TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904376, Location: 42.148193, -71.150601

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					High Street Eastbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 7:45AM	21	201	0	222	0	94	11	0	105	0	6	19	0	25	1	352
8:00AM	17	181	0	198	0	92	9	0	101	0	15	11	0	26	0	325
8:15AM	21	160	0	181	0	109	9	0	118	0	13	17	0	30	0	329
8:30AM	15	154	0	169	0	133	10	0	143	0	11	19	0	30	3	342
Total	74	696	0	770	0	428	39	0	467	0	45	66	0	111	4	1348
% Approach	9.6%	90.4%	0%	-	-	91.6%	8.4%	0%	-	-	40.5%	59.5%	0%	-	-	-
% Total	5.5%	51.6%	0%	57.1%	-	31.8%	2.9%	0%	34.6%	-	3.3%	4.9%	0%	8.2%	-	-
PHF	0.881	0.866	-	0.867	-	0.805	0.886	-	0.816	-	0.750	0.868	-	0.925	-	0.957
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	70	684	0	754	-	415	36	0	451	-	44	65	0	109	-	1314
% Lights	94.6%	98.3%	0%	97.9%	-	97.0%	92.3%	0%	96.6%	-	97.8%	98.5%	0%	98.2%	-	97.5%
Single-Unit Trucks	4	8	0	12	-	8	1	0	9	-	1	1	0	2	-	23
% Single-Unit Trucks	5.4%	1.1%	0%	1.6%	-	1.9%	2.6%	0%	1.9%	-	2.2%	1.5%	0%	1.8%	-	1.7%
Articulated Trucks	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	-	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0.1%
Buses	0	4	0	4	-	3	2	0	5	-	0	0	0	0	-	9
% Buses	0%	0.6%	0%	0.5%	-	0.7%	5.1%	0%	1.1%	-	0%	0%	0%	0%	-	0.7%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (9) Washington St @ High Street TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904376, Location: 42.148193, -71.150601

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					High Street Eastbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-12-01 4:30PM	18	136	0	154	1	239	14	0	253	0	8	27	0	35	1	442
4:45PM	37	140	0	177	0	232	13	0	245	0	10	35	0	45	0	467
5:00PM	34	132	0	166	0	245	21	0	266	0	7	26	0	33	0	465
5:15PM	30	136	0	166	0	228	26	0	254	0	11	32	0	43	0	463
Total	119	544	0	663	1	944	74	0	1018	0	36	120	0	156	1	1837
% Approach	17.9%	82.1%	0%	-	-	92.7%	7.3%	0%	-	-	23.1%	76.9%	0%	-	-	-
% Total	6.5%	29.6%	0%	36.1%	-	51.4%	4.0%	0%	55.4%	-	2.0%	6.5%	0%	8.5%	-	-
PHF	0.804	0.971	-	0.936	-	0.963	0.712	-	0.957	-	0.818	0.857	-	0.867	-	0.983
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	119	539	0	658	-	935	74	0	1009	-	36	117	0	153	-	1820
% Lights	100%	99.1%	0%	99.2%	-	99.0%	100%	0%	99.1%	-	100%	97.5%	0%	98.1%	-	99.1%
Single-Unit Trucks	0	5	0	5	-	8	0	0	8	-	0	3	0	3	-	16
% Single-Unit Trucks	0%	0.9%	0%	0.8%	-	0.8%	0%	0%	0.8%	-	0%	2.5%	0%	1.9%	-	0.9%
Articulated Trucks	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (9) Washington St @ High Street TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904376, Location: 42.148193, -71.150601

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					High Street Eastbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-12-04 12:00PM	21	179	0	200	0	201	12	0	213	0	8	42	0	50	0	463
12:15PM	47	156	0	203	0	185	12	0	197	0	5	24	0	29	0	429
12:30PM	32	168	0	200	1	189	14	0	203	0	9	22	0	31	0	434
12:45PM	21	173	0	194	0	189	19	0	208	0	7	24	0	31	0	433
Total	121	676	0	797	1	764	57	0	821	0	29	112	0	141	0	1759
% Approach	15.2%	84.8%	0%	-	-	93.1%	6.9%	0%	-	-	20.6%	79.4%	0%	-	-	-
% Total	6.9%	38.4%	0%	45.3%	-	43.4%	3.2%	0%	46.7%	-	1.6%	6.4%	0%	8.0%	-	-
PHF	0.644	0.944	-	0.982	-	0.950	0.750	-	0.964	-	0.806	0.667	-	0.705	-	0.950
Motorcycles	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Motorcycles	0.8%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Lights	119	667	0	786	-	761	54	0	815	-	28	111	0	139	-	1740
% Lights	98.3%	98.7%	0%	98.6%	-	99.6%	94.7%	0%	99.3%	-	96.6%	99.1%	0%	98.6%	-	98.9%
Single-Unit Trucks	1	9	0	10	-	2	3	0	5	-	1	1	0	2	-	17
% Single-Unit Trucks	0.8%	1.3%	0%	1.3%	-	0.3%	5.3%	0%	0.6%	-	3.4%	0.9%	0%	1.4%	-	1.0%
Articulated Trucks	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (10) Washington St @ Village Shops TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904379, Location: 42.14043, -71.148571

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						The Commons Driveway Eastbound						Village Shoppes of Canton Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 7:00AM	4	764	11	0	779	0	38	304	14	0	356	0	7	0	5	0	12	0	6	0	34	0	40	1	1187
8:00AM	4	668	22	0	694	0	110	416	25	0	551	0	5	1	10	0	16	0	10	0	51	0	61	1	1322
9:00AM	12	508	39	0	559	0	151	324	26	0	501	0	10	3	11	0	24	0	24	1	99	0	124	2	1208
10:00AM	5	459	36	0	500	2	167	390	25	0	582	0	5	3	23	0	31	0	18	0	132	0	150	3	1263
2:00PM	9	485	42	0	536	0	204	539	24	0	767	2	18	5	12	0	35	2	30	1	177	0	208	5	1546
3:00PM	13	442	37	0	492	1	221	571	11	0	803	0	10	0	15	0	25	0	24	1	183	0	208	11	1528
4:00PM	8	466	40	0	514	0	231	706	16	0	953	0	8	2	19	0	29	1	42	3	211	0	256	6	1752
5:00PM	6	457	56	0	519	0	251	788	19	0	1058	0	16	3	7	0	26	0	39	0	199	0	238	1	1841
2021-12-04 10:00AM	12	500	41	0	553	0	233	442	27	0	702	0	19	2	19	0	40	0	22	1	152	0	175	2	1470
11:00AM	12	559	63	0	634	0	254	526	32	0	812	0	23	5	22	0	50	0	45	1	213	0	259	7	1755
12:00PM	10	599	63	0	672	0	288	563	25	0	876	0	13	3	32	0	48	1	44	0	216	0	260	1	1856
1:00PM	10	551	58	0	619	0	228	518	26	0	772	0	19	5	30	0	54	1	35	5	220	1	261	2	1706
Total	105	6458	508	0	7071	3	2376	6087	270	0	8733	2	153	32	205	0	390	5	339	13	1887	1	2240	42	18434
% Approach	1.5%	91.3%	7.2%	0%	-	-	27.2%	69.7%	3.1%	0%	-	-	39.2%	8.2%	52.6%	0%	-	-	15.1%	0.6%	84.2%	0%	-	-	-
% Total	0.6%	35.0%	2.8%	0%	38.4%	-	12.9%	33.0%	1.5%	0%	47.4%	-	0.8%	0.2%	1.1%	0%	2.1%	-	1.8%	0.1%	10.2%	0%	12.2%	-	-
Motorcycles	0	3	0	0	3	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	103	6340	489	0	6932	-	2350	5954	263	0	8567	-	151	31	203	0	385	-	315	13	1854	1	2183	-	18067
% Lights	98.1%	98.2%	96.3%	0%	98.0%	-	98.9%	97.8%	97.4%	0%	98.1%	-	98.7%	96.9%	99.0%	0%	98.7%	-	92.9%	100%	98.3%	100%	97.5%	-	98.0%
Single-Unit Trucks	1	86	3	0	90	-	8	108	3	0	119	-	2	0	1	0	3	-	6	0	12	0	18	-	230
% Single-Unit Trucks	1.0%	1.3%	0.6%	0%	1.3%	-	0.3%	1.8%	1.1%	0%	1.4%	-	1.3%	0%	0.5%	0%	0.8%	-	1.8%	0%	0.6%	0%	0.8%	-	1.2%
Articulated Trucks	0	12	3	0	15	-	1	13	1	0	15	-	0	0	0	0	0	-	3	0	1	0	4	-	34
% Articulated Trucks	0%	0.2%	0.6%	0%	0.2%	-	0%	0.2%	0.4%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.9%	0%	0.1%	0%	0.2%	-	0.2%
Buses	1	16	13	0	30	-	17	8	3	0	28	-	0	0	1	0	1	-	15	0	19	0	34	-	93
% Buses	1.0%	0.2%	2.6%	0%	0.4%	-	0.7%	0.1%	1.1%	0%	0.3%	-	0%	0%	0.5%	0%	0.3%	-	4.4%	0%	1.0%	0%	1.5%	-	0.5%
Bicycles on Road	0	1	0	0	1	-	0	2	0	0	2	-	0	1	0	0	1	-	0	0	1	0	1	-	5
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	3.1%	0%	0%	0.3%	-	0%	0%	0.1%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	36	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-	-	-	-	-	85.7%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-	-	-	-	-	14.3%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (10) Washington St @ Village Shops TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904379, Location: 42.14043, -71.148571

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						The Commons Driveway Eastbound						Village Shoppes of Canton Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 8:00AM	0	181	3	0	184	0	15	96	7	0	118	0	3	0	1	0	4	0	4	0	13	0	17	0	323
8:15AM	0	170	3	0	173	0	17	105	3	0	125	0	1	1	5	0	7	0	0	0	8	0	8	0	313
8:30AM	2	150	9	0	161	0	33	109	6	0	148	0	0	0	1	0	1	0	3	0	11	0	14	0	324
8:45AM	2	167	7	0	176	0	45	106	9	0	160	0	1	0	3	0	4	0	3	0	19	0	22	1	362
Total	4	668	22	0	694	0	110	416	25	0	551	0	5	1	10	0	16	0	10	0	51	0	61	1	1322
% Approach	0.6%	96.3%	3.2%	0%	-	-	20.0%	75.5%	4.5%	0%	-	-	31.3%	6.3%	62.5%	0%	-	-	16.4%	0%	83.6%	0%	-	-	-
% Total	0.3%	50.5%	1.7%	0%	52.5%	-	8.3%	31.5%	1.9%	0%	41.7%	-	0.4%	0.1%	0.8%	0%	1.2%	-	0.8%	0%	3.9%	0%	4.6%	-	-
PHF	0.500	0.923	0.611	-	0.943	-	0.611	0.954	0.694	-	0.861	-	0.417	0.250	0.500	-	0.571	-	0.625	-	0.671	-	0.693	-	0.913
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	4	660	21	0	685	-	108	402	24	0	534	-	5	1	10	0	16	-	9	0	49	0	58	-	1293
% Lights	100%	98.8%	95.5%	0%	98.7%	-	98.2%	96.6%	96.0%	0%	96.9%	-	100%	100%	100%	0%	100%	-	90.0%	0%	96.1%	0%	95.1%	-	97.8%
Single-Unit Trucks	0	6	0	0	6	-	0	12	0	0	12	-	0	0	0	0	0	-	0	0	0	0	0	-	18
% Single-Unit Trucks	0%	0.9%	0%	0%	0.9%	-	0%	2.9%	0%	0%	2.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.4%
Articulated Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	0	2	1	0	3	-	2	0	1	0	3	-	0	0	0	0	0	-	1	0	2	0	3	-	9
% Buses	0%	0.3%	4.5%	0%	0.4%	-	1.8%	0%	4.0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	10.0%	0%	3.9%	0%	4.9%	-	0.7%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (10) Washington St @ Village Shops TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904379, Location: 42.14043, -71.148571

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					The Commons Driveway Eastbound					Village Shoppes of Canton Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2021-12-01 4:45PM	1	120	7	0	128	0	62	198	8	0	268	0	0	1	6	0	7	0	13	0	52	0	65	0	468
5:00PM	2	130	13	0	145	0	58	197	5	0	260	0	6	1	3	0	10	0	12	0	54	0	66	0	481
5:15PM	2	100	13	0	115	0	57	203	5	0	265	0	4	0	3	0	7	0	9	0	51	0	60	0	447
5:30PM	0	119	15	0	134	0	60	192	5	0	257	0	3	2	1	0	6	0	11	0	47	0	58	1	455
Total	5	469	48	0	522	0	237	790	23	0	1050	0	13	4	13	0	30	0	45	0	204	0	249	1	1851
% Approach	1.0%	89.8%	9.2%	0%	-	-	22.6%	75.2%	2.2%	0%	-	-	43.3%	13.3%	43.3%	0%	-	-	18.1%	0%	81.9%	0%	-	-	-
% Total	0.3%	25.3%	2.6%	0%	28.2%	-	12.8%	42.7%	1.2%	0%	56.7%	-	0.7%	0.2%	0.7%	0%	1.6%	-	2.4%	0%	11.0%	0%	13.5%	-	-
PHF	0.625	0.902	0.800	-	0.900	-	0.956	0.973	0.719	-	0.979	-	0.542	0.375	0.542	-	0.725	-	0.865	-	0.958	-	0.954	-	0.963
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%
Lights	5	460	46	0	511	-	236	780	23	0	1039	-	13	3	13	0	29	-	42	0	202	0	244	-	1823
% Lights	100%	98.1%	95.8%	0%	97.9%	-	99.6%	98.7%	100%	0%	99.0%	-	100%	75.0%	100%	0%	96.7%	-	93.3%	0%	99.0%	0%	98.0%	-	98.5%
Single-Unit Trucks	0	7	1	0	8	-	1	9	0	0	10	-	0	0	0	0	0	-	1	0	1	0	2	-	20
% Single-Unit Trucks	0%	1.5%	2.1%	0%	1.5%	-	0.4%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	2.2%	0%	0.5%	0%	0.8%	-	1.1%
Articulated Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2	0	0	0	2	-	4
% Buses	0%	0.2%	2.1%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	4.4%	0%	0%	0%	0.8%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	25.0%	0%	0%	3.3%	-	0%	0%	0.5%	0%	0.4%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (10) Washington St @ Village Shops TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 12PM - 1 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904379, Location: 42.14043, -71.148571

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						The Commons Driveway Eastbound						Village Shoppes of Canton Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-04 12:00PM	1	155	15	0	171	0	86	148	6	0	240	0	0	3	9	0	12	0	8	0	50	0	58	1	481
12:15PM	3	148	17	0	168	0	64	153	5	0	222	0	5	0	10	0	15	0	11	0	57	0	68	0	473
12:30PM	3	149	17	0	169	0	71	122	6	0	199	0	4	0	7	0	11	0	12	0	55	0	67	0	446
12:45PM	3	147	14	0	164	0	67	140	8	0	215	0	4	0	6	0	10	1	13	0	54	0	67	0	456
Total	10	599	63	0	672	0	288	563	25	0	876	0	13	3	32	0	48	1	44	0	216	0	260	1	1856
% Approach	1.5%	89.1%	9.4%	0%	-	-	32.9%	64.3%	2.9%	0%	-	-	27.1%	6.3%	66.7%	0%	-	-	16.9%	0%	83.1%	0%	-	-	-
% Total	0.5%	32.3%	3.4%	0%	36.2%	-	15.5%	30.3%	1.3%	0%	47.2%	-	0.7%	0.2%	1.7%	0%	2.6%	-	2.4%	0%	11.6%	0%	14.0%	-	-
PHF	0.833	0.966	0.926	-	0.982	-	0.837	0.920	0.781	-	0.913	-	0.650	0.250	0.800	-	0.800	-	0.846	-	0.947	-	0.956	-	0.965
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	9	592	61	0	662	-	288	558	25	0	871	-	13	3	32	0	48	-	42	0	212	0	254	-	1835
% Lights	90.0%	98.8%	96.8%	0%	98.5%	-	100%	99.1%	100%	0%	99.4%	-	100%	100%	100%	0%	100%	-	95.5%	0%	98.1%	0%	97.7%	-	98.9%
Single-Unit Trucks	0	6	0	0	6	-	0	4	0	0	4	-	0	0	0	0	0	-	1	0	4	0	5	-	15
% Single-Unit Trucks	0%	1.0%	0%	0%	0.9%	-	0%	0.7%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	2.3%	0%	1.9%	0%	1.9%	-	0.8%
Articulated Trucks	0	0	1	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	1.6%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	1	0	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	3
% Buses	10.0%	0%	1.6%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	2.3%	0%	0%	0%	0.4%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound							Washington Street Southbound							The Commons South Driveway Eastbound							
	HL	L	T	R	U	App	Ped*	L	T	BR	R	U	App	Ped*	L	T	R	HR	U	App	Ped*	
2021-12-01 7:00AM	0	2	752	27	0	781	0	12	305	0	1	0	318	0	1	0	1	0	0	2	0	
8:00AM	1	18	649	48	0	716	0	19	414	1	0	0	434	0	7	0	8	1	0	16	0	
9:00AM	0	14	536	61	1	612	0	18	335	5	3	0	361	0	2	1	9	0	0	12	0	
10:00AM	1	17	452	62	0	532	0	28	400	2	0	0	430	0	1	1	12	1	0	15	0	
2:00PM	3	15	460	82	0	560	0	33	540	5	2	0	580	0	12	0	18	0	0	30	1	
3:00PM	0	10	452	96	0	558	0	30	581	3	1	0	615	0	2	1	8	0	0	11	0	
4:00PM	2	20	459	93	0	574	0	35	724	3	2	0	764	0	9	0	19	1	0	29	3	
5:00PM	6	14	471	84	0	575	0	21	800	1	4	0	826	0	2	0	25	4	0	31	0	
2021-12-04 10:00AM	1	18	510	89	1	619	0	29	458	1	1	0	489	0	1	2	10	0	0	13	1	
11:00AM	2	22	558	125	2	709	0	37	553	5	0	0	595	0	4	1	23	1	0	29	0	
12:00PM	0	25	595	88	0	708	0	43	594	5	0	0	642	0	4	1	19	0	0	24	1	
1:00PM	2	22	553	112	0	689	0	38	540	1	1	0	580	1	3	0	29	0	0	32	2	
Total	18	197	6447	967	4	7633	0	343	6244	32	15	0	6634	1	48	7	181	8	0	244	8	
% Approach	0.2%	2.6%	84.5%	12.7%	0.1%	-	-	5.2%	94.1%	0.5%	0.2%	0%	-	-	19.7%	2.9%	74.2%	3.3%	0%	-	-	
% Total	0.1%	1.2%	40.4%	6.1%	0%	47.9%	-	2.2%	39.2%	0.2%	0.1%	0%	41.6%	-	0.3%	0%	1.1%	0.1%	0%	1.5%	-	
Motorcycles	0	0	3	0	0	3	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-	
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	
Lights	18	196	6318	955	4	7491	-	335	6089	27	15	0	6466	-	45	7	179	8	0	239	-	
% Lights	100%	99.5%	98.0%	98.8%	100%	98.1%	-	97.7%	97.5%	84.4%	100%	0%	97.5%	-	93.8%	100%	98.9%	100%	0%	98.0%	-	
Single-Unit Trucks	0	1	85	8	0	94	-	4	110	2	0	0	116	-	0	0	2	0	0	2	-	
% Single-Unit Trucks	0%	0.5%	1.3%	0.8%	0%	1.2%	-	1.2%	1.8%	6.3%	0%	0%	1.7%	-	0%	0%	1.1%	0%	0%	0.8%	-	
Articulated Trucks	0	0	16	1	0	17	-	0	21	0	0	0	21	-	0	0	0	0	0	0	-	
% Articulated Trucks	0%	0%	0.2%	0.1%	0%	0.2%	-	0%	0.3%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	23	3	0	26	-	4	21	1	0	0	26	-	3	0	0	0	0	3	-	
% Buses	0%	0%	0.4%	0.3%	0%	0.3%	-	1.2%	0.3%	3.1%	0%	0%	0.4%	-	6.3%	0%	0%	0%	0%	1.2%	-	
Bicycles on Road	0	0	2	0	0	2	-	0	1	2	0	0	3	-	0	0	0	0	0	0	-	
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	6.3%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	-	7
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	87.5%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	12.5%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Village Shoppes of Canton Westbound							Plaza Driveway Northeastbound							Int
	L	BL	T	R	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*	
2021-12-01 7:00AM	7	0	1	8	0	16	0	0	21	0	16	0	37	0	1154
8:00AM	21	0	0	25	0	46	1	2	15	1	20	0	38	1	1250
9:00AM	19	0	0	18	0	37	1	0	17	1	16	0	34	0	1056
10:00AM	30	0	2	33	0	65	2	1	10	2	18	0	31	1	1073
2:00PM	49	0	1	52	0	102	0	0	13	2	17	0	32	3	1304
3:00PM	60	1	1	32	0	94	4	0	5	2	18	0	25	1	1303
4:00PM	60	0	3	40	0	103	5	0	7	2	7	0	16	5	1486
5:00PM	60	2	1	43	0	106	1	1	5	2	12	0	20	1	1558
2021-12-04 10:00AM	45	1	2	45	0	93	1	0	14	2	18	0	34	1	1248
11:00AM	77	0	0	60	0	137	5	1	15	0	20	0	36	0	1506
12:00PM	70	2	0	65	0	137	0	0	13	3	17	0	33	2	1544
1:00PM	63	0	1	56	0	120	2	0	8	4	30	0	42	1	1463
Total	561	6	12	477	0	1056	22	5	143	21	209	0	378	16	15945
% Approach	53.1%	0.6%	1.1%	45.2%	0%	-	-	1.3%	37.8%	5.6%	55.3%	0%	-	-	-
% Total	3.5%	0%	0.1%	3.0%	0%	6.6%	-	0%	0.9%	0.1%	1.3%	0%	2.4%	-	-
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	5
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Lights	553	6	11	466	0	1036	-	5	143	19	206	0	373	-	15605
% Lights	98.6%	100%	91.7%	97.7%	0%	98.1%	-	100%	100%	90.5%	98.6%	0%	98.7%	-	97.9%
Single-Unit Trucks	6	0	0	8	0	14	-	0	0	2	2	0	4	-	230
% Single-Unit Trucks	1.1%	0%	0%	1.7%	0%	1.3%	-	0%	0%	9.5%	1.0%	0%	1.1%	-	1.4%
Articulated Trucks	1	0	0	0	0	1	-	0	0	0	1	0	1	-	40
% Articulated Trucks	0.2%	0%	0%	0%	0%	0.1%	-	0%	0%	0%	0.5%	0%	0.3%	-	0.3%
Buses	1	0	0	3	0	4	-	0	0	0	0	0	0	-	59
% Buses	0.2%	0%	0%	0.6%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-	0.4%
Bicycles on Road	0	0	1	0	0	1	-	0	0	0	0	0	0	-	6
% Bicycles on Road	0%	0%	8.3%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	18	-	-	-	-	-	-	13	-
% Pedestrians	-	-	-	-	-	-	81.8%	-	-	-	-	-	-	81.3%	-
Bicycles on Crosswalk	-	-	-	-	-	-	4	-	-	-	-	-	-	3	-
% Bicycles on Crosswalk	-	-	-	-	-	-	18.2%	-	-	-	-	-	-	18.8%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound							Washington Street Southbound							The Commons South Driveway Eastbound						
	HL	L	T	R	U	App	Ped*	L	T	BR	R	U	App	Ped*	L	T	R	HR	U	App	Ped*
2021-12-01 8:00AM	0	9	172	9	0	190	0	2	98	0	0	0	100	0	0	0	2	0	0	2	0
8:15AM	0	1	166	15	0	182	0	7	103	1	0	0	111	0	0	0	1	0	0	1	0
8:30AM	0	3	153	8	0	164	0	2	111	0	0	0	113	0	2	0	2	0	0	4	0
8:45AM	1	5	158	16	0	180	0	8	102	0	0	0	110	0	5	0	3	1	0	9	0
Total	1	18	649	48	0	716	0	19	414	1	0	0	434	0	7	0	8	1	0	16	0
% Approach	0.1%	2.5%	90.6%	6.7%	0%	-	-	4.4%	95.4%	0.2%	0%	0%	-	-	43.8%	0%	50.0%	6.3%	0%	-	-
% Total	0.1%	1.4%	51.9%	3.8%	0%	57.3%	-	1.5%	33.1%	0.1%	0%	0%	34.7%	-	0.6%	0%	0.6%	0.1%	0%	1.3%	-
PHF	0.250	0.500	0.943	0.750	-	0.942	-	0.594	0.932	0.250	-	-	0.960	-	0.350	-	0.667	0.250	-	0.444	-
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Lights	1	18	642	48	0	709	-	19	401	1	0	0	421	-	6	0	8	1	0	15	-
% Lights	100%	100%	98.9%	100%	0%	99.0%	-	100%	96.9%	100%	0%	0%	97.0%	-	85.7%	0%	100%	100%	0%	93.8%	-
Single-Unit Trucks	0	0	6	0	0	6	-	0	10	0	0	0	10	-	0	0	0	0	0	0	-
% Single-Unit Trucks	0%	0%	0.9%	0%	0%	0.8%	-	0%	2.4%	0%	0%	0%	2.3%	-	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	0	0	0	0	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	-
Buses	0	0	1	0	0	1	-	0	1	0	0	0	1	-	1	0	0	0	0	1	-
% Buses	0%	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0%	0.2%	-	14.3%	0%	0%	0%	0%	6.3%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Village Shoppes of Canton Westbound							Plaza Driveway Northeastbound							
Time	L	BL	T	R	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*	Int
2021-12-01 8:00AM	4	0	0	6	0	10	0	0	3	0	5	0	8	0	310
8:15AM	6	0	0	5	0	11	0	0	5	1	3	0	9	0	314
8:30AM	6	0	0	4	0	10	0	1	3	0	8	0	12	1	303
8:45AM	5	0	0	10	0	15	1	1	4	0	4	0	9	0	323
Total	21	0	0	25	0	46	1	2	15	1	20	0	38	1	1250
% Approach	45.7%	0%	0%	54.3%	0%	-	-	5.3%	39.5%	2.6%	52.6%	0%	-	-	-
% Total	1.7%	0%	0%	2.0%	0%	3.7%	-	0.2%	1.2%	0.1%	1.6%	0%	3.0%	-	-
PHF	0.875	-	-	0.625	-	0.767	-	0.500	0.750	0.250	0.625	-	0.792	-	0.967
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Lights	21	0	0	24	0	45	-	2	15	1	20	0	38	-	1228
% Lights	100%	0%	0%	96.0%	0%	97.8%	-	100%	100%	100%	100%	0%	100%	-	98.2%
Single-Unit Trucks	0	0	0	1	0	1	-	0	0	0	0	0	0	-	17
% Single-Unit Trucks	0%	0%	0%	4.0%	0%	2.2%	-	0%	0%	0%	0%	0%	0%	-	1.4%
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	3
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound							Washington Street Southbound							The Commons South Driveway Eastbound						
	HL	L	T	R	U	App	Ped*	L	T	BR	R	U	App	Ped*	L	T	R	HR	U	App	Ped*
2021-12-01 4:45PM	0	5	103	24	0	132	0	12	203	0	0	0	215	0	5	0	5	0	0	10	0
5:00PM	0	2	126	26	0	154	0	3	206	0	0	0	209	0	2	0	7	3	0	12	0
5:15PM	4	7	110	25	0	146	0	4	207	1	1	0	213	0	0	0	7	0	0	7	0
5:30PM	0	2	118	18	0	138	0	5	199	0	0	0	204	0	0	0	4	0	0	4	0
Total	4	16	457	93	0	570	0	24	815	1	1	0	841	0	7	0	23	3	0	33	0
% Approach	0.7%	2.8%	80.2%	16.3%	0%	-	-	2.9%	96.9%	0.1%	0.1%	0%	-	-	21.2%	0%	69.7%	9.1%	0%	-	-
% Total	0.3%	1.0%	29.0%	5.9%	0%	36.2%	-	1.5%	51.7%	0.1%	0.1%	0%	53.4%	-	0.4%	0%	1.5%	0.2%	0%	2.1%	-
PHF	0.250	0.571	0.907	0.894	-	0.925	-	0.500	0.984	0.250	0.250	-	0.978	-	0.350	-	0.821	0.250	-	0.688	-
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Lights	4	16	450	93	0	563	-	24	799	1	1	0	825	-	7	0	23	3	0	33	-
% Lights	100%	100%	98.5%	100%	0%	98.8%	-	100%	98.0%	100%	100%	0%	98.1%	-	100%	0%	100%	100%	0%	100%	-
Single-Unit Trucks	0	0	4	0	0	4	-	0	12	0	0	0	12	-	0	0	0	0	0	0	-
% Single-Unit Trucks	0%	0%	0.9%	0%	0%	0.7%	-	0%	1.5%	0%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	1	0	0	1	-	0	1	0	0	0	1	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-
Buses	0	0	2	0	0	2	-	0	3	0	0	0	3	-	0	0	0	0	0	0	-
% Buses	0%	0%	0.4%	0%	0%	0.4%	-	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Village Shoppes of Canton Westbound								Plaza Driveway Northeastbound								Int
	L	BL	T	R	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*			
2021-12-01 4:45PM	10	0	0	17	0	27	0	0	1	0	1	0	2	0	386		
5:00PM	14	2	0	15	0	31	0	0	2	0	2	0	4	0	410		
5:15PM	18	0	0	7	0	25	0	0	2	1	2	0	5	0	396		
5:30PM	17	0	0	13	0	30	1	0	1	1	5	0	7	0	383		
Total	59	2	0	52	0	113	1	0	6	2	10	0	18	0	1575		
% Approach	52.2%	1.8%	0%	46.0%	0%	-	-	0%	33.3%	11.1%	55.6%	0%	-	-	-		
% Total	3.7%	0.1%	0%	3.3%	0%	7.2%	-	0%	0.4%	0.1%	0.6%	0%	1.1%	-	-		
PHF	0.819	0.250	-	0.765	-	0.911	-	-	0.750	0.500	0.500	-	0.643	-	0.960		
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0		
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%		
Lights	58	2	0	52	0	112	-	0	6	1	10	0	17	-	1550		
% Lights	98.3%	100%	0%	100%	0%	99.1%	-	0%	100%	50.0%	100%	0%	94.4%	-	98.4%		
Single-Unit Trucks	1	0	0	0	0	1	-	0	0	1	0	0	1	-	18		
% Single-Unit Trucks	1.7%	0%	0%	0%	0%	0.9%	-	0%	0%	50.0%	0%	0%	5.6%	-	1.1%		
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	2		
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%		
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	5		
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.3%		
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0		
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%		
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-		

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11:30AM - 12:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound							Washington Street Southbound							The Commons South Driveway Eastbound						
	HL	L	T	R	U	App	Ped*	L	T	BR	R	U	App	Ped*	L	T	R	HR	U	App	Ped*
2021-12-04 11:30AM	0	3	138	36	0	177	0	6	156	0	0	0	162	0	2	0	4	0	0	6	0
11:45AM	0	7	140	27	1	175	0	9	129	3	0	0	141	0	0	0	10	1	0	11	0
12:00PM	0	3	152	23	0	178	0	12	152	2	0	0	166	0	2	0	4	0	0	6	0
12:15PM	0	3	151	22	0	176	0	14	160	0	0	0	174	0	0	1	4	0	0	5	0
Total	0	16	581	108	1	706	0	41	597	5	0	0	643	0	4	1	22	1	0	28	0
% Approach	0%	2.3%	82.3%	15.3%	0.1%	-	-	6.4%	92.8%	0.8%	0%	0%	-	-	14.3%	3.6%	78.6%	3.6%	0%	-	-
% Total	0%	1.0%	37.5%	7.0%	0.1%	45.6%	-	2.6%	38.5%	0.3%	0%	0%	41.5%	-	0.3%	0.1%	1.4%	0.1%	0%	1.8%	-
PHF	-	0.571	0.956	0.750	0.250	0.992	-	0.732	0.933	0.417	-	-	0.924	-	0.500	0.250	0.550	0.250	-	0.636	-
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Lights	0	16	570	105	1	692	-	41	589	5	0	0	635	-	4	1	21	1	0	27	-
% Lights	0%	100%	98.1%	97.2%	100%	98.0%	-	100%	98.7%	100%	0%	0%	98.8%	-	100%	100%	95.5%	100%	0%	96.4%	-
Single-Unit Trucks	0	0	8	3	0	11	-	0	5	0	0	0	5	-	0	0	1	0	0	1	-
% Single-Unit Trucks	0%	0%	1.4%	2.8%	0%	1.6%	-	0%	0.8%	0%	0%	0%	0.8%	-	0%	0%	4.5%	0%	0%	3.6%	-
Articulated Trucks	0	0	2	0	0	2	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0.3%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-
Buses	0	0	1	0	0	1	-	0	1	0	0	0	1	-	0	0	0	0	0	0	-
% Buses	0%	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (11) Washington St @ Plaza Driveways ... - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 11:30AM - 12:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904380, Location: 42.139768, -71.148691

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Village Shoppes of Canton Westbound							Plaza Driveway Northeastbound							Int
	L	BL	T	R	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*	
2021-12-04 11:30AM	18	0	0	16	0	34	1	0	5	0	6	0	11	0	390
11:45AM	18	0	0	13	0	31	2	1	4	0	5	0	10	0	368
12:00PM	19	0	0	14	0	33	0	0	3	0	2	0	5	1	388
12:15PM	18	1	0	19	0	38	0	0	2	1	7	0	10	0	403
Total	73	1	0	62	0	136	3	1	14	1	20	0	36	1	1549
% Approach	53.7%	0.7%	0%	45.6%	0%	-	-	2.8%	38.9%	2.8%	55.6%	0%	-	-	-
% Total	4.7%	0.1%	0%	4.0%	0%	8.8%	-	0.1%	0.9%	0.1%	1.3%	0%	2.3%	-	-
PHF	0.961	0.250	-	0.816	-	0.895	-	0.250	0.700	0.250	0.714	-	0.818	-	0.961
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Lights	73	1	0	60	0	134	-	1	14	1	20	0	36	-	1524
% Lights	100%	100%	0%	96.8%	0%	98.5%	-	100%	100%	100%	100%	0%	100%	-	98.4%
Single-Unit Trucks	0	0	0	2	0	2	-	0	0	0	0	0	0	-	19
% Single-Unit Trucks	0%	0%	0%	3.2%	0%	1.5%	-	0%	0%	0%	0%	0%	0%	-	1.2%
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.3%
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	2
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

218269 (12) Washington St @ Cobb Corner TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904382, Location: 42.139295, -71.148908

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Plaza Driveway Eastbound						Cobb Corner Main Driveway Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 7:00AM	5	724	48	0	777	0	40	282	9	0	331	1	11	0	7	0	18	0	15	0	50	0	65	1	1191
8:00AM	12	648	67	0	727	0	68	388	10	0	466	0	11	3	2	0	16	1	24	3	56	0	83	1	1292
9:00AM	7	532	57	0	596	1	42	318	18	1	379	1	12	3	6	0	21	1	26	0	50	0	76	0	1072
10:00AM	10	444	38	0	492	0	52	388	24	0	464	5	26	6	2	0	34	3	28	5	61	0	94	2	1084
2:00PM	9	478	56	0	543	1	79	525	21	0	625	2	19	2	10	0	31	3	40	3	64	0	107	1	1306
3:00PM	24	482	43	0	549	0	61	589	31	0	681	4	23	4	10	0	37	3	42	2	53	0	97	1	1364
4:00PM	20	497	52	0	569	0	78	720	17	0	815	1	20	3	9	0	32	3	33	4	55	0	92	0	1508
5:00PM	20	471	34	0	525	0	55	822	36	0	913	0	21	1	12	0	34	0	25	6	66	0	97	0	1569
2021-12-04 10:00AM	10	508	66	0	584	0	77	436	20	0	533	4	10	2	9	0	21	1	25	5	81	0	111	3	1249
11:00AM	13	610	62	0	685	0	97	544	39	0	680	4	23	5	10	0	38	2	40	3	74	0	117	2	1520
12:00PM	22	559	90	0	671	0	89	582	27	0	698	2	19	4	5	0	28	3	67	5	113	0	185	0	1582
1:00PM	21	575	59	0	655	0	69	567	25	1	662	2	17	3	12	0	32	1	61	4	90	0	155	3	1504
Total	173	6528	672	0	7373	2	807	6161	277	2	7247	26	212	36	94	0	342	21	426	40	813	0	1279	14	16241
% Approach	2.3%	88.5%	9.1%	0%	-	-	11.1%	85.0%	3.8%	0%	-	-	62.0%	10.5%	27.5%	0%	-	-	33.3%	3.1%	63.6%	0%	-	-	-
% Total	1.1%	40.2%	4.1%	0%	45.4%	-	5.0%	37.9%	1.7%	0%	44.6%	-	1.3%	0.2%	0.6%	0%	2.1%	-	2.6%	0.2%	5.0%	0%	7.9%	-	-
Motorcycles	0	2	0	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	170	6397	665	0	7232	-	804	6003	274	2	7083	-	211	35	93	0	339	-	420	39	806	0	1265	-	15919
% Lights	98.3%	98.0%	99.0%	0%	98.1%	-	99.6%	97.4%	98.9%	100%	97.7%	-	99.5%	97.2%	98.9%	0%	99.1%	-	98.6%	97.5%	99.1%	0%	98.9%	-	98.0%
Single-Unit Trucks	2	86	6	0	94	-	3	108	3	0	114	-	0	1	1	0	2	-	4	0	5	0	9	-	219
% Single-Unit Trucks	1.2%	1.3%	0.9%	0%	1.3%	-	0.4%	1.8%	1.1%	0%	1.6%	-	0%	2.8%	1.1%	0%	0.6%	-	0.9%	0%	0.6%	0%	0.7%	-	1.3%
Articulated Trucks	0	17	0	0	17	-	0	24	0	0	24	-	1	0	0	0	1	-	1	0	0	0	1	-	43
% Articulated Trucks	0%	0.3%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0.3%	-	0.5%	0%	0%	0%	0.3%	-	0.2%	0%	0%	0%	0.1%	-	0.3%
Buses	1	24	0	0	25	-	0	23	0	0	23	-	0	0	0	0	0	-	0	0	1	0	1	-	49
% Buses	0.6%	0.4%	0%	0%	0.3%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0.1%	0%	0.1%	-	0.3%
Bicycles on Road	0	2	1	0	3	-	0	1	0	0	1	-	0	0	0	0	0	-	1	1	1	0	3	-	7
% Bicycles on Road	0%	0%	0.1%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%	2.5%	0.1%	0%	0.2%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	26	-	-	-	-	-	20	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	95.2%	-	-	-	-	-	92.9%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	4.8%	-	-	-	-	-	7.1%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (12) Washington St @ Cobb Corner TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904382, Location: 42.139295, -71.148908

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Plaza Driveway Eastbound					Cobb Corner Main Driveway Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2021-12-01 7:45AM	2	198	19	0	219	0	11	79	1	0	91	0	5	0	1	0	6	0	5	0	18	0	23	0	339
8:00AM	1	167	16	0	184	0	23	84	2	0	109	0	4	1	2	0	7	0	7	1	18	0	26	0	326
8:15AM	4	162	18	0	184	0	12	99	3	0	114	0	4	0	0	0	4	0	3	1	15	0	19	0	321
8:30AM	2	150	18	0	170	0	15	109	1	0	125	0	3	0	0	0	3	1	4	0	13	0	17	1	315
Total	9	677	71	0	757	0	61	371	7	0	439	0	16	1	3	0	20	1	19	2	64	0	85	1	1301
% Approach	1.2%	89.4%	9.4%	0%	-	-	13.9%	84.5%	1.6%	0%	-	-	80.0%	5.0%	15.0%	0%	-	-	22.4%	2.4%	75.3%	0%	-	-	-
% Total	0.7%	52.0%	5.5%	0%	58.2%	-	4.7%	28.5%	0.5%	0%	33.7%	-	1.2%	0.1%	0.2%	0%	1.5%	-	1.5%	0.2%	4.9%	0%	6.5%	-	-
PHF	0.563	0.855	0.972	-	0.867	-	0.663	0.851	0.583	-	0.878	-	0.800	0.250	0.375	-	0.714	-	0.750	0.500	0.889	-	0.840	-	0.961
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	9	666	68	0	743	-	61	362	7	0	430	-	16	1	3	0	20	-	18	2	64	0	84	-	1277
% Lights	100%	98.4%	95.8%	0%	98.2%	-	100%	97.6%	100%	0%	97.9%	-	100%	100%	100%	0%	100%	-	94.7%	100%	100%	0%	98.8%	-	98.2%
Single-Unit Trucks	0	6	2	0	8	-	0	6	0	0	6	-	0	0	0	0	0	-	0	0	0	0	0	-	14
% Single-Unit Trucks	0%	0.9%	2.8%	0%	1.1%	-	0%	1.6%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.1%
Articulated Trucks	0	3	0	0	3	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Articulated Trucks	0%	0.4%	0%	0%	0.4%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
Buses	0	2	0	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses	0%	0.3%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	2
% Bicycles on Road	0%	0%	1.4%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	5.3%	0%	0%	0%	1.2%	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (12) Washington St @ Cobb Corner TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904382, Location: 42.139295, -71.148908

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound					Washington Street Southbound					Plaza Driveway Eastbound					Cobb Corner Main Driveway Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2021-12-01 4:45PM	6	115	15	0	136	0	29	187	7	0	223	0	3	2	2	0	7	1	11	0	13	0	24	0	390
5:00PM	6	124	6	0	136	0	14	207	12	0	233	0	5	0	6	0	11	0	7	2	18	0	27	0	407
5:15PM	4	127	8	0	139	0	15	220	7	0	242	0	5	0	2	0	7	0	6	0	11	0	17	0	405
5:30PM	8	110	10	0	128	0	8	212	6	0	226	0	6	0	1	0	7	0	10	4	18	0	32	0	393
Total	24	476	39	0	539	0	66	826	32	0	924	0	19	2	11	0	32	1	34	6	60	0	100	0	1595
% Approach	4.5%	88.3%	7.2%	0%	-	-	7.1%	89.4%	3.5%	0%	-	-	59.4%	6.3%	34.4%	0%	-	-	34.0%	6.0%	60.0%	0%	-	-	-
% Total	1.5%	29.8%	2.4%	0%	33.8%	-	4.1%	51.8%	2.0%	0%	57.9%	-	1.2%	0.1%	0.7%	0%	2.0%	-	2.1%	0.4%	3.8%	0%	6.3%	-	-
PHF	0.750	0.937	0.650	-	0.969	-	0.569	0.939	0.667	-	0.955	-	0.792	0.250	0.458	-	0.727	-	0.773	0.375	0.833	-	0.781	-	0.980
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	24	470	39	0	533	-	65	814	30	0	909	-	18	2	11	0	31	-	34	6	59	0	99	-	1572
% Lights	100%	98.7%	100%	0%	98.9%	-	98.5%	98.5%	93.8%	0%	98.4%	-	94.7%	100%	100%	0%	96.9%	-	100%	100%	98.3%	0%	99.0%	-	98.6%
Single-Unit Trucks	0	4	0	0	4	-	1	8	2	0	11	-	0	0	0	0	0	-	0	0	1	0	1	-	16
% Single-Unit Trucks	0%	0.8%	0%	0%	0.7%	-	1.5%	1.0%	6.3%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0%	1.7%	0%	1.0%	-	1.0%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	5.3%	0%	0%	0%	3.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	2	0	0	2	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Buses	0%	0.4%	0%	0%	0.4%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (12) Washington St @ Cobb Corner TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904382, Location: 42.139295, -71.148908

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Plaza Driveway Eastbound						Cobb Corner Main Driveway Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-04 12:00PM	4	137	21	0	162	0	20	155	6	0	181	1	6	1	2	0	9	1	16	0	31	0	47	0	399
12:15PM	12	144	20	0	176	0	27	147	10	0	184	0	3	0	2	0	5	0	18	2	27	0	47	0	412
12:30PM	5	152	28	0	185	0	14	135	3	0	152	0	2	1	1	0	4	0	14	2	31	0	47	0	388
12:45PM	1	126	21	0	148	0	28	145	8	0	181	1	8	2	0	0	10	2	19	1	24	0	44	0	383
Total	22	559	90	0	671	0	89	582	27	0	698	2	19	4	5	0	28	3	67	5	113	0	185	0	1582
% Approach	3.3%	83.3%	13.4%	0%	-	-	12.8%	83.4%	3.9%	0%	-	-	67.9%	14.3%	17.9%	0%	-	-	36.2%	2.7%	61.1%	0%	-	-	-
% Total	1.4%	35.3%	5.7%	0%	42.4%	-	5.6%	36.8%	1.7%	0%	44.1%	-	1.2%	0.3%	0.3%	0%	1.8%	-	4.2%	0.3%	7.1%	0%	11.7%	-	-
PHF	0.458	0.919	0.804	-	0.907	-	0.795	0.939	0.675	-	0.948	-	0.594	0.500	0.625	-	0.700	-	0.882	0.625	0.911	-	0.984	-	0.960
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	21	551	89	0	661	-	89	575	27	0	691	-	19	4	5	0	28	-	67	5	112	0	184	-	1564
% Lights	95.5%	98.6%	98.9%	0%	98.5%	-	100%	98.8%	100%	0%	99.0%	-	100%	100%	100%	0%	100%	-	100%	100%	99.1%	0%	99.5%	-	98.9%
Single-Unit Trucks	1	4	1	0	6	-	0	6	0	0	6	-	0	0	0	0	0	-	0	0	1	0	1	-	13
% Single-Unit Trucks	4.5%	0.7%	1.1%	0%	0.9%	-	0%	1.0%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0.9%	0%	0.5%	-	0.8%
Articulated Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Buses	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (13) Washington St @ Sharon St TMC - TMC

Wed Dec 1, 2021

Full Length (7 AM-11 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904384, Location: 42.138167, -71.14949

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Bay Road Northbound						Washington Street Southbound						North Main Street (Route 27) Eastbound						Sharon Street (Route 27) Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 7:00AM	66	499	26	0	591	0	139	118	73	0	330	1	132	383	25	0	540	0	15	326	170	0	511	0	1972
8:00AM	58	377	31	0	466	0	151	163	100	0	414	0	186	315	28	0	529	1	23	299	184	0	506	0	1915
9:00AM	40	301	27	0	368	0	142	130	100	0	372	0	137	250	21	0	408	1	37	212	183	0	432	1	1580
10:00AM	37	238	23	0	298	1	166	163	97	0	426	0	139	195	11	0	345	2	43	197	153	0	393	1	1462
2:00PM	37	245	34	0	316	1	219	258	126	0	603	1	134	224	49	0	407	0	83	316	153	0	552	1	1878
3:00PM	49	263	30	0	342	0	202	315	159	0	676	0	143	326	52	0	521	2	78	378	149	0	605	1	2144
4:00PM	47	271	32	0	350	4	233	394	137	0	764	0	156	364	50	0	570	0	86	418	143	0	647	5	2331
5:00PM	38	282	26	0	346	2	265	469	155	0	889	1	141	366	79	0	586	1	99	412	136	0	647	0	2468
2021-12-04 10:00AM	29	255	40	0	324	1	182	188	101	0	471	0	166	244	32	0	442	4	52	271	190	0	513	0	1750
11:00AM	29	313	34	0	376	0	207	256	144	0	607	2	184	279	23	0	486	2	69	273	181	0	523	0	1992
12:00PM	33	289	42	1	365	0	250	267	155	0	672	0	183	256	38	0	477	1	83	331	203	0	617	1	2131
1:00PM	26	306	45	0	377	1	259	257	135	0	651	2	168	258	34	0	460	3	87	263	201	0	551	1	2039
Total	489	3639	390	1	4519	10	2415	2978	1482	0	6875	7	1869	3460	442	0	5771	17	755	3696	2046	0	6497	11	23662
% Approach	10.8%	80.5%	8.6%	0%	-	-	35.1%	43.3%	21.6%	0%	-	-	32.4%	60.0%	7.7%	0%	-	-	11.6%	56.9%	31.5%	0%	-	-	-
% Total	2.1%	15.4%	1.6%	0%	19.1%	-	10.2%	12.6%	6.3%	0%	29.1%	-	7.9%	14.6%	1.9%	0%	24.4%	-	3.2%	15.6%	8.6%	0%	27.5%	-	-
Motorcycles	1	2	0	0	3	-	0	2	0	0	2	-	0	3	0	0	3	-	1	0	1	0	2	-	10
% Motorcycles	0.2%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.1%	0%	0%	0%	0%	-	0%
Lights	465	3581	381	1	4428	-	2337	2926	1448	0	6711	-	1837	3301	418	0	5556	-	750	3552	1990	0	6292	-	22987
% Lights	95.1%	98.4%	97.7%	100%	98.0%	-	96.8%	98.3%	97.7%	0%	97.6%	-	98.3%	95.4%	94.6%	0%	96.3%	-	99.3%	96.1%	97.3%	0%	96.8%	-	97.1%
Single-Unit Trucks	15	47	9	0	71	-	45	44	25	0	114	-	27	109	16	0	152	-	3	92	27	0	122	-	459
% Single-Unit Trucks	3.1%	1.3%	2.3%	0%	1.6%	-	1.9%	1.5%	1.7%	0%	1.7%	-	1.4%	3.2%	3.6%	0%	2.6%	-	0.4%	2.5%	1.3%	0%	1.9%	-	1.9%
Articulated Trucks	1	4	0	0	5	-	15	3	7	0	25	-	2	37	1	0	40	-	0	47	9	0	56	-	126
% Articulated Trucks	0.2%	0.1%	0%	0%	0.1%	-	0.6%	0.1%	0.5%	0%	0.4%	-	0.1%	1.1%	0.2%	0%	0.7%	-	0%	1.3%	0.4%	0%	0.9%	-	0.5%
Buses	7	3	0	0	10	-	18	3	1	0	22	-	2	9	7	0	18	-	1	5	19	0	25	-	75
% Buses	1.4%	0.1%	0%	0%	0.2%	-	0.7%	0.1%	0.1%	0%	0.3%	-	0.1%	0.3%	1.6%	0%	0.3%	-	0.1%	0.1%	0.9%	0%	0.4%	-	0.3%
Bicycles on Road	0	2	0	0	2	-	0	0	1	0	1	-	1	1	0	0	2	-	0	0	0	0	0	-	5
% Bicycles on Road	0%	0.1%	0%	0%	0%	-	0%	0%	0.1%	0%	0%	-	0.1%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	-	11	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	82.4%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	17.6%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (13) Washington St @ Sharon St TMC - TMC

Wed Dec 1, 2021

AM Peak (Dec 01 2021 7:15AM - 8:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904384, Location: 42.138167, -71.14949

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Bay Road Northbound					Washington Street Southbound					North Main Street (Route 27) Eastbound					Sharon Street (Route 27) Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2021-12-01 7:15AM	19	127	4	0	150	0	34	25	15	0	74	0	30	102	7	0	139	0	7	92	39	0	138	0	501
7:30AM	20	122	8	0	150	0	34	42	25	0	101	0	35	96	10	0	141	0	2	98	42	0	142	0	534
7:45AM	17	137	12	0	166	0	47	27	19	0	93	1	40	100	3	0	143	0	3	83	42	0	128	0	530
8:00AM	14	97	5	0	116	0	32	31	30	0	93	0	50	98	6	0	154	0	4	78	46	0	128	0	491
Total	70	483	29	0	582	0	147	125	89	0	361	1	155	396	26	0	577	0	16	351	169	0	536	0	2056
% Approach	12.0%	83.0%	5.0%	0%	-	-	40.7%	34.6%	24.7%	0%	-	-	26.9%	68.6%	4.5%	0%	-	-	3.0%	65.5%	31.5%	0%	-	-	-
% Total	3.4%	23.5%	1.4%	0%	28.3%	-	7.1%	6.1%	4.3%	0%	17.6%	-	7.5%	19.3%	1.3%	0%	28.1%	-	0.8%	17.1%	8.2%	0%	26.1%	-	-
PHF	0.875	0.881	0.604	-	0.877	-	0.782	0.744	0.742	-	0.894	-	0.770	0.971	0.650	-	0.935	-	0.571	0.895	0.918	-	0.944	-	0.962
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	68	476	28	0	572	-	139	120	87	0	346	-	151	378	24	0	553	-	16	331	165	0	512	-	1983
% Lights	97.1%	98.6%	96.6%	0%	98.3%	-	94.6%	96.0%	97.8%	0%	95.8%	-	97.4%	95.5%	92.3%	0%	95.8%	-	100%	94.3%	97.6%	0%	95.5%	-	96.4%
Single-Unit Trucks	1	6	1	0	8	-	2	4	1	0	7	-	2	11	1	0	14	-	0	15	2	0	17	-	46
% Single-Unit Trucks	1.4%	1.2%	3.4%	0%	1.4%	-	1.4%	3.2%	1.1%	0%	1.9%	-	1.3%	2.8%	3.8%	0%	2.4%	-	0%	4.3%	1.2%	0%	3.2%	-	2.2%
Articulated Trucks	1	1	0	0	2	-	5	1	1	0	7	-	1	6	0	0	7	-	0	5	1	0	6	-	22
% Articulated Trucks	1.4%	0.2%	0%	0%	0.3%	-	3.4%	0.8%	1.1%	0%	1.9%	-	0.6%	1.5%	0%	0%	1.2%	-	0%	1.4%	0.6%	0%	1.1%	-	1.1%
Buses	0	0	0	0	0	-	1	0	0	0	1	-	0	1	1	0	2	-	0	0	1	0	1	-	4
% Buses	0%	0%	0%	0%	0%	-	0.7%	0%	0%	0%	0.3%	-	0%	0.3%	3.8%	0%	0.3%	-	0%	0%	0.6%	0%	0.2%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (13) Washington St @ Sharon St TMC - TMC

Wed Dec 1, 2021

PM Peak (Dec 01 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904384, Location: 42.138167, -71.14949

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Bay Road Northbound						Washington Street Southbound						North Main Street (Route 27) Eastbound						Sharon Street (Route 27) Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-01 4:45PM	11	59	12	0	82	2	62	112	41	0	215	0	43	109	13	0	165	0	22	108	33	0	163	2	625
5:00PM	10	83	8	0	101	0	57	120	43	0	220	0	38	108	19	0	165	0	26	116	37	0	179	0	665
5:15PM	13	76	7	0	96	0	74	126	48	0	248	0	30	90	18	0	138	0	23	120	31	0	174	0	656
5:30PM	8	68	4	0	80	0	74	112	34	0	220	1	39	90	20	0	149	1	27	101	32	0	160	0	609
Total	42	286	31	0	359	2	267	470	166	0	903	1	150	397	70	0	617	1	98	445	133	0	676	2	2555
% Approach	11.7%	79.7%	8.6%	0%	-	-	29.6%	52.0%	18.4%	0%	-	-	24.3%	64.3%	11.3%	0%	-	-	14.5%	65.8%	19.7%	0%	-	-	-
% Total	1.6%	11.2%	1.2%	0%	14.1%	-	10.5%	18.4%	6.5%	0%	35.3%	-	5.9%	15.5%	2.7%	0%	24.1%	-	3.8%	17.4%	5.2%	0%	26.5%	-	-
PHF	0.808	0.858	0.646	-	0.886	-	0.902	0.933	0.865	-	0.910	-	0.872	0.911	0.875	-	0.935	-	0.907	0.927	0.899	-	0.944	-	0.960
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	42	282	31	0	355	-	262	465	163	0	890	-	150	386	69	0	605	-	98	436	129	0	663	-	2513
% Lights	100%	98.6%	100%	0%	98.9%	-	98.1%	98.9%	98.2%	0%	98.6%	-	100%	97.2%	98.6%	0%	98.1%	-	100%	98.0%	97.0%	0%	98.1%	-	98.4%
Single-Unit Trucks	0	2	0	0	2	-	3	4	3	0	10	-	0	6	1	0	7	-	0	2	2	0	4	-	23
% Single-Unit Trucks	0%	0.7%	0%	0%	0.6%	-	1.1%	0.9%	1.8%	0%	1.1%	-	0%	1.5%	1.4%	0%	1.1%	-	0%	0.4%	1.5%	0%	0.6%	-	0.9%
Articulated Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	4	0	0	4	-	0	6	1	0	7	-	12
% Articulated Trucks	0%	0%	0%	0%	0%	-	0.4%	0%	0%	0%	0.1%	-	0%	1.0%	0%	0%	0.6%	-	0%	1.3%	0.8%	0%	1.0%	-	0.5%
Buses	0	1	0	0	1	-	1	1	0	0	2	-	0	1	0	0	1	-	0	1	1	0	2	-	6
% Buses	0%	0.3%	0%	0%	0.3%	-	0.4%	0.2%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.2%	-	0%	0.2%	0.8%	0%	0.3%	-	0.2%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

218269 (13) Washington St @ Sharon St TMC - TMC

Sat Dec 4, 2021

Midday Peak (WKND) (Dec 04 2021 12:15PM - 1:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 904384, Location: 42.138167, -71.14949

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Bay Road Northbound						Washington Street Southbound						North Main Street (Route 27) Eastbound						Sharon Street (Route 27) Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-12-04 12:15PM	8	74	10	0	92	0	64	72	40	0	176	0	48	72	12	0	132	0	20	88	50	0	158	0	558
12:30PM	9	74	12	0	95	0	55	53	44	0	152	0	52	66	9	0	127	0	21	81	63	0	165	0	539
12:45PM	9	67	11	1	88	0	67	62	36	0	165	0	46	64	7	0	117	1	21	91	49	0	161	0	531
1:00PM	6	94	13	0	113	1	63	68	28	0	159	0	37	68	7	0	112	2	28	69	43	0	140	0	524
Total	32	309	46	1	388	1	249	255	148	0	652	0	183	270	35	0	488	3	90	329	205	0	624	0	2152
% Approach	8.2%	79.6%	11.9%	0.3%	-	-	38.2%	39.1%	22.7%	0%	-	-	37.5%	55.3%	7.2%	0%	-	-	14.4%	52.7%	32.9%	0%	-	-	-
% Total	1.5%	14.4%	2.1%	0%	18.0%	-	11.6%	11.8%	6.9%	0%	30.3%	-	8.5%	12.5%	1.6%	0%	22.7%	-	4.2%	15.3%	9.5%	0%	29.0%	-	-
PHF	0.889	0.822	0.885	0.250	0.858	-	0.929	0.885	0.841	-	0.926	-	0.880	0.938	0.729	-	0.924	-	0.804	0.904	0.813	-	0.945	-	0.964
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	31	307	46	1	385	-	243	252	148	0	643	-	180	264	35	0	479	-	89	325	202	0	616	-	2123
% Lights	96.9%	99.4%	100%	100%	99.2%	-	97.6%	98.8%	100%	0%	98.6%	-	98.4%	97.8%	100%	0%	98.2%	-	98.9%	98.8%	98.5%	0%	98.7%	-	98.7%
Single-Unit Trucks	1	1	0	0	2	-	4	3	0	0	7	-	2	6	0	0	8	-	1	4	1	0	6	-	23
% Single-Unit Trucks	3.1%	0.3%	0%	0%	0.5%	-	1.6%	1.2%	0%	0%	1.1%	-	1.1%	2.2%	0%	0%	1.6%	-	1.1%	1.2%	0.5%	0%	1.0%	-	1.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0.2%	-	0%
Buses	0	0	0	0	0	-	2	0	0	0	2	-	1	0	0	0	1	-	0	0	1	0	1	-	4
% Buses	0%	0%	0%	0%	0%	-	0.8%	0%	0%	0%	0.3%	-	0.5%	0%	0%	0%	0.2%	-	0%	0%	0.5%	0%	0.2%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

228736-A (Washington St @ Starbucks Drive) T... - TMC

Thu Jul 14, 2022

Full Length (7 AM-10 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971094, Location: 42.138714, -71.149168

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound							Washington Street Southbound							Plaza Driveway Eastbound							Plaza Driveway Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2022-07-14 7:00AM	53	663	25	0	741	0		3	289	15	0	307	0		2	1	17	0	20	0		8	1	37	0	46	3		1114
8:00AM	72	705	42	0	819	0		7	352	18	0	377	0		4	3	32	0	39	3		27	2	22	0	51	3		1286
9:00AM	31	569	40	0	640	0		3	366	16	0	385	0		3	1	16	0	20	2		27	1	23	0	51	0		1096
3:00PM	16	525	17	0	558	2		8	709	3	0	720	0		4	1	23	0	28	2		14	0	22	0	36	0		1342
4:00PM	16	526	24	0	566	0		7	789	6	0	802	0		2	0	37	0	39	1		8	0	13	0	21	0		1428
5:00PM	10	529	22	0	561	0		7	821	5	0	833	0		0	0	26	0	26	1		3	0	6	0	9	0		1429
2022-07-16 11:00AM	38	584	34	0	656	0		12	489	19	0	520	0		12	3	34	0	49	0		25	1	42	0	68	1		1293
12:00PM	24	606	32	0	662	0		10	574	12	0	596	0		5	0	22	0	27	0		21	0	36	0	57	1		1342
1:00PM	12	552	32	0	596	0		8	593	2	0	603	0		1	0	18	0	19	2		16	0	22	0	38	0		1256
Total	272	5259	268	0	5799	2		65	4982	96	0	5143	0		33	9	225	0	267	11		149	5	223	0	377	8		11586
% Approach	4.7%	90.7%	4.6%	0%	-	-		1.3%	96.9%	1.9%	0%	-	-	12.4%	3.4%	84.3%	0%	-	-	39.5%	1.3%	59.2%	0%	-	-		-		
% Total	2.3%	45.4%	2.3%	0%	50.1%	-		0.6%	43.0%	0.8%	0%	44.4%	-	0.3%	0.1%	1.9%	0%	2.3%	-	1.3%	0%	1.9%	0%	3.3%	-		-		
Motorcycles	1	15	0	0	16	-		0	12	0	0	12	-	0	0	0	0	0	-	0	0	5	0	5	-		33		
% Motorcycles	0.4%	0.3%	0%	0%	0.3%	-		0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	2.2%	0%	1.3%	-		0.3%		
Lights	265	5145	264	0	5674	-		62	4855	96	0	5013	-	30	9	219	0	258	-	147	5	216	0	368	-		11313		
% Lights	97.4%	97.8%	98.5%	0%	97.8%	-		95.4%	97.5%	100%	0%	97.5%	-	90.9%	100%	97.3%	0%	96.6%	-	98.7%	100%	96.9%	0%	97.6%	-		97.6%		
Single-Unit Trucks	3	57	4	0	64	-		3	74	0	0	77	-	2	0	5	0	7	-	2	0	2	0	4	-		152		
% Single-Unit Trucks	1.1%	1.1%	1.5%	0%	1.1%	-		4.6%	1.5%	0%	0%	1.5%	-	6.1%	0%	2.2%	0%	2.6%	-	1.3%	0%	0.9%	0%	1.1%	-		1.3%		
Articulated Trucks	1	17	0	0	18	-		0	14	0	0	14	-	0	0	0	0	0	-	0	0	0	0	0	-		32		
% Articulated Trucks	0.4%	0.3%	0%	0%	0.3%	-		0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-		0.3%		
Buses	1	18	0	0	19	-		0	22	0	0	22	-	1	0	1	0	2	-	0	0	0	0	0	-		43		
% Buses	0.4%	0.3%	0%	0%	0.3%	-		0%	0.4%	0%	0%	0.4%	-	3.0%	0%	0.4%	0%	0.7%	-	0%	0%	0%	0%	0%	-		0.4%		
Bicycles on Road	1	7	0	0	8	-		0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-		13		
% Bicycles on Road	0.4%	0.1%	0%	0%	0.1%	-		0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-		0.1%		
Pedestrians	-	-	-	-	-	1		-	-	-	-	0		-	-	-	-	7		-	-	-	-	-	8				
% Pedestrians	-	-	-	-	-	50.0%		-	-	-	-	-		-	-	-	-	63.6%		-	-	-	-	-	100%				
Bicycles on Crosswalk	-	-	-	-	-	1		-	-	-	-	0		-	-	-	-	4		-	-	-	-	-	0				
% Bicycles on Crosswalk	-	-	-	-	-	50.0%		-	-	-	-	-		-	-	-	-	36.4%		-	-	-	-	-	0%				

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

228736-A (Washington St @ Starbucks Drive) T... - TMC

Thu Jul 14, 2022

AM Peak (Jul 14 2022 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971094, Location: 42.138714, -71.149168

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Plaza Driveway Eastbound						Plaza Driveway Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-07-14 8:00AM	14	196	12	0	222	0	0	75	10	0	85	0	1	1	5	0	7	0	6	0	7	0	13	2	327
8:15AM	28	173	7	0	208	0	2	86	4	0	92	0	1	1	10	0	12	0	8	1	6	0	15	0	327
8:30AM	15	160	11	0	186	0	1	96	4	0	101	0	2	1	8	0	11	1	5	0	4	0	9	1	307
8:45AM	15	176	12	0	203	0	4	95	0	0	99	0	0	0	9	0	9	2	8	1	5	0	14	0	325
Total	72	705	42	0	819	0	7	352	18	0	377	0	4	3	32	0	39	3	27	2	22	0	51	3	1286
% Approach	8.8%	86.1%	5.1%	0%	-	-	1.9%	93.4%	4.8%	0%	-	-	10.3%	7.7%	82.1%	0%	-	-	52.9%	3.9%	43.1%	0%	-	-	-
% Total	5.6%	54.8%	3.3%	0%	63.7%	-	0.5%	27.4%	1.4%	0%	29.3%	-	0.3%	0.2%	2.5%	0%	3.0%	-	2.1%	0.2%	1.7%	0%	4.0%	-	-
PHF	0.643	0.898	0.875	-	0.921	-	0.438	0.917	0.450	-	0.933	-	0.500	0.750	0.800	-	0.813	-	0.844	0.500	0.786	-	0.850	-	0.982
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	71	690	40	0	801	-	6	332	18	0	356	-	2	3	31	0	36	-	27	2	22	0	51	-	1244
% Lights	98.6%	97.9%	95.2%	0%	97.8%	-	85.7%	94.3%	100%	0%	94.4%	-	50.0%	100%	96.9%	0%	92.3%	-	100%	100%	100%	0%	100%	-	96.7%
Single-Unit Trucks	0	4	2	0	6	-	1	13	0	0	14	-	1	0	1	0	2	-	0	0	0	0	0	-	22
% Single-Unit Trucks	0%	0.6%	4.8%	0%	0.7%	-	14.3%	3.7%	0%	0%	3.7%	-	25.0%	0%	3.1%	0%	5.1%	-	0%	0%	0%	0%	0%	-	1.7%
Articulated Trucks	0	6	0	0	6	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	9
% Articulated Trucks	0%	0.9%	0%	0%	0.7%	-	0%	0.9%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Buses	1	3	0	0	4	-	0	4	0	0	4	-	1	0	0	0	1	-	0	0	0	0	0	-	9
% Buses	1.4%	0.4%	0%	0%	0.5%	-	0%	1.1%	0%	0%	1.1%	-	25.0%	0%	0%	0%	2.6%	-	0%	0%	0%	0%	0%	-	0.7%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

228736-A (Washington St @ Starbucks Drive) T... - TMC

Thu Jul 14, 2022

PM Peak (Jul 14 2022 3:45PM - 4:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971094, Location: 42.138714, -71.149168

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Plaza Driveway Eastbound						Plaza Driveway Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-07-14 3:45PM	5	154	3	0	162	0	3	188	1	0	192	0	0	0	6	0	6	0	7	0	5	0	12	0	372
4:00PM	1	144	3	0	148	0	1	213	2	0	216	0	0	0	6	0	6	0	3	0	5	0	8	0	378
4:15PM	8	141	7	0	156	0	3	191	1	0	195	0	0	0	6	0	6	1	0	0	5	0	5	0	362
4:30PM	3	118	8	0	129	0	1	209	0	0	210	0	2	0	20	0	22	0	2	0	0	0	2	0	363
Total	17	557	21	0	595	0	8	801	4	0	813	0	2	0	38	0	40	1	12	0	15	0	27	0	1475
% Approach	2.9%	93.6%	3.5%	0%	-	-	1.0%	98.5%	0.5%	0%	-	-	5.0%	0%	95.0%	0%	-	-	44.4%	0%	55.6%	0%	-	-	-
% Total	1.2%	37.8%	1.4%	0%	40.3%	-	0.5%	54.3%	0.3%	0%	55.1%	-	0.1%	0%	2.6%	0%	2.7%	-	0.8%	0%	1.0%	0%	1.8%	-	-
PHF	0.531	0.904	0.656	-	0.918	-	0.667	0.940	0.500	-	0.941	-	0.250	-	0.475	-	0.455	-	0.429	-	0.750	-	0.563	-	0.976
Motorcycles	0	2	0	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Motorcycles	0%	0.4%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Lights	16	545	21	0	582	-	7	789	4	0	800	-	2	0	34	0	36	-	12	0	14	0	26	-	1444
% Lights	94.1%	97.8%	100%	0%	97.8%	-	87.5%	98.5%	100%	0%	98.4%	-	100%	0%	89.5%	0%	90.0%	-	100%	0%	93.3%	0%	96.3%	-	97.9%
Single-Unit Trucks	0	7	0	0	7	-	1	6	0	0	7	-	0	0	3	0	3	-	0	0	1	0	1	-	18
% Single-Unit Trucks	0%	1.3%	0%	0%	1.2%	-	12.5%	0.7%	0%	0%	0.9%	-	0%	0%	7.9%	0%	7.5%	-	0%	0%	6.7%	0%	3.7%	-	1.2%
Articulated Trucks	1	2	0	0	3	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	5.9%	0.4%	0%	0%	0.5%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Buses	0	1	0	0	1	-	0	4	0	0	4	-	0	0	1	0	1	-	0	0	0	0	0	-	6
% Buses	0%	0.2%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	2.6%	0%	2.5%	-	0%	0%	0%	0%	0%	-	0.4%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

228736-A (Washington St @ Starbucks Drive) T... - TMC

Sat Jul 16, 2022

Midday Peak (WKND) (Jul 16 2022 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971094, Location: 42.138714, -71.149168

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Washington Street Northbound						Washington Street Southbound						Plaza Driveway Eastbound						Plaza Driveway Westbound						Int
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-16 11:45AM	13	140	11	0	164	0	2	139	3	0	144	0	1	1	11	0	13	0	4	0	11	0	15	0	336
12:00PM	5	154	7	0	166	0	3	127	4	0	134	0	1	0	4	0	5	0	6	0	9	0	15	0	320
12:15PM	5	138	9	0	152	0	4	169	5	0	178	0	3	0	8	0	11	0	4	0	9	0	13	0	354
12:30PM	10	147	13	0	170	0	1	142	3	0	146	0	1	0	7	0	8	0	5	0	11	0	16	0	340
Total	33	579	40	0	652	0	10	577	15	0	602	0	6	1	30	0	37	0	19	0	40	0	59	0	1350
% Approach	5.1%	88.8%	6.1%	0%	-	-	1.7%	95.8%	2.5%	0%	-	-	16.2%	2.7%	81.1%	0%	-	-	32.2%	0%	67.8%	0%	-	-	-
% Total	2.4%	42.9%	3.0%	0%	48.3%	-	0.7%	42.7%	1.1%	0%	44.6%	-	0.4%	0.1%	2.2%	0%	2.7%	-	1.4%	0%	3.0%	0%	4.4%	-	-
PHF	0.635	0.944	0.769	-	0.957	-	0.625	0.852	0.750	-	0.844	-	0.500	0.250	0.682	-	0.712	-	0.792	-	0.909	-	0.922	-	0.952
Motorcycles	0	3	0	0	3	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	8
% Motorcycles	0%	0.5%	0%	0%	0.5%	-	0%	0.9%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%
Lights	31	563	40	0	634	-	10	560	15	0	585	-	6	1	29	0	36	-	19	0	39	0	58	-	1313
% Lights	93.9%	97.2%	100%	0%	97.2%	-	100%	97.1%	100%	0%	97.2%	-	100%	100%	96.7%	0%	97.3%	-	100%	0%	97.5%	0%	98.3%	-	97.3%
Single-Unit Trucks	2	9	0	0	11	-	0	8	0	0	8	-	0	0	1	0	1	-	0	0	1	0	1	-	21
% Single-Unit Trucks	6.1%	1.6%	0%	0%	1.7%	-	0%	1.4%	0%	0%	1.3%	-	0%	0%	3.3%	0%	2.7%	-	0%	0%	2.5%	0%	1.7%	-	1.6%
Articulated Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	2	0	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Buses	0%	0.3%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Thu Jul 14, 2022

Full Length (7 AM-10 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Gas Station Drive Northbound							Cobb Corner Plaza Driveway Southbound							Sharon Street (Route 27) Eastbound						
	L	T	BR	R	U	App	Ped*	HL	L	T	R	U	App	Ped*	L	BL	T	R	U	App	Ped*
2022-07-14 7:00AM	24	7	0	20	0	51	0	0	14	0	11	0	25	0	1	3	432	5	0	441	0
8:00AM	22	4	1	36	0	63	3	0	24	2	23	0	49	3	1	1	451	2	0	455	0
9:00AM	15	2	5	30	0	52	2	0	19	6	29	0	54	2	5	6	467	4	0	482	0
3:00PM	17	1	5	29	0	52	0	0	15	0	36	0	51	1	6	4	599	3	0	612	0
4:00PM	20	2	2	30	0	54	0	0	15	5	27	0	47	1	5	1	578	5	0	589	0
5:00PM	29	4	0	35	0	68	1	0	17	4	38	0	59	0	5	5	598	7	0	615	0
2022-07-16 11:00AM	25	4	1	40	0	70	0	0	33	7	36	0	76	1	4	11	442	1	0	458	0
12:00PM	26	3	3	42	0	74	1	0	33	5	40	0	78	0	6	9	509	5	0	529	1
1:00PM	16	4	2	28	0	50	0	0	55	1	33	0	89	2	4	14	481	2	0	501	0
Total	194	31	19	290	0	534	7	0	225	30	273	0	528	10	37	54	4557	34	0	4682	1
% Approach	36.3%	5.8%	3.6%	54.3%	0%	-	-	0%	42.6%	5.7%	51.7%	0%	-	-	0.8%	1.2%	97.3%	0.7%	0%	-	-
% Total	1.7%	0.3%	0.2%	2.6%	0%	4.8%	-	0%	2.0%	0.3%	2.4%	0%	4.7%	-	0.3%	0.5%	40.8%	0.3%	0%	41.9%	-
Motorcycles	1	0	0	2	0	3	-	0	0	0	0	0	0	-	0	0	11	0	0	11	-
% Motorcycles	0.5%	0%	0%	0.7%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	0.2%	-
Lights	192	29	19	283	0	523	-	0	220	30	271	0	521	-	36	53	4376	32	0	4497	-
% Lights	99.0%	93.5%	100%	97.6%	0%	97.9%	-	0%	97.8%	100%	99.3%	0%	98.7%	-	97.3%	98.1%	96.0%	94.1%	0%	96.0%	-
Single-Unit Trucks	1	1	0	4	0	6	-	0	5	0	0	0	5	-	0	1	117	0	0	118	-
% Single-Unit Trucks	0.5%	3.2%	0%	1.4%	0%	1.1%	-	0%	2.2%	0%	0%	0%	0.9%	-	0%	1.9%	2.6%	0%	0%	2.5%	-
Articulated Trucks	0	0	0	1	0	1	-	0	0	0	0	0	0	-	0	0	35	2	0	37	-
% Articulated Trucks	0%	0%	0%	0.3%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.8%	5.9%	0%	0.8%	-
Buses	0	0	0	0	0	0	-	0	0	0	2	0	2	-	1	0	15	0	0	16	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0.7%	0%	0.4%	-	2.7%	0%	0.3%	0%	0%	0.3%	-
Bicycles on Road	0	1	0	0	0	1	-	0	0	0	0	0	0	-	0	0	3	0	0	3	-
% Bicycles on Road	0%	3.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.1%	0%	0%	0.1%	-
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	8	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	85.7%	-	-	-	-	-	-	80.0%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	14.3%	-	-	-	-	-	-	20.0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Thu Jul 14, 2022

Full Length (7 AM-10 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound								Cobb Corner Plaza Driveway Southwestbound								Int
	L	T	R	HR	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*			
2022-07-14 7:00AM	26	529	4	29	0	588	0	4	0	1	0	0	5	0	1110		
8:00AM	35	509	2	45	0	591	3	6	0	4	0	0	10	2	1168		
9:00AM	28	440	7	39	0	514	0	4	2	0	0	0	6	2	1108		
3:00PM	23	531	5	25	0	584	1	15	1	6	0	0	22	0	1321		
4:00PM	19	600	5	27	0	651	0	11	0	6	0	0	17	0	1358		
5:00PM	22	560	1	41	0	624	0	10	0	6	0	0	16	0	1382		
2022-07-16 11:00AM	29	508	10	53	0	600	0	3	0	2	0	0	5	1	1209		
12:00PM	27	536	17	44	0	624	0	11	0	10	0	1	22	0	1327		
1:00PM	15	476	10	38	0	539	0	7	0	8	0	0	15	2	1194		
Total	224	4689	61	341	0	5315	4	71	3	43	0	1	118	7	11177		
% Approach	4.2%	88.2%	1.1%	6.4%	0%	-	-	60.2%	2.5%	36.4%	0%	0.8%	-	-	-		
% Total	2.0%	42.0%	0.5%	3.1%	0%	47.6%	-	0.6%	0%	0.4%	0%	0%	1.1%	-	-		
Motorcycles	0	6	0	0	0	6	-	1	0	0	0	0	1	-	21		
% Motorcycles	0%	0.1%	0%	0%	0%	0.1%	-	1.4%	0%	0%	0%	0%	0.8%	-	0.2%		
Lights	219	4511	60	341	0	5131	-	70	2	42	0	1	115	-	10787		
% Lights	97.8%	96.2%	98.4%	100%	0%	96.5%	-	98.6%	66.7%	97.7%	0%	100%	97.5%	-	96.5%		
Single-Unit Trucks	5	105	0	0	0	110	-	0	0	1	0	0	1	-	240		
% Single-Unit Trucks	2.2%	2.2%	0%	0%	0%	2.1%	-	0%	0%	2.3%	0%	0%	0.8%	-	2.1%		
Articulated Trucks	0	47	0	0	0	47	-	0	0	0	0	0	0	-	85		
% Articulated Trucks	0%	1.0%	0%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	0%	-	0.8%		
Buses	0	19	1	0	0	20	-	0	0	0	0	0	0	-	38		
% Buses	0%	0.4%	1.6%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-	0.3%		
Bicycles on Road	0	1	0	0	0	1	-	0	1	0	0	0	1	-	6		
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	33.3%	0%	0%	0%	0.8%	-	0.1%		
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	7	-		
% Pedestrians	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	100%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	0%	-		

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Thu Jul 14, 2022

AM Peak (Jul 14 2022 8:15AM - 9:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Gas Station Drive Northbound							Cobb Corner Plaza Driveway Southbound							Sharon Street (Route 27) Eastbound						
	L	T	BR	R	U	App	Ped*	HL	L	T	R	U	App	Ped*	L	BL	T	R	U	App	Ped*
2022-07-14 8:15AM	5	2	0	4	0	11	0	0	5	1	3	0	9	0	0	0	116	0	0	116	0
8:30AM	5	0	1	12	0	18	1	0	3	1	10	0	14	2	0	0	105	2	0	107	0
8:45AM	5	1	0	10	0	16	2	0	9	0	3	0	12	1	1	1	114	0	0	116	0
9:00AM	4	2	2	6	0	14	0	0	3	1	5	0	9	2	2	0	122	1	0	125	0
Total	19	5	3	32	0	59	3	0	20	3	21	0	44	5	3	1	457	3	0	464	0
% Approach	32.2%	8.5%	5.1%	54.2%	0%	-	-	0%	45.5%	6.8%	47.7%	0%	-	-	0.6%	0.2%	98.5%	0.6%	0%	-	-
% Total	1.6%	0.4%	0.3%	2.7%	0%	5.0%	-	0%	1.7%	0.3%	1.8%	0%	3.7%	-	0.3%	0.1%	38.8%	0.3%	0%	39.4%	-
PHF	0.950	0.625	0.375	0.667	-	0.819	-	-	0.556	0.750	0.525	-	0.786	-	0.375	0.250	0.934	0.375	-	0.926	-
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	1	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	0.2%	-
Lights	19	5	3	31	0	58	-	0	19	3	20	0	42	-	3	1	427	3	0	434	-
% Lights	100%	100%	100%	96.9%	0%	98.3%	-	0%	95.0%	100%	95.2%	0%	95.5%	-	100%	100%	93.4%	100%	0%	93.5%	-
Single-Unit Trucks	0	0	0	1	0	1	-	0	1	0	0	0	1	-	0	0	17	0	0	17	-
% Single-Unit Trucks	0%	0%	0%	3.1%	0%	1.7%	-	0%	5.0%	0%	0%	0%	2.3%	-	0%	0%	3.7%	0%	0%	3.7%	-
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	7	0	0	7	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	1.5%	0%	0%	1.5%	-
Buses	0	0	0	0	0	0	-	0	0	0	1	0	1	-	0	0	4	0	0	4	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	4.8%	0%	2.3%	-	0%	0%	0.9%	0%	0%	0.9%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	1	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	0.2%	-
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	5	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Thu Jul 14, 2022

AM Peak (Jul 14 2022 8:15AM - 9:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound							Cobb Corner Plaza Driveway Southwestbound							Int
	L	T	R	HR	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*	
2022-07-14 8:15AM	7	120	0	9	0	136	1	0	0	2	0	0	2	0	274
8:30AM	9	132	1	13	0	155	1	4	0	1	0	0	5	2	299
8:45AM	11	146	0	11	0	168	1	1	0	0	0	0	1	0	313
9:00AM	7	120	3	13	0	143	0	2	0	0	0	0	2	2	293
Total	34	518	4	46	0	602	3	7	0	3	0	0	10	4	1179
% Approach	5.6%	86.0%	0.7%	7.6%	0%	-	-	70.0%	0%	30.0%	0%	0%	-	-	-
% Total	2.9%	43.9%	0.3%	3.9%	0%	51.1%	-	0.6%	0%	0.3%	0%	0%	0.8%	-	-
PHF	0.773	0.887	0.333	0.885	-	0.896	-	0.438	-	0.375	-	-	0.500	-	0.941
Motorcycles	0	1	0	0	0	1	-	0	0	0	0	0	0	-	2
% Motorcycles	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Lights	34	485	4	46	0	569	-	7	0	3	0	0	10	-	1113
% Lights	100%	93.6%	100%	100%	0%	94.5%	-	100%	0%	100%	0%	0%	100%	-	94.4%
Single-Unit Trucks	0	21	0	0	0	21	-	0	0	0	0	0	0	-	40
% Single-Unit Trucks	0%	4.1%	0%	0%	0%	3.5%	-	0%	0%	0%	0%	0%	0%	-	3.4%
Articulated Trucks	0	9	0	0	0	9	-	0	0	0	0	0	0	-	16
% Articulated Trucks	0%	1.7%	0%	0%	0%	1.5%	-	0%	0%	0%	0%	0%	0%	-	1.4%
Buses	0	2	0	0	0	2	-	0	0	0	0	0	0	-	7
% Buses	0%	0.4%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-	0.6%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	-	4
% Pedestrians	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Thu Jul 14, 2022

PM Peak (Jul 14 2022 3:30PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Gas Station Drive Northbound							Cobb Corner Plaza Driveway Southbound							Sharon Street (Route 27) Eastbound						
	L	T	BR	R	U	App	Ped*	HL	L	T	R	U	App	Ped*	L	BL	T	R	U	App	Ped*
2022-07-14 3:30PM	6	0	1	10	0	17	0	0	5	0	10	0	15	1	1	1	149	1	0	152	0
3:45PM	6	0	0	9	0	15	0	0	5	0	1	0	6	0	1	1	173	0	0	175	0
4:00PM	6	0	1	9	0	16	0	0	1	2	6	0	9	0	0	1	168	0	0	169	0
4:15PM	8	1	1	9	0	19	0	0	5	1	4	0	10	0	3	0	137	3	0	143	0
Total	26	1	3	37	0	67	0	0	16	3	21	0	40	1	5	3	627	4	0	639	0
% Approach	38.8%	1.5%	4.5%	55.2%	0%	-	-	0%	40.0%	7.5%	52.5%	0%	-	-	0.8%	0.5%	98.1%	0.6%	0%	-	-
% Total	1.8%	0.1%	0.2%	2.6%	0%	4.7%	-	0%	1.1%	0.2%	1.5%	0%	2.8%	-	0.4%	0.2%	44.2%	0.3%	0%	45.1%	-
PHF	0.813	0.250	0.750	0.925	-	0.882	-	-	0.800	0.375	0.525	-	0.667	-	0.417	0.750	0.906	0.333	-	0.913	-
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	2	0	0	2	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0%	0.3%	-
Lights	26	0	3	34	0	63	-	0	15	3	21	0	39	-	4	3	606	4	0	617	-
% Lights	100%	0%	100%	91.9%	0%	94.0%	-	0%	93.8%	100%	100%	0%	97.5%	-	80.0%	100%	96.7%	100%	0%	96.6%	-
Single-Unit Trucks	0	1	0	2	0	3	-	0	1	0	0	0	1	-	0	0	13	0	0	13	-
% Single-Unit Trucks	0%	100%	0%	5.4%	0%	4.5%	-	0%	6.3%	0%	0%	0%	2.5%	-	0%	0%	2.1%	0%	0%	2.0%	-
Articulated Trucks	0	0	0	1	0	1	-	0	0	0	0	0	0	-	0	0	4	0	0	4	-
% Articulated Trucks	0%	0%	0%	2.7%	0%	1.5%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.6%	0%	0%	0.6%	-
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	1	0	2	0	0	3	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	20.0%	0%	0.3%	0%	0%	0.5%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Thu Jul 14, 2022

PM Peak (Jul 14 2022 3:30PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound							Cobb Corner Plaza Driveway Southwestbound							Int
	L	T	R	HR	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*	
2022-07-14 3:30PM	5	128	1	13	0	147	0	2	0	1	0	0	3	0	334
3:45PM	4	148	2	5	0	159	0	6	0	3	0	0	9	0	364
4:00PM	6	169	0	9	0	184	0	2	0	2	0	0	4	0	382
4:15PM	5	149	1	7	0	162	0	3	0	0	0	0	3	0	337
Total	20	594	4	34	0	652	0	13	0	6	0	0	19	0	1417
% Approach	3.1%	91.1%	0.6%	5.2%	0%	-	-	68.4%	0%	31.6%	0%	0%	-	-	-
% Total	1.4%	41.9%	0.3%	2.4%	0%	46.0%	-	0.9%	0%	0.4%	0%	0%	1.3%	-	-
PHF	0.833	0.879	0.500	0.654	-	0.886	-	0.542	-	0.500	-	-	0.528	-	0.927
Motorcycles	0	3	0	0	0	3	-	0	0	0	0	0	0	-	5
% Motorcycles	0%	0.5%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	-	0.4%
Lights	20	577	3	34	0	634	-	13	0	6	0	0	19	-	1372
% Lights	100%	97.1%	75.0%	100%	0%	97.2%	-	100%	0%	100%	0%	0%	100%	-	96.8%
Single-Unit Trucks	0	9	0	0	0	9	-	0	0	0	0	0	0	-	26
% Single-Unit Trucks	0%	1.5%	0%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	0%	-	1.8%
Articulated Trucks	0	3	0	0	0	3	-	0	0	0	0	0	0	-	8
% Articulated Trucks	0%	0.5%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	-	0.6%
Buses	0	2	1	0	0	3	-	0	0	0	0	0	0	-	6
% Buses	0%	0.3%	25.0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	-	0.4%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Sat Jul 16, 2022

Midday Peak (WKND) (Jul 16 2022 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Gas Station Drive Northbound							Cobb Corner Plaza Driveway Southbound							Sharon Street (Route 27) Eastbound						
	L	T	BR	R	U	App	Ped*	HL	L	T	R	U	App	Ped*	L	BL	T	R	U	App	Ped*
2022-07-16 11:45AM	7	0	1	8	0	16	0	0	8	0	11	0	19	0	1	4	123	0	0	128	0
12:00PM	11	0	0	11	0	22	0	0	6	2	6	0	14	0	1	1	113	1	0	116	0
12:15PM	2	1	1	13	0	17	0	0	11	1	12	0	24	0	1	3	145	0	0	149	0
12:30PM	9	2	2	10	0	23	0	0	10	1	12	0	23	0	1	3	125	0	0	129	0
Total	29	3	4	42	0	78	0	0	35	4	41	0	80	0	4	11	506	1	0	522	0
% Approach	37.2%	3.8%	5.1%	53.8%	0%	-	-	0%	43.8%	5.0%	51.3%	0%	-	-	0.8%	2.1%	96.9%	0.2%	0%	-	-
% Total	2.2%	0.2%	0.3%	3.2%	0%	5.9%	-	0%	2.6%	0.3%	3.1%	0%	6.0%	-	0.3%	0.8%	38.0%	0.1%	0%	39.2%	-
PHF	0.659	0.375	0.500	0.808	-	0.848	-	-	0.795	0.500	0.854	-	0.833	-	1.000	0.688	0.872	0.250	-	0.876	-
Motorcycles	0	0	0	2	0	2	-	0	0	0	0	0	0	-	0	0	4	0	0	4	-
% Motorcycles	0%	0%	0%	4.8%	0%	2.6%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.8%	0%	0%	0.8%	-
Lights	29	3	4	40	0	76	-	0	34	4	41	0	79	-	4	11	493	1	0	509	-
% Lights	100%	100%	100%	95.2%	0%	97.4%	-	0%	97.1%	100%	100%	0%	98.8%	-	100%	100%	97.4%	100%	0%	97.5%	-
Single-Unit Trucks	0	0	0	0	0	0	-	0	1	0	0	0	1	-	0	0	7	0	0	7	-
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	0%	2.9%	0%	0%	0%	1.3%	-	0%	0%	1.4%	0%	0%	1.3%	-
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	2	0	0	2	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0%	0.4%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-B (Cobb Corner Plaza Dr @ Sharon St) ... - TMC

Sat Jul 16, 2022

Midday Peak (WKND) (Jul 16 2022 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971096, Location: 42.137896, -71.148468

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound							Cobb Corner Plaza Driveway Southwestbound							Int
	L	T	R	HR	U	App	Ped*	HL	BL	BR	HR	U	App	Ped*	
2022-07-16 11:45AM	10	131	2	13	0	156	0	0	0	1	0	0	1	0	320
12:00PM	7	148	2	11	0	168	0	4	0	3	0	1	8	0	328
12:15PM	7	132	5	11	0	155	0	1	0	2	0	0	3	0	348
12:30PM	10	127	4	14	0	155	0	4	0	1	0	0	5	0	335
Total	34	538	13	49	0	634	0	9	0	7	0	1	17	0	1331
% Approach	5.4%	84.9%	2.1%	7.7%	0%	-	-	52.9%	0%	41.2%	0%	5.9%	-	-	-
% Total	2.6%	40.4%	1.0%	3.7%	0%	47.6%	-	0.7%	0%	0.5%	0%	0.1%	1.3%	-	-
PHF	0.850	0.909	0.650	0.875	-	0.943	-	0.563	-	0.583	-	0.250	0.531	-	0.956
Motorcycles	0	0	0	0	0	0	-	1	0	0	0	0	1	-	7
% Motorcycles	0%	0%	0%	0%	0%	0%	-	11.1%	0%	0%	0%	0%	5.9%	-	0.5%
Lights	34	530	13	49	0	626	-	8	0	7	0	1	16	-	1306
% Lights	100%	98.5%	100%	100%	0%	98.7%	-	88.9%	0%	100%	0%	100%	94.1%	-	98.1%
Single-Unit Trucks	0	4	0	0	0	4	-	0	0	0	0	0	0	-	12
% Single-Unit Trucks	0%	0.7%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	-	0.9%
Articulated Trucks	0	1	0	0	0	1	-	0	0	0	0	0	0	-	1
% Articulated Trucks	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Buses	0	3	0	0	0	3	-	0	0	0	0	0	0	-	5
% Buses	0%	0.6%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	-	0.4%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Thu Jul 14, 2022

Full Length (7 AM-10 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Citizens Bank Driveway Northbound							Village Shops Drive Southbound							Sharon Street (Route 27) Eastbound									
	L	T	BR	R	HR	U	App	Ped*	HL	L	BL	T	R	U	App	Ped*	L	BL	T	BR	R	U	App	Ped*
2022-07-14 7:00AM	0	0	0	0	0	0	0	0	0	14	0	0	12	0	26	0	14	0	450	0	4	0	468	0
8:00AM	0	0	0	0	0	0	0	0	0	40	0	2	18	0	60	1	15	0	491	0	8	0	514	0
9:00AM	0	1	0	0	0	0	1	0	0	33	0	4	36	0	73	4	30	0	474	1	18	0	523	0
3:00PM	1	0	0	0	0	0	1	0	0	105	0	1	77	0	183	0	33	0	603	0	20	0	656	0
4:00PM	0	0	0	1	0	0	1	0	0	121	0	0	104	0	225	0	24	0	604	0	11	0	639	0
5:00PM	0	0	0	0	0	0	0	1	0	126	0	1	118	0	245	0	27	1	621	0	12	0	661	0
2022-07-16 11:00AM	0	1	0	0	0	0	1	0	0	97	0	0	86	0	183	2	32	0	445	0	34	0	511	2
12:00PM	0	0	0	1	0	0	1	0	0	137	0	1	97	0	235	0	37	1	549	0	10	0	597	0
1:00PM	0	0	0	0	0	0	0	2	0	118	0	2	86	0	206	1	28	0	518	0	12	0	558	0
Total	1	2	0	2	0	0	5	3	0	791	0	11	634	0	1436	8	240	2	4755	1	129	0	5127	2
% Approach	20.0%	40.0%	0%	40.0%	0%	0%	-	-	0%	55.1%	0%	0.8%	44.2%	0%	-	-	4.7%	0%	92.7%	0%	2.5%	0%	-	-
% Total	0%	0%	0%	0%	0%	0%	0%	-	0%	6.4%	0%	0.1%	5.1%	0%	11.6%	-	1.9%	0%	38.4%	0%	1.0%	0%	41.4%	-
Motorcycles	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	-	0	0	14	0	0	0	14	-
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	0%	0.1%	-	0%	0%	0.3%	0%	0%	0%	0.3%	-
Lights	1	2	0	2	0	0	5	-	0	787	0	11	628	0	1426	-	236	2	4555	1	128	0	4922	-
% Lights	100%	100%	0%	100%	0%	0%	100%	-	0%	99.5%	0%	100%	99.1%	0%	99.3%	-	98.3%	100%	95.8%	100%	99.2%	0%	96.0%	-
Single-Unit Trucks	0	0	0	0	0	0	0	-	0	2	0	0	6	0	8	-	2	0	128	0	0	0	130	-
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.9%	0%	0.6%	-	0.8%	0%	2.7%	0%	0%	0%	2.5%	-
Articulated Trucks	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	-	1	0	40	0	0	0	41	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	0%	0.1%	-	0.4%	0%	0.8%	0%	0%	0%	0.8%	-
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	17	0	0	0	17	-
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0%	0%	0.3%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	1	0	1	0	1	0	3	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.4%	0%	0%	0%	0.8%	0%	0.1%	-
Pedestrians	-	-	-	-	-	-	-	3	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	87.5%	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	12.5%	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Thu Jul 14, 2022

Full Length (7 AM-10 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound								Citizens Bank Driveway Northwestbound								Village Shops Rear Drive Southwestbound								Int
	HL	L	T	R	HR	U	App	Ped*	HL	BL	BR	R	HR	U	App	Ped*	HL	L	BL	BR	HR	U	App	Ped*	
2022-07-14 7:00AM	0	2	573	32	0	0	607	0	0	3	1	0	2	0	6	0	3	0	0	0	0	0	3	1	1110
8:00AM	0	2	561	62	0	0	625	0	0	5	1	0	4	0	10	0	1	0	0	0	0	0	1	4	1210
9:00AM	0	0	463	78	0	0	541	0	0	10	5	0	12	0	27	0	7	0	0	4	0	0	11	4	1176
3:00PM	0	12	495	111	0	0	618	0	0	20	3	0	17	0	40	0	8	0	0	0	0	0	8	0	1506
4:00PM	0	7	528	122	1	0	658	0	0	13	2	0	14	0	29	0	16	0	0	6	0	0	22	0	1574
5:00PM	0	0	498	129	1	0	628	0	0	3	0	0	12	0	15	0	13	0	0	1	0	0	14	1	1563
2022-07-16 11:00AM	0	15	496	102	0	0	613	0	0	30	11	0	16	0	57	0	5	0	1	2	0	0	8	0	1373
12:00PM	0	2	514	139	1	0	656	0	0	7	4	0	10	0	21	0	11	0	0	3	0	0	14	1	1524
1:00PM	0	9	434	110	2	0	555	0	0	10	5	0	6	0	21	0	12	0	0	2	0	0	14	2	1354
Total	0	49	4562	885	5	0	5501	0	0	101	32	0	93	0	226	0	76	0	1	18	0	0	95	13	12390
% Approach	0%	0.9%	82.9%	16.1%	0.1%	0%	-	-	0%	44.7%	14.2%	0%	41.2%	0%	-	-	80.0%	0%	1.1%	18.9%	0%	0%	-	-	-
% Total	0%	0.4%	36.8%	7.1%	0%	0%	44.4%	-	0%	0.8%	0.3%	0%	0.8%	0%	1.8%	-	0.6%	0%	0%	0.1%	0%	0%	0.8%	-	-
Motorcycles	0	0	8	0	0	0	8	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	23
% Motorcycles	0%	0%	0.2%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.2%
Lights	0	49	4399	879	5	0	5332	-	0	101	32	0	93	0	226	-	75	0	1	18	0	0	94	-	12005
% Lights	0%	100%	96.4%	99.3%	100%	0%	96.9%	-	0%	100%	100%	0%	100%	0%	100%	-	98.7%	0%	100%	100%	0%	0%	98.9%	-	96.9%
Single-Unit Trucks	0	0	89	3	0	0	92	-	0	0	0	0	0	0	0	-	1	0	0	0	0	0	1	-	231
% Single-Unit Trucks	0%	0%	2.0%	0.3%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	0%	0%	-	1.3%	0%	0%	0%	0%	0%	1.1%	-	1.9%
Articulated Trucks	0	0	46	2	0	0	48	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	90
% Articulated Trucks	0%	0%	1.0%	0.2%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.7%
Buses	0	0	20	0	0	0	20	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	37
% Buses	0%	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	0	0	1	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	4
% Bicycles on Road	0%	0%	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-92.3%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-7.7%	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Thu Jul 14, 2022

AM Peak (Jul 14 2022 8:15AM - 9:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Citizens Bank Driveway Northbound								Village Shops Drive Southbound								Sharon Street (Route 27) Eastbound							
	L	T	BR	R	HR	U	App	Ped*	HL	L	BL	T	R	U	App	Ped*	L	BL	T	BR	R	U	App	Ped*
2022-07-14 8:15AM	0	0	0	0	0	0	0	0	0	6	0	1	1	0	8	1	3	0	119	0	2	0	124	0
8:30AM	0	0	0	0	0	0	0	0	0	8	0	0	5	0	13	0	3	0	121	0	1	0	125	0
8:45AM	0	0	0	0	0	0	0	0	0	19	0	0	10	0	29	0	6	0	122	0	3	0	131	0
9:00AM	0	0	0	0	0	0	0	0	0	6	0	1	11	0	18	2	8	0	119	0	7	0	134	0
Total	0	0	0	0	0	0	0	0	0	39	0	2	27	0	68	3	20	0	481	0	13	0	514	0
% Approach	0%	0%	0%	0%	0%	0%	-	-	0%	57.4%	0%	2.9%	39.7%	0%	-	-	3.9%	0%	93.6%	0%	2.5%	0%	-	-
% Total	0%	0%	0%	0%	0%	0%	0%	-	0%	3.2%	0%	0.2%	2.2%	0%	5.5%	-	1.6%	0%	39.1%	0%	1.1%	0%	41.8%	-
PHF	-	-	-	-	-	-	-	-	-	0.513	-	0.500	0.614	-	0.586	-	0.625	-	0.986	-	0.464	-	0.959	-
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	0	0	0	0	0	0	-	0	38	0	2	27	0	67	-	20	0	448	0	13	0	481	-
% Lights	0%	0%	0%	0%	0%	0%	-	-	0%	97.4%	0%	100%	100%	0%	98.5%	-	100%	0%	93.1%	0%	100%	0%	93.6%	-
Single-Unit Trucks	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	-	0	0	20	0	0	0	20	-
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	-	0%	2.6%	0%	0%	0%	0%	1.5%	-	0%	0%	4.2%	0%	0%	0%	3.9%	-
Articulated Trucks	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	9	0	0	0	9	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	1.9%	0%	0%	0%	1.8%	-
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	4	0	0	0	4	-
% Buses	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0.8%	0%	0%	0%	0.8%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Thu Jul 14, 2022

AM Peak (Jul 14 2022 8:15AM - 9:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound								Citizens Bank Driveway Northwestbound								Village Shops Rear Drive Southwestbound								Int	
	HL	L	T	R	HR	U	App	Ped*	HL	BL	BR	R	HR	U	App	Ped*	HL	L	BL	BR	HR	U	App	Ped*		
2022-07-14 8:15AM	0	2	133	9	0	0	144	0	0	3	1	0	1	0	5	0	0	0	0	0	0	0	0	0	1	281
8:30AM	0	0	142	10	0	0	152	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	291
8:45AM	0	0	157	31	0	0	188	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	349
9:00AM	0	0	133	15	0	0	148	0	0	2	0	0	5	0	7	0	1	0	0	2	0	0	3	1	310	
Total	0	2	565	65	0	0	632	0	0	6	1	0	7	0	14	0	1	0	0	2	0	0	3	4	1231	
% Approach	0%	0.3%	89.4%	10.3%	0%	0%	-	-	0%	42.9%	7.1%	0%	50.0%	0%	-	-	33.3%	0%	0%	66.7%	0%	0%	-	-	-	
% Total	0%	0.2%	45.9%	5.3%	0%	0%	51.3%	-	0%	0.5%	0.1%	0%	0.6%	0%	1.1%	-	0.1%	0%	0%	0.2%	0%	0%	0.2%	-	-	
PHF	-0.250	0.900	0.533	-	-	-	0.844	-	-	0.500	0.250	-	0.350	-	0.500	-	0.250	-	-	0.250	-	-	0.250	-	0.884	
Motorcycles	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	1	
% Motorcycles	0%	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.1%	
Lights	0	2	532	62	0	0	596	-	0	6	1	0	7	0	14	-	1	0	0	2	0	0	3	-	1161	
% Lights	0%	100%	94.2%	95.4%	0%	0%	94.3%	-	0%	100%	100%	0%	100%	0%	100%	-	100%	0%	0%	100%	0%	0%	100%	-	94.3%	
Single-Unit Trucks	0	0	20	1	0	0	21	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	42	
% Single-Unit Trucks	0%	0%	3.5%	1.5%	0%	0%	3.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	3.4%	
Articulated Trucks	0	0	10	1	0	0	11	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	20	
% Articulated Trucks	0%	0%	1.8%	1.5%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	1.6%	
Buses	0	0	2	0	0	0	2	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	6	
% Buses	0%	0%	0.4%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.5%	
Bicycles on Road	0	0	0	1	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	1	
% Bicycles on Road	0%	0%	0%	1.5%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.1%	
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	3		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%		
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%		

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Thu Jul 14, 2022

PM Peak (Jul 14 2022 3:30PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Citizens Bank Driveway									Village Shops Drive									Sharon Street (Route 27)								
	Northbound									Southbound									Eastbound								
Time	L	T	BR	R	HR	U	App	Ped*		HL	L	BL	T	R	U	App	Ped*		L	BL	T	BR	R	U	App	Ped*	
2022-07-14 3:30PM	0	0	0	0	0	0	0	0	0	0	18	0	0	17	0	35	0	0	11	0	153	0	4	0	168	0	
3:45PM	0	0	0	0	0	0	0	0	0	0	29	0	1	24	0	54	0	0	6	0	179	0	7	0	192	0	
4:00PM	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	54	0	0	6	0	172	0	3	0	181	0	
4:15PM	0	0	0	0	0	0	0	0	0	0	38	0	0	30	0	68	0	0	9	0	143	0	4	0	156	0	
Total	0	0	0	0	0	0	0	0	0	0	112	0	1	98	0	211	0	0	32	0	647	0	18	0	697	0	
% Approach	0%	0%	0%	0%	0%	0%	-	-	-	0%	53.1%	0%	0.5%	46.4%	0%	-	-	-	4.6%	0%	92.8%	0%	2.6%	0%	-	-	
% Total	0%	0%	0%	0%	0%	0%	0%	-	-	0%	6.9%	0%	0.1%	6.0%	0%	12.9%	-	-	2.0%	0%	39.6%	0%	1.1%	0%	42.7%	-	
PHF	-	-	-	-	-	-	-	-	-	-	0.737	-	0.250	0.817	-	0.776	-	-	0.727	-	0.904	-	0.643	-	0.908	-	
Motorcycles	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-	-	0	0	1	0	0	0	1	-	
% Motorcycles	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0.2%	0%	0%	0%	0.1%	-	
Lights	0	0	0	0	0	0	0	-	-	0	111	0	1	98	0	210	-	-	32	0	625	0	18	0	675	-	
% Lights	0%	0%	0%	0%	0%	0%	-	-	-	0%	99.1%	0%	100%	100%	0%	99.5%	-	-	100%	0%	96.6%	0%	100%	0%	96.8%	-	
Single-Unit Trucks	0	0	0	0	0	0	0	-	-	0	1	0	0	0	0	1	-	-	0	0	14	0	0	0	14	-	
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	-	-	0%	0.9%	0%	0%	0%	0%	0.5%	-	-	0%	0%	2.2%	0%	0%	0%	2.0%	-	
Articulated Trucks	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-	-	0	0	5	0	0	0	5	-	
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0.8%	0%	0%	0%	0.7%	-	
Buses	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-	-	0	0	2	0	0	0	2	-	
% Buses	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0.3%	0%	0%	0%	0.3%	-	
Bicycles on Road	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-	
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Thu Jul 14, 2022

PM Peak (Jul 14 2022 3:30PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound								Citizens Bank Driveway Northwestbound								Village Shops Rear Drive Southwestbound								Int
	HL	L	T	R	HR	U	App	Ped*	HL	BL	BR	R	HR	U	App	Ped*	HL	L	BL	BR	HR	U	App	Ped*	
2022-07-14 3:30PM	0	2	130	37	0	0	169	0	0	2	0	0	5	0	7	0	2	0	0	0	0	0	2	0	381
3:45PM	0	5	135	23	0	0	163	0	0	6	2	0	4	0	12	0	3	0	0	0	0	0	3	0	424
4:00PM	0	2	152	28	0	0	182	0	0	3	1	0	2	0	6	0	3	0	0	4	0	0	7	0	430
4:15PM	0	2	124	29	1	0	156	0	0	5	0	0	8	0	13	0	5	0	0	0	0	0	5	0	398
Total	0	11	541	117	1	0	670	0	0	16	3	0	19	0	38	0	13	0	0	4	0	0	17	0	1633
% Approach	0%	1.6%	80.7%	17.5%	0.1%	0%	-	-	0%	42.1%	7.9%	0%	50.0%	0%	-	-	76.5%	0%	0%	23.5%	0%	0%	-	-	-
% Total	0%	0.7%	33.1%	7.2%	0.1%	0%	41.0%	-	0%	1.0%	0.2%	0%	1.2%	0%	2.3%	-	0.8%	0%	0%	0.2%	0%	0%	1.0%	-	-
PHF	-0.550	0.890	0.791	0.250	-	0.920	-	-	-0.667	0.375	-	0.594	-	0.731	-	0.650	-	-	0.250	-	-	0.607	-	0.949	
Motorcycles	0	0	3	0	0	0	3	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	4
% Motorcycles	0%	0%	0.6%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.2%
Lights	0	11	525	117	1	0	654	-	0	16	3	0	19	0	38	-	13	0	0	4	0	0	17	-	1594
% Lights	0%	100%	97.0%	100%	100%	0%	97.6%	-	0%	100%	100%	0%	100%	0%	100%	-	100%	0%	0%	100%	0%	0%	100%	-	97.6%
Single-Unit Trucks	0	0	7	0	0	0	7	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	22
% Single-Unit Trucks	0%	0%	1.3%	0%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	1.3%
Articulated Trucks	0	0	3	0	0	0	3	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	8
% Articulated Trucks	0%	0%	0.6%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.5%
Buses	0	0	3	0	0	0	3	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	5
% Buses	0%	0%	0.6%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Sat Jul 16, 2022

Midday Peak (WKND) (Jul 16 2022 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Citizens Bank Driveway Northbound							Village Shops Drive Southbound							Sharon Street (Route 27) Eastbound								
Time	L	T	BR	R	HR	U	App Ped*	HL	L	BL	T	R	U	App Ped*	L	BL	T	BR	R	U	App Ped*		
2022-07-16 11:45AM	0	1	0	0	0	0	1 0	0	19	0	0	22	0	41 0	9	0	118	0	6	0	133 0		
12:00PM	0	0	0	1	0	0	1 0	0	40	0	1	24	0	65 0	7	1	128	0	3	0	139 0		
12:15PM	0	0	0	0	0	0	0 0	0	32	0	0	31	0	63 0	12	0	153	0	4	0	169 0		
12:30PM	0	0	0	0	0	0	0 0	0	31	0	0	26	0	57 0	11	0	137	0	1	0	149 0		
Total	0	1	0	1	0	0	2 0	0	122	0	1	103	0	226 0	39	1	536	0	14	0	590 0		
% Approach	0%	50.0%	0%	50.0%	0%	0%	-	0%	54.0%	0%	0.4%	45.6%	0%	-	6.6%	0.2%	90.8%	0%	2.4%	0%	-		
% Total	0%	0.1%	0%	0.1%	0%	0%	0.1%	0%	7.9%	0%	0.1%	6.7%	0%	14.7%	2.5%	0.1%	34.9%	0%	0.9%	0%	38.4%		
PHF	-	0.250	-	0.250	-	-	0.500	-	-	0.763	-	0.250	0.831	-	0.869	-	0.813	0.250	0.876	-	0.583	-	0.873
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7		
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.3%	0%	0%	0%	1.2%		
Lights	0	1	0	1	0	0	2	0	122	0	1	103	0	226	39	1	521	0	14	0	575		
% Lights	0%	100%	0%	100%	0%	0%	100%	0%	100%	0%	100%	100%	0%	100%	100%	100%	97.2%	0%	100%	0%	97.5%		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6		
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	0%	1.0%		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0.3%		
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

228736-C (Village Shops Dr @ Sharon St) TMC - TMC

Sat Jul 16, 2022

Midday Peak (WKND) (Jul 16 2022 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 971099, Location: 42.137492, -71.147204

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US

Leg Direction	Sharon Street (Route 27) Westbound								Citizens Bank Driveway Northwestbound								Village Shops Rear Drive Southwestbound								Int
	HL	L	T	R	HR	U	App	Ped*	HL	BL	BR	R	HR	U	App	Ped*	HL	L	BL	BR	HR	U	App	Ped*	
2022-07-16 11:45AM	0	5	130	26	0	0	161	0	0	7	3	0	6	0	16	0	3	0	0	0	0	0	3	0	355
12:00PM	0	0	138	39	1	0	178	0	0	3	2	0	3	0	8	0	3	0	0	0	0	0	3	1	394
12:15PM	0	0	122	42	0	0	164	0	0	1	2	0	3	0	6	0	7	0	0	2	0	0	9	0	411
12:30PM	0	0	130	36	0	0	166	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	1	0	375
Total	0	5	520	143	1	0	669	0	0	11	7	0	14	0	32	0	14	0	0	2	0	0	16	1	1535
% Approach	0%	0.7%	77.7%	21.4%	0.1%	0%	-	-	0%	34.4%	21.9%	0%	43.8%	0%	-	-	87.5%	0%	0%	12.5%	0%	0%	-	-	-
% Total	0%	0.3%	33.9%	9.3%	0.1%	0%	43.6%	-	0%	0.7%	0.5%	0%	0.9%	0%	2.1%	-	0.9%	0%	0%	0.1%	0%	0%	1.0%	-	-
PHF	-0.250	0.942	0.851	0.250	-	0.940	-	-	-0.393	0.583	-	0.583	-	0.500	-	-	0.500	-	-	0.250	-	-	0.444	-	0.934
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	7
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.5%
Lights	0	5	512	143	1	0	661	-	0	11	7	0	14	0	32	-	14	0	0	2	0	0	16	-	1512
% Lights	0%	100%	98.5%	100%	100%	0%	98.8%	-	0%	100%	100%	0%	100%	0%	100%	-	100%	0%	0%	100%	0%	0%	100%	-	98.5%
Single-Unit Trucks	0	0	4	0	0	0	4	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	10
% Single-Unit Trucks	0%	0%	0.8%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.7%
Articulated Trucks	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0.2%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.1%
Buses	0	0	3	0	0	0	3	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	5
% Buses	0%	0%	0.6%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

APPENDIX I
Intersection Capacity Analyses
Weekday AM Peak Hour
2021 Estimated Traffic Conditions

Intersection Capacity Analysis

1: Washington St & Sherman St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	55	58	35	63	151	180	47	591	44	27	301	36
Future Volume (vph)	55	58	35	63	151	180	47	591	44	27	301	36
Confl. Peds. (#/hr)	3		1	1		3	6		9	9		9
Peak Hour Factor	0.74	0.74	0.74	0.85	0.85	0.85	0.99	0.99	0.99	0.79	0.79	0.79
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	519	0	0	722	50	0	516	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0	10.0	10.0		10.0
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5	23.5	23.5		23.5
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0		35.0
Total Split (%)	30.5%	30.5%		30.5%	30.5%		42.7%	42.7%	42.7%	42.7%		42.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5		1.5
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			0.0
Total Lost Time (s)		5.5			5.5			5.5	5.5			5.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min		Min
v/c Ratio		0.71			1.02			0.90	0.07			0.97
Control Delay		35.8			70.3			34.5	2.8			54.5
Queue Delay		0.0			0.0			0.0	0.0			0.0
Total Delay		35.8			70.3			34.5	2.8			54.5
Queue Length 50th (ft)		63			167			211	0			159
Queue Length 95th (ft)		#169			#474			#653	14			#434
Internal Link Dist (ft)		308			288			525				178
Turn Bay Length (ft)									200			
Base Capacity (vph)		314			508			804	744			530
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		0.71			1.02			0.90	0.07			0.97

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 64.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

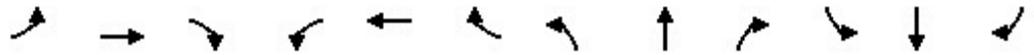
Splits and Phases: 1: Washington St & Sherman St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
2: Washington St & Revere St/Driveway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	0	58	0	0	0	58	614	6	1	333	44
Future Volume (vph)	53	0	58	0	0	0	58	614	6	1	333	44
Confl. Peds. (#/hr)	5		6	6		5	10		19	19		
Peak Hour Factor	0.79	0.79	0.79	0.25	0.25	0.25	0.92	0.92	0.92	0.75	0.75	0.75
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	0	0	0	825	0	0	564	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Total Split (s)	12.0	12.0		12.0	12.0		59.0	59.0		59.0	59.0	
Total Split (%)	12.9%	12.9%		12.9%	12.9%		63.4%	63.4%		63.4%	63.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
v/c Ratio		0.69						0.74			0.47	
Control Delay		42.6						19.4			11.2	
Queue Delay		0.0						1.6			0.0	
Total Delay		42.6						21.0			11.2	
Queue Length 50th (ft)		53						210			103	
Queue Length 95th (ft)		#152						#643			203	
Internal Link Dist (ft)		383			46			533			146	
Turn Bay Length (ft)												
Base Capacity (vph)		227						1140			1235	
Starvation Cap Reductn		0						162			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.69						0.84			0.46	

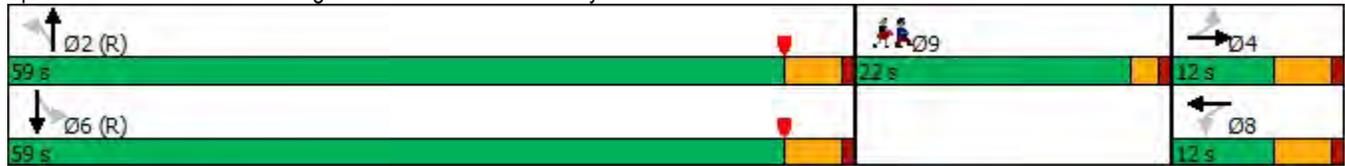
Intersection Summary

Cycle Length: 93
 Actuated Cycle Length: 93
 Offset: 47 (51%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 2: Washington St & Revere St/Driveway

08/22/2022

Splits and Phases: 2: Washington St & Revere St/Driveway



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

3: Washington St & Bolivar St

08/22/2022

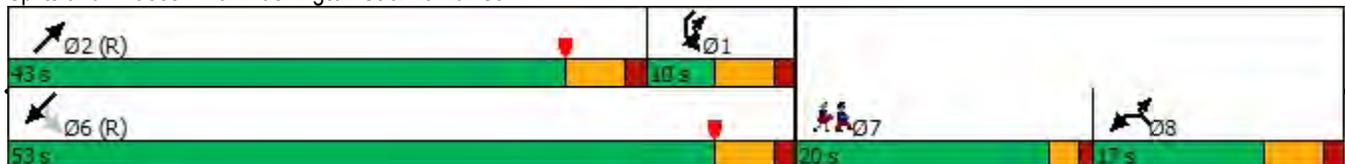


Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø7
Lane Configurations							
Traffic Volume (vph)	166	130	557	89	77	313	
Future Volume (vph)	166	130	557	89	77	313	
Confl. Peds. (#/hr)	4			5	5		
Peak Hour Factor	0.91	0.91	0.90	0.90	0.72	0.72	
Growth Factor	112%	112%	112%	112%	112%	112%	
Heavy Vehicles (%)	5%	5%	2%	2%	4%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	204	160	804	0	120	487	
Turn Type	Prot	pt+ov	NA		pm+pt	NA	
Protected Phases	8	8 1	2		1	6	7
Permitted Phases					6		
Detector Phase	8	8 1	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0		10.0		2.0	10.0	7.0
Minimum Split (s)	10.5		15.5		7.5	15.5	20.0
Total Split (s)	17.0		43.0		10.0	53.0	20.0
Total Split (%)	18.9%		47.8%		11.1%	58.9%	22%
Yellow Time (s)	4.0		4.0		4.0	4.0	2.0
All-Red Time (s)	1.5		1.5		1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.5		5.5	5.5	
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		C-Min		Min	C-Min	None
v/c Ratio	0.68	0.29	0.74		0.36	0.38	
Control Delay	45.8	5.3	19.4		10.8	6.9	
Queue Delay	0.0	0.0	6.6		0.0	0.0	
Total Delay	45.8	5.3	26.0		10.8	6.9	
Queue Length 50th (ft)	109	0	306		19	98	
Queue Length 95th (ft)	175	42	514		32	123	
Internal Link Dist (ft)	291		172			533	
Turn Bay Length (ft)		150			200		
Base Capacity (vph)	304	506	1084		342	1282	
Starvation Cap Reductn	0	0	232		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.67	0.32	0.94		0.35	0.38	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 22 (24%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Washington St & Bolivar St



Intersection Capacity Analysis (HCM 2000 Unsignalized)

4: Washington St & Mechanic St/Wall St

08/22/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	12	1	1	37	0	38	2	599	37	23	443	7
Future Volume (Veh/h)	12	1	1	37	0	38	2	599	37	23	443	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.85	0.85	0.85	0.93	0.93	0.93	0.82	0.82	0.82
Hourly flow rate (vph)	23	2	2	49	0	50	2	721	45	31	605	10
Pedestrians		16			6			3			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								205			252	
pX, platoon unblocked	0.74	0.74	0.89	0.74	0.74	0.69	0.89			0.69		
vC, conflicting volume	1488	1464	629	1432	1446	752	631			772		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1162	1129	525	1085	1105	418	527			447		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	78	99	100	63	100	88	100			96		
cM capacity (veh/h)	107	144	488	133	146	432	915			762		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	27	99	768	646								
Volume Left	23	49	2	31								
Volume Right	2	50	45	10								
cSH	116	205	915	762								
Volume to Capacity	0.23	0.48	0.00	0.04								
Queue Length 95th (ft)	21	60	0	3								
Control Delay (s)	45.3	38.0	0.1	1.1								
Lane LOS	E	E	A	A								
Approach Delay (s)	45.3	38.0	0.1	1.1								
Approach LOS	E	E										
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			58.2%		ICU Level of Service					B		
Analysis Period (min)			15									

Intersection Capacity Analysis
5: Church St & Washington St

08/22/2022



Lane Group	EBL	EBR	NEL	NET	SWT	SWR	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	308	632	272	210				
Future Volume (vph)	0	0	308	632	272	210				
Confl. Peds. (#/hr)	2		7			7				
Peak Hour Factor	0.25	0.25	0.92	0.92	0.83	0.83				
Growth Factor	112%	112%	112%	112%	112%	112%				
Heavy Vehicles (%)	0%	0%	3%	3%	6%	6%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	375	769	650	0				
Turn Type			pm+pt	NA	NA					
Protected Phases			4 5	2 4 5	6		2	3	4	5
Permitted Phases			2 4 5							
Detector Phase			4 5	2 4 5	6					
Switch Phase										
Minimum Initial (s)				10.0	10.0	7.0	5.0	1.5		
Minimum Split (s)				15.5	15.5	21.0	24.0	7.0		
Total Split (s)				39.0	46.0	21.0	24.0	7.0		
Total Split (%)				42.9%	51%	23%	26%	8%		
Yellow Time (s)				4.0	4.0	2.0	4.0	4.0		
All-Red Time (s)				1.5	1.5	1.0	1.5	1.5		
Lost Time Adjust (s)				0.0						
Total Lost Time (s)				5.5						
Lead/Lag				Lead		Lead	Lag	Lag		
Lead-Lag Optimize?				Yes		Yes	Yes	Yes		
Recall Mode				C-Min	C-Min	None	None	None		
v/c Ratio			0.48	0.44	0.69					
Control Delay			5.7	3.0	21.5					
Queue Delay			0.2	0.1	1.8					
Total Delay			5.8	3.0	23.2					
Queue Length 50th (ft)			0	0	219					
Queue Length 95th (ft)			117	279	#513					
Internal Link Dist (ft)	599			58	125					
Turn Bay Length (ft)										
Base Capacity (vph)			812	1726	945					
Starvation Cap Reductn			66	134	154					
Spillback Cap Reductn			0	0	0					
Storage Cap Reductn			0	0	0					
Reduced v/c Ratio			0.50	0.48	0.82					

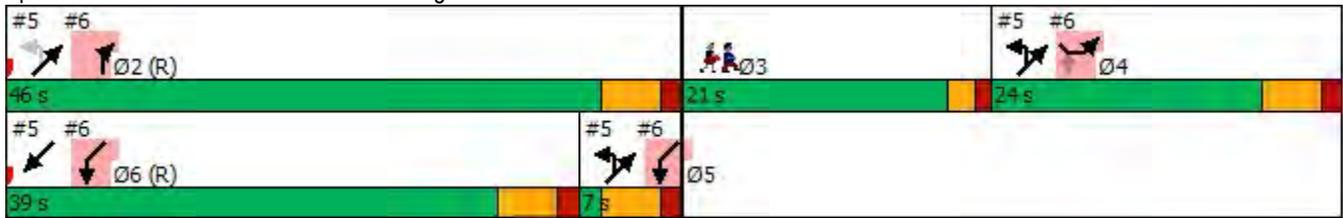
Intersection Summary

Cycle Length: 91
 Actuated Cycle Length: 91
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 5: Church St & Washington St

08/22/2022

Splits and Phases: 5: Church St & Washington St



Intersection Capacity Analysis
6: Washington St & Neponset St

08/22/2022



Lane Group	NBL	NBR	SEL	SER	SWL	SWR	Ø3	Ø5	Ø6
Lane Configurations		↗	↘	↘	↘				
Traffic Volume (vph)	0	740	163	251	285	0			
Future Volume (vph)	0	740	163	251	285	0			
Confl. Peds. (#/hr)	4			1		4			
Peak Hour Factor	0.89	0.89	0.84	0.84	0.75	0.75			
Growth Factor	112%	112%	112%	112%	112%	112%			
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	931	217	335	426	0			
Turn Type		Prot	Prot	Perm	Prot				
Protected Phases		2	4		5 6		3	5	6
Permitted Phases				4					
Detector Phase		2	4	4	5 6				
Switch Phase									
Minimum Initial (s)		10.0	5.0	5.0			7.0	1.5	10.0
Minimum Split (s)		15.5	24.0	24.0			21.0	7.0	15.5
Total Split (s)		46.0	24.0	24.0			21.0	7.0	39.0
Total Split (%)		50.5%	26.4%	26.4%			23%	8%	43%
Yellow Time (s)		4.0	4.0	4.0			2.0	4.0	4.0
All-Red Time (s)		1.5	1.5	1.5			1.0	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0					
Total Lost Time (s)		5.5	5.5	5.5					
Lead/Lag			Lag	Lag			Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes
Recall Mode		C-Min	None	None			None	None	C-Min
v/c Ratio		0.73	0.65	0.60	0.38				
Control Delay		8.5	42.7	8.5	11.5				
Queue Delay		0.0	0.0	0.0	1.0				
Total Delay		8.5	42.7	8.5	12.5				
Queue Length 50th (ft)		54	112	0	99				
Queue Length 95th (ft)		#383	175	52	204				
Internal Link Dist (ft)	658		508		153				
Turn Bay Length (ft)									
Base Capacity (vph)		1271	375	590	1129				
Starvation Cap Reductn		0	0	0	445				
Spillback Cap Reductn		0	0	0	0				
Storage Cap Reductn		0	0	0	0				
Reduced v/c Ratio		0.73	0.58	0.57	0.62				

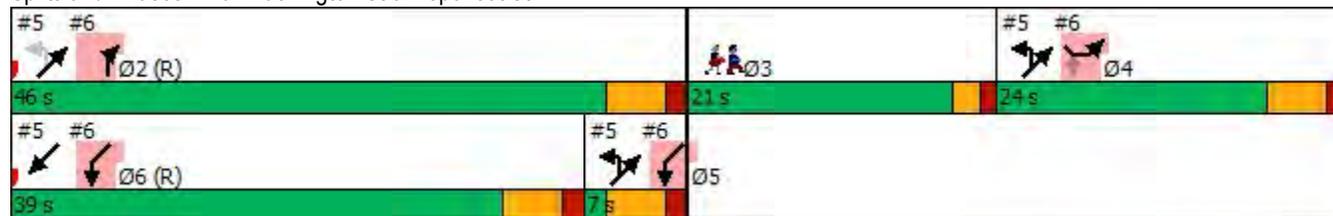
Intersection Summary

Cycle Length: 91
 Actuated Cycle Length: 91
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 6: Washington St & Neponset St

08/22/2022

Splits and Phases: 6: Washington St & Neponset St



Intersection Capacity Analysis (HCM 2000 Unsignalized)

7: Washington St & High St

08/22/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	66	74	696	428	39
Future Volume (Veh/h)	45	66	74	696	428	39
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	54	79	95	896	551	50
Pedestrians	4					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1666	580	605			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1666	580	605			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	43	85	90			
cM capacity (veh/h)	95	512	969			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	133	95	896	601		
Volume Left	54	95	0	0		
Volume Right	79	0	0	50		
cSH	185	969	1700	1700		
Volume to Capacity	0.72	0.10	0.53	0.35		
Queue Length 95th (ft)	113	8	0	0		
Control Delay (s)	62.9	9.1	0.0	0.0		
Lane LOS	F	A				
Approach Delay (s)	62.9	0.9		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			55.0%	ICU Level of Service	B	
Analysis Period (min)			15			

Intersection Capacity Analysis (HCM 2000 Unsignalized)

8: Washington St & Shoppes Village Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	10	10	0	51	4	668	22	110	416	25
Future Volume (Veh/h)	5	1	10	10	0	51	4	668	22	110	416	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.57	0.57	0.57	0.69	0.69	0.69	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	10	2	20	16	0	83	5	796	26	143	542	33
Pedestrians						1						
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								TWLTL				None
Median storage (veh)								2				
Upstream signal (ft)								872				
pX, platoon unblocked	0.81	0.81		0.81	0.81	0.81				0.81		
vC, conflicting volume	1746	1678	558	1669	1681	810	575			823		
vC1, stage 1 conf vol	844	844		820	820							
vC2, stage 2 conf vol	902	833		849	861							
vCu, unblocked vol	1803	1718	558	1708	1723	652	575			668		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	99	96	92	100	78	100			81		
cM capacity (veh/h)	102	185	533	212	229	376	1003			745		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	32	16	83	827	143	575						
Volume Left	10	16	0	5	143	0						
Volume Right	20	0	83	26	0	33						
cSH	218	212	376	1003	745	1700						
Volume to Capacity	0.15	0.08	0.22	0.00	0.19	0.34						
Queue Length 95th (ft)	13	6	21	0	18	0						
Control Delay (s)	24.3	23.4	17.3	0.1	11.0	0.0						
Lane LOS	C	C	C	A	B							
Approach Delay (s)	24.3	18.2		0.1	2.2							
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			83.5%	ICU Level of Service		E						
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

9: Washington St & Plaza Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	29	21	0	25	18	649	48	19	414	1
Future Volume (Veh/h)	24	0	29	21	0	25	18	649	48	19	414	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.77	0.77	0.77	0.94	0.94	0.94	0.96	0.96	0.96
Hourly flow rate (vph)	43	0	52	31	0	36	21	773	57	22	483	1
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								624				
pX, platoon unblocked	0.79	0.79		0.79	0.79	0.79				0.79		
vC, conflicting volume	1408	1402	484	1424	1374	802	485			831		
vC1, stage 1 conf vol	528	528		844	844							
vC2, stage 2 conf vol	880	873		580	529							
vCu, unblocked vol	1384	1376	484	1404	1340	619	485			655		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	82	100	91	89	100	91	98			97		
cM capacity (veh/h)	245	278	580	272	298	386	1082			734		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	95	67	851	506								
Volume Left	43	31	21	22								
Volume Right	52	36	57	1								
cSH	358	323	1082	734								
Volume to Capacity	0.27	0.21	0.02	0.03								
Queue Length 95th (ft)	26	19	1	2								
Control Delay (s)	18.6	19.0	0.5	0.8								
Lane LOS	C	C	A	A								
Approach Delay (s)	18.6	19.0	0.5	0.8								
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			59.8%		ICU Level of Service				B			
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

10: Washington St & Cobb Corner

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1	3	19	2	64	9	677	71	61	371	7
Future Volume (Veh/h)	16	1	3	19	2	64	9	677	71	61	371	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	25	2	5	25	3	85	12	872	91	78	472	9
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)								423				
pX, platoon unblocked	0.77	0.77		0.77	0.77	0.77				0.77		
vC, conflicting volume	1662	1622	478	1581	1580	918	482			964		
vC1, stage 1 conf vol	634	634		942	942							
vC2, stage 2 conf vol	1028	988		638	638							
vCu, unblocked vol	1709	1657	478	1605	1604	749	482			808		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	99	99	89	99	73	99			88		
cM capacity (veh/h)	106	194	591	237	249	320	1080			632		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	32	113	975	559								
Volume Left	25	25	12	78								
Volume Right	5	85	91	9								
cSH	126	295	1080	632								
Volume to Capacity	0.25	0.38	0.01	0.12								
Queue Length 95th (ft)	24	43	1	10								
Control Delay (s)	43.0	24.6	0.3	3.3								
Lane LOS	E	C	A	A								
Approach Delay (s)	43.0	24.6	0.3	3.3								
Approach LOS	E	C										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			78.7%		ICU Level of Service					D		
Analysis Period (min)			15									

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑→			←↑→			←↑→		←↑	→↑	
Traffic Volume (vph)	155	396	26	16	351	169	70	483	29	147	125	89
Future Volume (vph)	155	396	26	16	351	169	70	483	29	147	125	89
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.88	0.88	0.88	0.89	0.89	0.89
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	688	0	0	638	0	0	741	0	185	269	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	15.0		15.0	15.0		15.0	15.0		6.0	15.0	
Minimum Split (s)	11.0	21.0		21.0	21.0		21.0	21.0		11.0	21.0	
Total Split (s)	20.0	56.0		36.0	36.0		26.0	26.0		20.0	46.0	
Total Split (%)	15.6%	43.8%		28.1%	28.1%		20.3%	20.3%		15.6%	35.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		5.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None										
v/c Ratio		0.81			0.51			1.09		0.56	0.36	
Control Delay		34.2			21.3			97.5		28.7	21.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		34.2			21.3			97.5		28.7	21.8	
Queue Length 50th (ft)		170			122			~257		63	87	
Queue Length 95th (ft)		355			252			#569		#192	243	
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)												
Base Capacity (vph)		1183			1297			681		366	785	
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		0.58			0.49			1.09		0.51	0.34	

Intersection Summary

Cycle Length: 128

Actuated Cycle Length: 93

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

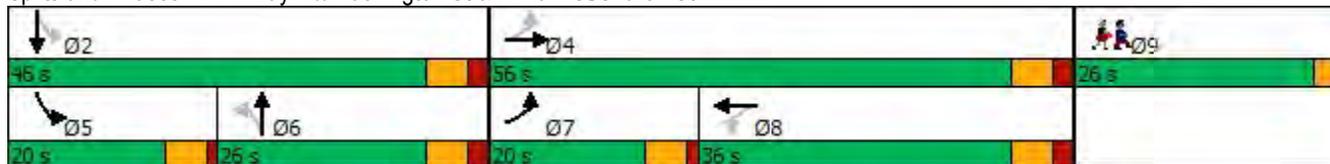
Queue shown is maximum after two cycles.

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 2000 Unsignalized)

12: Washington St & Starbucks Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	32	27	2	22	72	705	42	7	352	18
Future Volume (Veh/h)	4	3	32	27	2	22	72	705	42	7	352	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.92	0.92	0.92	0.93	0.93	0.93
Hourly flow rate (vph)	6	4	44	36	3	29	88	858	51	8	424	22
Pedestrians		3			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage (veh)											2	
Upstream signal (ft)								212				
pX, platoon unblocked	0.80	0.80		0.80	0.80	0.80				0.80		
vC, conflicting volume	1090	1542	226	1336	1528	458	449			912		
vC1, stage 1 conf vol	454	454		1062	1062							
vC2, stage 2 conf vol	636	1088		274	465							
vCu, unblocked vol	620	1184	226	928	1166	0	449			399		
tC, single (s)	7.7	6.7	7.1	7.5	6.5	6.9	4.1			4.2		
tC, 2 stage (s)	6.7	5.7		6.5	5.5							
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	94	89	99	97	92			99		
cM capacity (veh/h)	461	299	757	314	311	873	1105			908		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	54	68	517	480	220	234						
Volume Left	6	36	88	0	8	0						
Volume Right	44	29	0	51	0	22						
cSH	639	432	1105	1700	908	1700						
Volume to Capacity	0.08	0.16	0.08	0.28	0.01	0.14						
Queue Length 95th (ft)	7	14	6	0	1	0						
Control Delay (s)	11.2	14.9	2.2	0.0	0.4	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	11.2	14.9	1.1		0.2							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			57.4%		ICU Level of Service				B			
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

13: Sharon St & Cobb Corner Dr

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	457	3	34	518	50	19	8	32	27	3	24
Future Volume (Veh/h)	4	457	3	34	518	50	19	8	32	27	3	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.82	0.82	0.82	0.80	0.80	0.80
Hourly flow rate (vph)	5	550	4	42	645	62	26	11	44	38	4	34
Pedestrians					3			3			5	
Lane Width (ft)					16.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		278										
pX, platoon unblocked												
vC, conflicting volume	712			557			1361	1361	283	1102	1332	681
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	712			557			1361	1361	283	1102	1332	681
tC, single (s)	4.2			4.2			7.5	6.5	6.9	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			96			71	92	94	72	97	91
cM capacity (veh/h)	853			986			91	139	709	137	142	386
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	280	279	749	81	76							
Volume Left	5	0	42	26	38							
Volume Right	0	4	62	44	34							
cSH	853	1700	986	190	193							
Volume to Capacity	0.01	0.16	0.04	0.43	0.39							
Queue Length 95th (ft)	0	0	3	49	44							
Control Delay (s)	0.2	0.0	1.1	37.4	35.3							
Lane LOS	A		A	E	E							
Approach Delay (s)	0.1		1.1	37.4	35.3							
Approach LOS				E	E							
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			66.1%		ICU Level of Service				C			
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

14: Sharon St & Village Shoppes Dr

08/22/2022

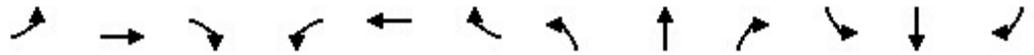
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	481	13	2	571	66	0	0	0	40	2	29
Future Volume (Veh/h)	20	481	13	2	571	66	0	0	0	40	2	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.85	0.85	0.85	0.92	0.92	0.92	0.78	0.78	0.78
Hourly flow rate (vph)	23	561	15	3	752	87	0	0	0	57	3	42
Pedestrians												3
Lane Width (ft)												12.0
Walking Speed (ft/s)												3.5
Percent Blockage												0
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		591										
pX, platoon unblocked				0.85			0.85	0.85	0.85	0.85	0.85	0.85
vC, conflicting volume	842			576			1460	1462	568	1419	1426	798
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	842			408			1452	1456	399	1404	1413	798
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			100	100	100	41	97	89
cM capacity (veh/h)	774			956			78	106	551	97	113	386
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	599	842	60	42								
Volume Left	23	3	57	0								
Volume Right	15	87	0	42								
cSH	774	956	97	386								
Volume to Capacity	0.03	0.00	0.62	0.11								
Queue Length 95th (ft)	2	0	74	9								
Control Delay (s)	0.8	0.1	88.9	15.5								
Lane LOS	A	A	F	C								
Approach Delay (s)	0.8	0.1	58.6									
Approach LOS			F									
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			56.0%		ICU Level of Service				B			
Analysis Period (min)			15									

APPENDIX J
Intersection Capacity Analyses
Weekday PM Peak Hour
2021 Estimated Traffic Conditions

Intersection Capacity Analysis

1: Washington St & Sherman St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	34	133	68	68	111	81	52	326	52	31	494	37
Future Volume (vph)	34	133	68	68	111	81	52	326	52	31	494	37
Confl. Peds. (#/hr)	5		3	3		5	5		6	6		5
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	321	0	0	316	0	0	459	63	0	659	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		15.5	15.5	15.5	15.5	15.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0	40.0	40.0	40.0	
Total Split (%)	24.4%	24.4%		24.4%	24.4%		48.8%	48.8%	48.8%	48.8%	48.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5			5.5			5.5	5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	
v/c Ratio		0.71			0.84			0.63	0.08		0.81	
Control Delay		32.1			45.1			17.1	3.3		23.9	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		32.1			45.1			17.1	3.3		23.9	
Queue Length 50th (ft)		79			81			88	0		141	
Queue Length 95th (ft)		#274			#352			290	18		#513	
Internal Link Dist (ft)		308			288			525			178	
Turn Bay Length (ft)									200			
Base Capacity (vph)		452			374			1048	1039		1164	
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		0.71			0.84			0.44	0.06		0.57	

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 55.2

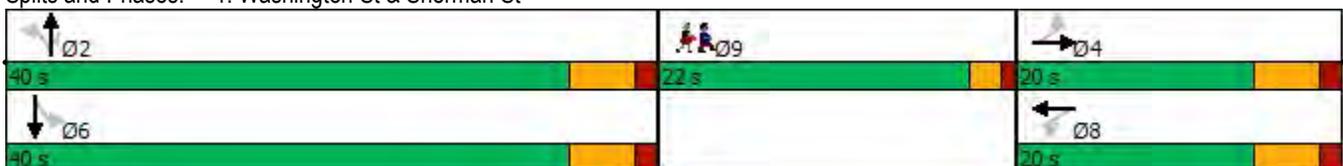
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

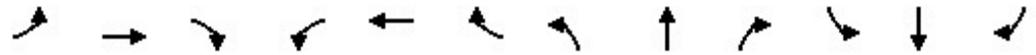
Splits and Phases: 1: Washington St & Sherman St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
2: Washington St & Revere St/Driveway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	55	0	102	3	0	2	69	447	2	0	562	48
Future Volume (vph)	55	0	102	3	0	2	69	447	2	0	562	48
Confl. Peds. (#/hr)	11		3	3		11	19		31	31		19
Peak Hour Factor	0.72	0.72	0.72	0.42	0.42	0.42	0.92	0.92	0.92	0.80	0.80	0.80
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	12	0	0	585	0	0	793	0
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		10.0	10.0		10.0		10.0
Minimum Split (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0		15.0
Total Split (s)	22.0	22.0		22.0	22.0		59.0	59.0		59.0		59.0
Total Split (%)	21.4%	21.4%		21.4%	21.4%		57.3%	57.3%		57.3%		57.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0				0.0
Total Lost Time (s)		5.0			5.0			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min		C-Min
v/c Ratio		0.89			0.06			0.67				0.64
Control Delay		61.9			0.4			19.2				16.2
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		61.9			0.4			19.2				16.2
Queue Length 50th (ft)		96			0			148				191
Queue Length 95th (ft)		126			0			#554				477
Internal Link Dist (ft)		383			46			533				146
Turn Bay Length (ft)												
Base Capacity (vph)		297			257			875				1246
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.76			0.05			0.67				0.64

Intersection Summary

Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 23 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 2: Washington St & Revere St/Driveway

08/22/2022

Splits and Phases: 2: Washington St & Revere St/Driveway



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	21%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

3: Washington St & Bolivar St

08/22/2022



Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø7
Lane Configurations							
Traffic Volume (vph)	225	94	354	210	112	589	
Future Volume (vph)	225	94	354	210	112	589	
Confl. Peds. (#/hr)	7	11		27	27		
Peak Hour Factor	0.86	0.86	0.89	0.89	0.86	0.86	
Growth Factor	104%	104%	104%	104%	104%	104%	
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	272	114	659	0	135	712	
Turn Type	Prot	pt+ov	NA		pm+pt	NA	
Protected Phases	8	8 1	2		1	6	7
Permitted Phases					6		
Detector Phase	8	8 1	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0		10.0		2.0	10.0	7.0
Minimum Split (s)	10.5		15.5		7.5	15.5	20.0
Total Split (s)	21.0		50.0		9.0	59.0	20.0
Total Split (%)	21.0%		50.0%		9.0%	59.0%	20%
Yellow Time (s)	4.0		4.0		4.0	4.0	2.0
All-Red Time (s)	1.5		1.5		1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.5		5.5	5.5	
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		C-Min		None	C-Min	None
v/c Ratio	0.84	0.24	0.69		0.39	0.60	
Control Delay	64.5	5.1	22.9		17.1	15.7	
Queue Delay	0.0	0.0	5.8		0.0	1.2	
Total Delay	64.5	5.1	28.7		17.1	16.9	
Queue Length 50th (ft)	161	0	245		27	211	
Queue Length 95th (ft)	#314	27	#539		69	426	
Internal Link Dist (ft)	291		172			533	
Turn Bay Length (ft)		150			200		
Base Capacity (vph)	322	483	954		345	1183	
Starvation Cap Reductn	0	0	236		0	255	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.84	0.24	0.92		0.39	0.77	

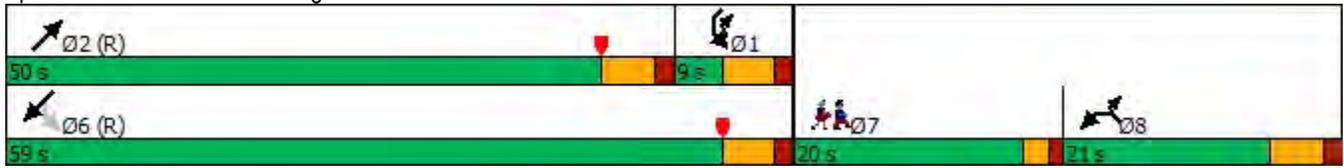
Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 2 (2%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis 3: Washington St & Bolivar St

08/22/2022

Splits and Phases: 3: Washington St & Bolivar St



Intersection Capacity Analysis (HCM 2000 Unsignalized)

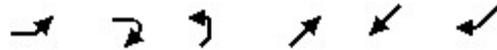
4: Washington St & Mechanic St/Wall St

08/22/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	7	4	52	1	35	2	505	67	35	774	13
Future Volume (Veh/h)	7	7	4	52	1	35	2	505	67	35	774	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.64	0.64	0.71	0.71	0.71	0.86	0.86	0.86	0.91	0.91	0.91
Hourly flow rate (vph)	11	11	6	76	1	51	2	611	81	40	885	15
Pedestrians		22			8			4			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								205			252	
pX, platoon unblocked	0.84	0.84	0.75	0.84	0.84	0.83	0.75			0.83		
vC, conflicting volume	1702	1698	918	1652	1666	660	922			700		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1284	1279	729	1223	1240	488	733			535		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	92	98	32	99	89	100			95		
cM capacity (veh/h)	98	130	313	112	136	479	643			854		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	28	128	694	940								
Volume Left	11	76	2	40								
Volume Right	6	51	81	15								
cSH	130	162	643	854								
Volume to Capacity	0.22	0.79	0.00	0.05								
Queue Length 95th (ft)	19	128	0	4								
Control Delay (s)	40.2	80.5	0.1	1.3								
Lane LOS	E	F	A	A								
Approach Delay (s)	40.2	80.5	0.1	1.3								
Approach LOS	E	F										
Intersection Summary												
Average Delay			7.1									
Intersection Capacity Utilization			85.3%		ICU Level of Service				E			
Analysis Period (min)			15									

Intersection Capacity Analysis
5: Church St & Washington St

08/22/2022



Lane Group	EBL	EBR	NEL	NET	SWT	SWR	Ø2	Ø3	Ø4	Ø5
Lane Configurations				↕	↕					
Traffic Volume (vph)	0	0	258	577	595	236				
Future Volume (vph)	0	0	258	577	595	236				
Confl. Peds. (#/hr)	3	4	9			9				
Peak Hour Factor	0.25	0.25	0.90	0.90	0.90	0.90				
Growth Factor	104%	104%	104%	104%	104%	104%				
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	965	961	0				
Turn Type			pm+pt	NA	NA					
Protected Phases			4 5	2 4 5	6		2	3	4	5
Permitted Phases			2 4 5							
Detector Phase			4 5	2 4 5	6					
Switch Phase										
Minimum Initial (s)					10.0		10.0	7.0	5.0	1.5
Minimum Split (s)					15.5		50.0	21.0	10.5	7.0
Total Split (s)					43.0		50.0	21.0	30.0	7.0
Total Split (%)					42.6%		50%	21%	30%	7%
Yellow Time (s)					4.0		4.0	2.0	4.0	4.0
All-Red Time (s)					1.5		1.5	1.0	1.5	1.0
Lost Time Adjust (s)					0.0					
Total Lost Time (s)					5.5					
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode					C-Min		C-Min	None	None	None
v/c Ratio				1.05	1.42					
Control Delay				69.5	223.3					
Queue Delay				19.1	0.6					
Total Delay				88.6	223.9					
Queue Length 50th (ft)				513	~835					
Queue Length 95th (ft)				#1157	#1080					
Internal Link Dist (ft)	599			58	125					
Turn Bay Length (ft)										
Base Capacity (vph)				917	679					
Starvation Cap Reductn				90	55					
Spillback Cap Reductn				0	0					
Storage Cap Reductn				0	0					
Reduced v/c Ratio				1.17	1.54					

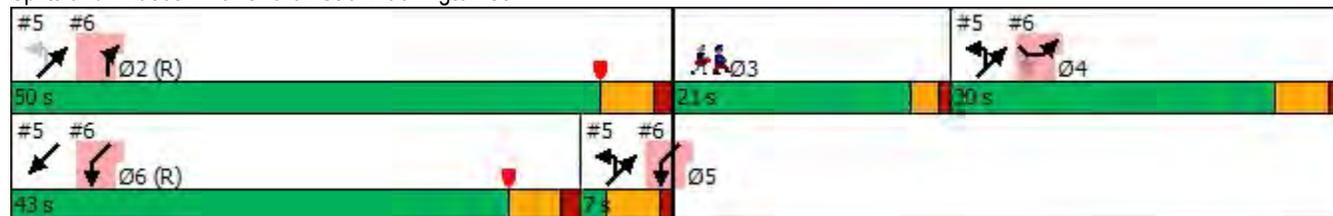
Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 ~ 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.

Intersection Capacity Analysis 5: Church St & Washington St

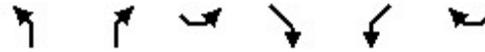
08/22/2022

Splits and Phases: 5: Church St & Washington St



Intersection Capacity Analysis
6: Washington St & Neponset St

08/22/2022



Lane Group	NBL	NBR	SEL	SER	SWL	SWR	Ø3	Ø5	Ø6
Lane Configurations		↗	↘	↘	↗				
Traffic Volume (vph)	0	619	239	488	583	0			
Future Volume (vph)	0	619	239	488	583	0			
Confl. Peds. (#/hr)	8		4	1		8			
Peak Hour Factor	0.90	0.90	0.98	0.98	0.93	0.93			
Growth Factor	104%	104%	104%	104%	104%	104%			
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	715	254	518	652	0			
Turn Type		Prot	Prot	Perm	Prot				
Protected Phases		2	4		5 6		3	5	6
Permitted Phases				4					
Detector Phase		2	4	4	5 6				
Switch Phase									
Minimum Initial (s)		10.0	5.0	5.0			7.0	1.5	10.0
Minimum Split (s)		50.0	10.5	10.5			21.0	7.0	15.5
Total Split (s)		50.0	30.0	30.0			21.0	7.0	43.0
Total Split (%)		49.5%	29.7%	29.7%			21%	7%	43%
Yellow Time (s)		4.0	4.0	4.0			2.0	4.0	4.0
All-Red Time (s)		1.5	1.5	1.5			1.0	1.0	1.5
Lost Time Adjust (s)		0.0	0.0	0.0					
Total Lost Time (s)		5.5	5.5	5.5					
Lead/Lag			Lag	Lag			Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes
Recall Mode		C-Min	None	None			None	None	C-Min
v/c Ratio		0.67	0.35	0.57	0.82				
Control Delay		6.7	24.6	7.5	34.7				
Queue Delay		0.0	0.0	0.0	51.0				
Total Delay		6.7	24.6	7.5	85.6				
Queue Length 50th (ft)		35	102	25	357				
Queue Length 95th (ft)		142	229	156	#539				
Internal Link Dist (ft)	658		508		153				
Turn Bay Length (ft)									
Base Capacity (vph)		1064	731	904	796				
Starvation Cap Reductn		0	0	0	241				
Spillback Cap Reductn		0	0	0	0				
Storage Cap Reductn		0	0	0	0				
Reduced v/c Ratio		0.67	0.35	0.57	1.17				

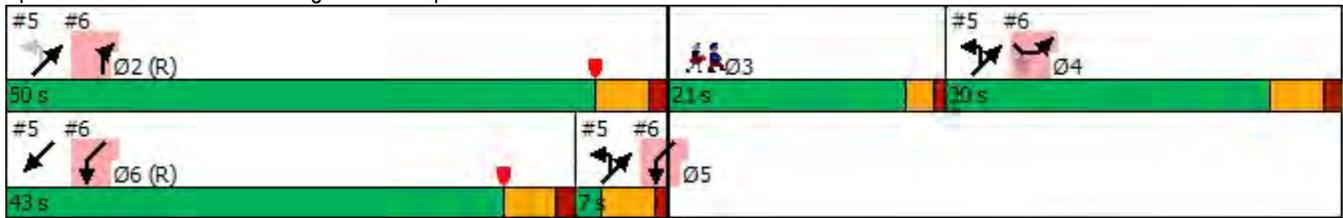
Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
6: Washington St & Neponset St

08/22/2022

Splits and Phases: 6: Washington St & Neponset St



Intersection Capacity Analysis (HCM 2000 Unsignalized)

7: Washington St & High St

08/22/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	120	119	544	994	74
Future Volume (Veh/h)	36	120	119	544	994	74
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.96	0.96
Hourly flow rate (vph)	43	143	132	602	1077	80
Pedestrians	1			1		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1984	1119	1158			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1984	1119	1158			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	18	43	78			
cM capacity (veh/h)	53	251	606			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	186	132	602	1157		
Volume Left	43	132	0	0		
Volume Right	143	0	0	80		
cSH	134	606	1700	1700		
Volume to Capacity	1.39	0.22	0.35	0.68		
Queue Length 95th (ft)	305	21	0	0		
Control Delay (s)	274.6	12.6	0.0	0.0		
Lane LOS	F	B				
Approach Delay (s)	274.6	2.3		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			25.4			
Intersection Capacity Utilization			85.9%		ICU Level of Service	E
Analysis Period (min)			15			

Intersection Capacity Analysis (HCM 2000 Unsignalized)

8: Washington St & Shoppes Village Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	4	13	45	0	204	5	469	48	237	790	23
Future Volume (Veh/h)	13	4	13	45	0	204	5	469	48	237	790	23
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.73	0.73	0.73	0.95	0.95	0.95	0.90	0.90	0.90	0.98	0.98	0.98
Hourly flow rate (vph)	19	6	19	49	0	223	6	542	55	252	838	24
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								TWLTL				None
Median storage (veh)								2				
Upstream signal (ft)								872				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	2158	1964	850	1946	1948	570	862			598		
vC1, stage 1 conf vol	1354	1354		582	582							
vC2, stage 2 conf vol	804	610		1364	1366							
vCu, unblocked vol	2207	1998	850	1980	1982	501	862			531		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	95	95	56	100	58	99			74		
cM capacity (veh/h)	13	133	359	112	144	530	780			969		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	44	49	223	603	252	862						
Volume Left	19	49	0	6	252	0						
Volume Right	19	0	223	55	0	24						
cSH	29	112	530	780	969	1700						
Volume to Capacity	1.51	0.44	0.42	0.01	0.26	0.51						
Queue Length 95th (ft)	127	47	52	1	26	0						
Control Delay (s)	553.4	60.2	16.6	0.2	10.0	0.0						
Lane LOS	F	F	C	A	B							
Approach Delay (s)	553.4	24.5		0.2	2.3							
Approach LOS	F	C										
Intersection Summary												
Average Delay				16.6								
Intersection Capacity Utilization			92.1%		ICU Level of Service		F					
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

9: Washington St & Plaza Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	38	61	0	52	20	457	93	24	815	2
Future Volume (Veh/h)	13	0	38	61	0	52	20	457	93	24	815	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.67	0.67	0.91	0.91	0.91	0.93	0.93	0.93	0.98	0.98	0.98
Hourly flow rate (vph)	20	0	59	70	0	59	22	511	104	25	865	2
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								624				
pX, platoon unblocked	0.89	0.89		0.89	0.89	0.89				0.89		
vC, conflicting volume	1583	1577	867	1583	1526	564	868			616		
vC1, stage 1 conf vol	917	917		608	608							
vC2, stage 2 conf vol	666	660		975	918							
vCu, unblocked vol	1593	1587	867	1593	1529	448	868			507		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	83	66	100	89	97			97		
cM capacity (veh/h)	241	271	350	203	273	545	780			941		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	79	129	637	892								
Volume Left	20	70	22	25								
Volume Right	59	59	104	2								
cSH	315	285	780	941								
Volume to Capacity	0.25	0.45	0.03	0.03								
Queue Length 95th (ft)	24	56	2	2								
Control Delay (s)	20.2	27.7	0.8	0.7								
Lane LOS	C	D	A	A								
Approach Delay (s)	20.2	27.7	0.8	0.7								
Approach LOS	C	D										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			74.7%		ICU Level of Service					D		
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

10: Washington St & Cobb Corner

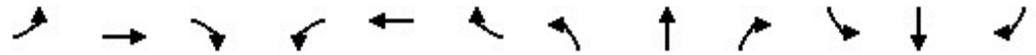
08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	2	11	34	6	60	24	476	39	66	826	32
Future Volume (Veh/h)	19	2	11	34	6	60	24	476	39	66	826	32
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.73	0.73	0.73	0.78	0.78	0.78	0.97	0.97	0.97	0.96	0.96	0.96
Hourly flow rate (vph)	27	3	16	45	8	80	26	510	42	72	895	35
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								423				
pX, platoon unblocked	0.88	0.88		0.88	0.88	0.88				0.88		
vC, conflicting volume	1724	1662	914	1657	1658	531	931			552		
vC1, stage 1 conf vol	1058	1058		583	583							
vC2, stage 2 conf vol	667	604		1074	1075							
vCu, unblocked vol	1755	1684	914	1679	1680	398	931			422		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	99	95	76	96	86	96			93		
cM capacity (veh/h)	191	232	329	191	224	575	738			1000		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	46	133	578	1002								
Volume Left	27	45	26	72								
Volume Right	16	80	42	35								
cSH	227	324	738	1000								
Volume to Capacity	0.20	0.41	0.04	0.07								
Queue Length 95th (ft)	18	48	3	6								
Control Delay (s)	24.8	23.6	1.0	1.9								
Lane LOS	C	C	A	A								
Approach Delay (s)	24.8	23.6	1.0	1.9								
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			85.7%		ICU Level of Service				E			
Analysis Period (min)			15									

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

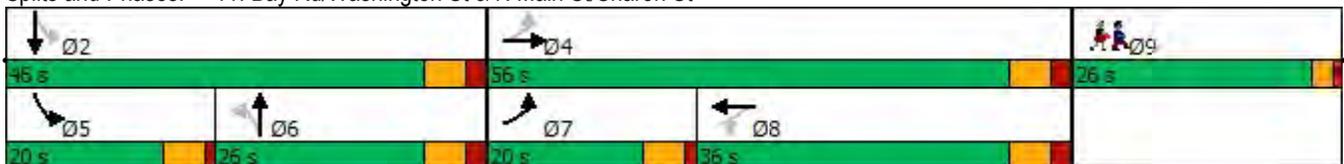


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇌			⇌			⇌		↵	↶	
Traffic Volume (vph)	150	397	70	98	445	133	42	286	31	267	470	166
Future Volume (vph)	150	397	70	98	445	133	42	286	31	267	470	166
Confl. Peds. (#/hr)	1		2	2		1	1		2	2		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.91	0.91	0.91
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	682	0	0	747	0	0	419	0	305	727	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	15.0		15.0	15.0		15.0	15.0		6.0	15.0	
Minimum Split (s)	11.0	21.0		21.0	21.0		21.0	21.0		11.0	21.0	
Total Split (s)	20.0	56.0		36.0	36.0		26.0	26.0		20.0	46.0	
Total Split (%)	15.6%	43.8%		28.1%	28.1%		20.3%	20.3%		15.6%	35.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		5.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None										
v/c Ratio		0.85			0.83			0.91		0.67	0.93	
Control Delay		37.3			34.9			63.0		30.9	47.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		37.3			34.9			63.0		30.9	47.0	
Queue Length 50th (ft)		170			183			118		107	355	
Queue Length 95th (ft)		#380			#381			#330		#318	#998	
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)												
Base Capacity (vph)		1087			900			461		454	784	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.63			0.83			0.91		0.67	0.93	

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 95.3
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 2000 Unsignalized)

12: Washington St & Starbucks Driveway

08/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	0	38	12	0	15	17	557	21	8	801	4
Future Volume (Veh/h)	2	0	38	12	0	15	17	557	21	8	801	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	3	0	56	18	0	22	19	630	24	9	886	4
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage (veh)											2	
Upstream signal (ft)								212				
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91				0.91		
vC, conflicting volume	1282	1599	446	1197	1589	327	891			654		
vC1, stage 1 conf vol	907	907		680	680							
vC2, stage 2 conf vol	375	692		517	909							
vCu, unblocked vol	1108	1457	446	1015	1446	57	891			417		
tC, single (s)	7.7	6.7	7.1	7.6	6.6	7.0	4.1			4.1		
tC, 2 stage (s)	6.7	5.7		6.6	5.6							
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	90	95	100	98	97			99		
cM capacity (veh/h)	266	282	538	346	284	900	756			1034		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	59	40	334	339	452	447						
Volume Left	3	18	19	0	9	0						
Volume Right	56	22	0	24	0	4						
cSH	511	523	756	1700	1034	1700						
Volume to Capacity	0.12	0.08	0.03	0.20	0.01	0.26						
Queue Length 95th (ft)	10	6	2	0	1	0						
Control Delay (s)	13.0	12.5	0.9	0.0	0.3	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	13.0	12.5	0.4		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			43.1%		ICU Level of Service					A		
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

13: Sharon St & Cobb Corner Dr

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	627	4	38	594	20	26	4	37	29	3	27
Future Volume (Veh/h)	8	627	4	38	594	20	26	4	37	29	3	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.88	0.88	0.88	0.70	0.70	0.70
Hourly flow rate (vph)	9	717	5	44	694	23	31	5	44	43	4	40
Pedestrians												1
Lane Width (ft)												12.0
Walking Speed (ft/s)												3.5
Percent Blockage												0
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		278										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	718			722			1573	1544	361	1218	1534	706
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	718			526			1450	1418	134	1064	1408	706
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	99			95			54	96	95	70	97	89
cM capacity (veh/h)	871			948			68	114	808	142	119	378
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	368	364	761	80	87							
Volume Left	9	0	44	31	43							
Volume Right	0	5	23	44	40							
cSH	871	1700	948	144	197							
Volume to Capacity	0.01	0.21	0.05	0.56	0.44							
Queue Length 95th (ft)	1	0	4	70	52							
Control Delay (s)	0.3	0.0	1.2	57.4	36.9							
Lane LOS	A		A	F	E							
Approach Delay (s)	0.2		1.2	57.4	36.9							
Approach LOS			F	E								
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			69.4%	ICU Level of Service	C							
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

14: Sharon St & Village Shoppes Dr

08/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	↔
Traffic Volume (veh/h)	18	647	32	11	557	121	0	0	0	125	1	102
Future Volume (Veh/h)	18	647	32	11	557	121	0	0	0	125	1	102
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78
Hourly flow rate (vph)	21	739	37	12	630	137	0	0	0	167	1	136
Pedestrians								1			2	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								3.5			3.5	
Percent Blockage								0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		591										
pX, platoon unblocked				0.74			0.74	0.74	0.74	0.74	0.74	
vC, conflicting volume	769			777			1660	1594	758	1524	1544	700
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769			518			1717	1627	493	1533	1559	700
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			100	100	100	0	99	69
cM capacity (veh/h)	839			772			35	72	424	68	80	440
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	797	779	168	136								
Volume Left	21	12	167	0								
Volume Right	37	137	0	136								
cSH	839	772	68	440								
Volume to Capacity	0.03	0.02	2.46	0.31								
Queue Length 95th (ft)	2	1	408	32								
Control Delay (s)	0.7	0.4	796.0	16.8								
Lane LOS	A	A	F	C								
Approach Delay (s)	0.7	0.4	447.4									
Approach LOS			F									
Intersection Summary												
Average Delay			72.8									
Intersection Capacity Utilization			61.7%		ICU Level of Service				B			
Analysis Period (min)			15									

APPENDIX K
Intersection Capacity Analyses
Saturday Peak Hour
2021 Estimated Traffic Conditions

Intersection Capacity Analysis

2: Washington St & Revere St/Driveway

08/22/2022

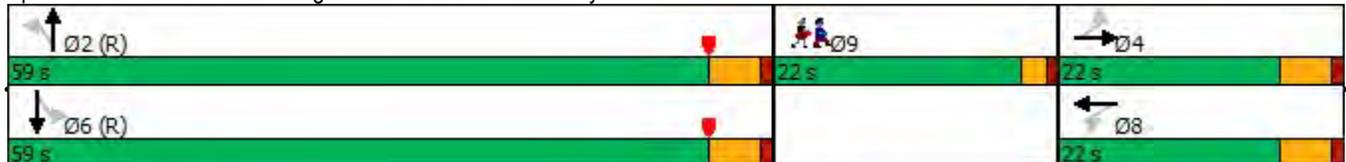


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	44	0	80	2	1	2	66	486	3	4	506	32
Future Volume (vph)	44	0	80	2	1	2	66	486	3	4	506	32
Confl. Peds. (#/hr)	14		10	10		14	26		36	36		26
Peak Hour Factor	0.72	0.72	0.72	0.42	0.42	0.42	0.92	0.92	0.92	0.96	0.96	0.96
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	12	0	0	627	0	0	587	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		22.0	22.0		59.0	59.0		59.0	59.0	
Total Split (%)	21.4%	21.4%		21.4%	21.4%		57.3%	57.3%		57.3%	57.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
v/c Ratio		0.82			0.08			0.54			0.45	
Control Delay		53.0			30.6			13.5			11.1	
Queue Delay		0.0			0.0			0.8			0.0	
Total Delay		53.0			30.6			14.2			11.1	
Queue Length 50th (ft)		67			4			110			92	
Queue Length 95th (ft)		93			8			453			366	
Internal Link Dist (ft)		383			46			533			146	
Turn Bay Length (ft)												
Base Capacity (vph)		296			229			1154			1318	
Starvation Cap Reductn		0			0			245			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.05			0.69			0.45	

Intersection Summary

Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 23 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Washington St & Revere St/Driveway



Intersection Capacity Analysis
 2: Washington St & Revere St/Driveway

08/22/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	21%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

2: Washington St & Revere St/Driveway

08/22/2022

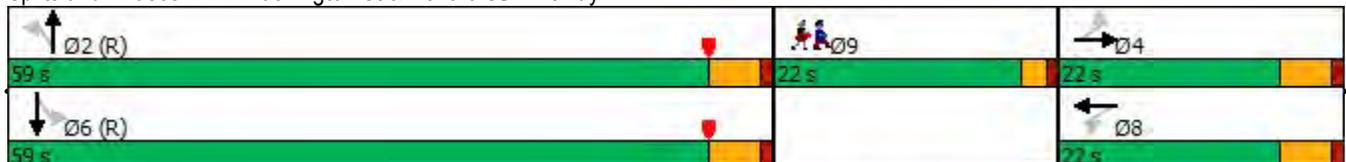


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	44	0	80	2	1	2	66	486	3	4	506	32
Future Volume (vph)	44	0	80	2	1	2	66	486	3	4	506	32
Confl. Peds. (#/hr)	14		10	10		14	26		36	36		26
Peak Hour Factor	0.72	0.72	0.72	0.42	0.42	0.42	0.92	0.92	0.92	0.96	0.96	0.96
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	12	0	0	627	0	0	587	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		22.0	22.0		59.0	59.0		59.0	59.0	
Total Split (%)	21.4%	21.4%		21.4%	21.4%		57.3%	57.3%		57.3%	57.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
v/c Ratio		0.82			0.08			0.54			0.45	
Control Delay		53.0			30.6			13.5			11.1	
Queue Delay		0.0			0.0			0.8			0.0	
Total Delay		53.0			30.6			14.2			11.1	
Queue Length 50th (ft)		67			4			110			92	
Queue Length 95th (ft)		93			8			453			366	
Internal Link Dist (ft)		383			46			533			146	
Turn Bay Length (ft)												
Base Capacity (vph)		296			229			1154			1318	
Starvation Cap Reductn		0			0			245			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.05			0.69			0.45	

Intersection Summary

Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 23 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Washington St & Revere St/Driveway



Intersection Capacity Analysis
 2: Washington St & Revere St/Driveway

08/22/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	21%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
3: Washington St & Bolivar St

08/22/2022



Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø7
Lane Configurations							
Traffic Volume (vph)	197	119	453	161	99	492	
Future Volume (vph)	197	119	453	161	99	492	
Confl. Peds. (#/hr)	14	25		58	58		
Peak Hour Factor	0.83	0.83	0.97	0.97	0.95	0.95	
Growth Factor	104%	104%	104%	104%	104%	104%	
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	247	149	659	0	108	539	
Turn Type	Prot	pt+ov	NA		pm+pt	NA	
Protected Phases	8	8 1	2		1	6	7
Permitted Phases					6		
Detector Phase	8	8 1	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0		10.0		2.0	10.0	7.0
Minimum Split (s)	10.5		15.5		7.5	15.5	20.0
Total Split (s)	21.0		50.0		9.0	59.0	20.0
Total Split (%)	21.0%		50.0%		9.0%	59.0%	20%
Yellow Time (s)	4.0		4.0		4.0	4.0	2.0
All-Red Time (s)	1.5		1.5		1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.5		5.5	5.5	
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		C-Min		None	C-Min	None
v/c Ratio	0.87	0.32	0.71		0.34	0.48	
Control Delay	70.6	5.5	25.7		17.6	14.7	
Queue Delay	0.0	0.0	1.2		0.0	0.0	
Total Delay	70.6	5.5	26.9		17.6	14.7	
Queue Length 50th (ft)	149	0	374		35	234	
Queue Length 95th (ft)	#263	27	#552		60	309	
Internal Link Dist (ft)	291		172			533	
Turn Bay Length (ft)		150			200		
Base Capacity (vph)	293	468	945		319	1149	
Starvation Cap Reductn	0	0	119		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.84	0.32	0.80		0.34	0.47	

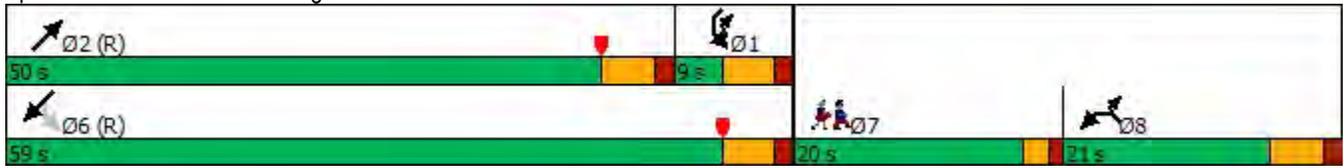
Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 2 (2%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
3: Washington St & Bolivar St

08/22/2022

Splits and Phases: 3: Washington St & Bolivar St



Intersection Capacity Analysis (HCM 2000 Unsignalized)

4: Washington St & Mechanic St/Wall St

08/22/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	0	6	46	2	33	5	553	43	30	664	3
Future Volume (Veh/h)	6	0	6	46	2	33	5	553	43	30	664	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	10	52	2	37	5	605	47	34	751	3
Pedestrians		9			32			10			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			3			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								205			252	
pX, platoon unblocked	0.91	0.91	0.83	0.91	0.91	0.82	0.83			0.82		
vC, conflicting volume	1509	1524	772	1511	1502	664	763			684		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1088	1104	622	1090	1080	482	612			507		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	97	66	99	92	99			96		
cM capacity (veh/h)	149	177	400	154	183	467	800			847		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	20	91	657	788								
Volume Left	10	52	5	34								
Volume Right	10	37	47	3								
cSH	218	213	800	847								
Volume to Capacity	0.09	0.43	0.01	0.04								
Queue Length 95th (ft)	8	49	0	3								
Control Delay (s)	23.2	33.9	0.2	1.1								
Lane LOS	C	D	A	A								
Approach Delay (s)	23.2	33.9	0.2	1.1								
Approach LOS	C	D										
Intersection Summary												
Average Delay				2.9								
Intersection Capacity Utilization			70.9%		ICU Level of Service					C		
Analysis Period (min)			15									

Intersection Capacity Analysis
5: Church St & Washington St

08/22/2022



Lane Group	EBL	EBR	NEL	NET	SWT	SWR	Ø2	Ø3	Ø4	Ø5
Lane Configurations				↕	↕					
Traffic Volume (vph)	0	0	319	601	491	227				
Future Volume (vph)	0	0	319	601	491	227				
Confl. Peds. (#/hr)	4		6			6				
Peak Hour Factor	0.90	0.90	0.96	0.96	0.93	0.93				
Growth Factor	104%	104%	104%	104%	104%	104%				
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	997	803	0				
Turn Type			pm+pt	NA	NA					
Protected Phases			4 5	2 4 5	6		2	3	4	5
Permitted Phases			2 4 5							
Detector Phase			4 5	2 4 5	6					
Switch Phase										
Minimum Initial (s)					10.0		10.0	7.0	5.0	1.5
Minimum Split (s)					15.5		50.0	21.0	10.5	7.0
Total Split (s)					43.0		50.0	21.0	30.0	7.0
Total Split (%)					42.6%		50%	21%	30%	7%
Yellow Time (s)					4.0		4.0	2.0	4.0	4.0
All-Red Time (s)					1.5		1.5	1.0	1.5	1.0
Lost Time Adjust (s)					0.0					
Total Lost Time (s)					5.5					
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode					C-Min		C-Min	None	None	None
v/c Ratio				1.09	1.18					
Control Delay				80.6	127.4					
Queue Delay				6.7	0.7					
Total Delay				87.3	128.0					
Queue Length 50th (ft)				550	~617					
Queue Length 95th (ft)				#1199	#851					
Internal Link Dist (ft)	599			58	125					
Turn Bay Length (ft)										
Base Capacity (vph)				918	678					
Starvation Cap Reductn				160	64					
Spillback Cap Reductn				0	0					
Storage Cap Reductn				0	0					
Reduced v/c Ratio				1.32	1.31					

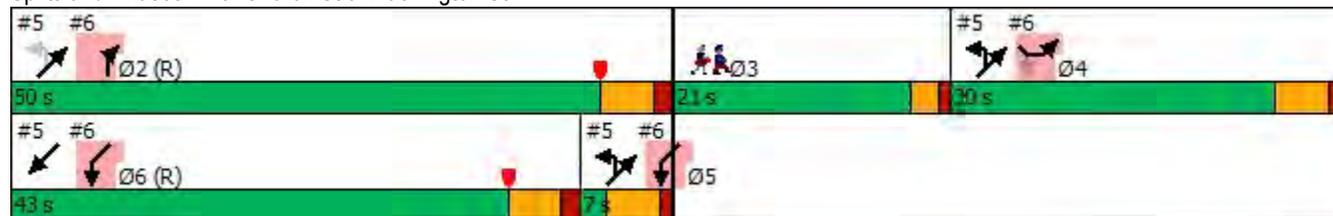
Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 ~ 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.

Intersection Capacity Analysis 5: Church St & Washington St

08/22/2022

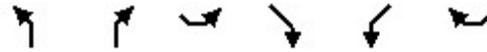
Splits and Phases: 5: Church St & Washington St



Intersection Capacity Analysis

6: Washington St & Neponset St

08/22/2022

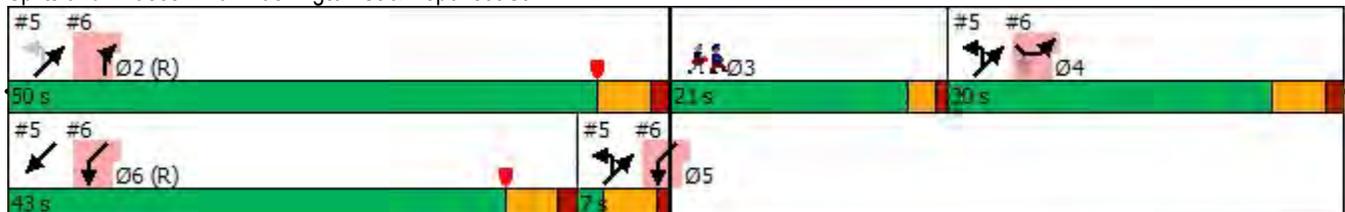


Lane Group	NBL	NBR	SEL	SER	SWL	SWR	Ø3	Ø5	Ø6
Lane Configurations		↗	↘	↗	↘				
Traffic Volume (vph)	0	729	192	360	481	0			
Future Volume (vph)	0	729	192	360	481	0			
Confl. Peds. (#/hr)	2		8	6		2			
Peak Hour Factor	0.91	0.91	0.96	0.96	0.92	0.92			
Growth Factor	104%	104%	104%	104%	104%	104%			
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	833	208	390	544	0			
Turn Type		Prot	Prot	Perm	Prot				
Protected Phases		2	4		5 6		3	5	6
Permitted Phases				4					
Detector Phase		2	4	4	5 6				
Switch Phase									
Minimum Initial (s)		10.0	5.0	5.0			7.0	1.5	10.0
Minimum Split (s)		50.0	10.5	10.5			21.0	7.0	15.5
Total Split (s)		50.0	30.0	30.0			21.0	7.0	43.0
Total Split (%)		49.5%	29.7%	29.7%			21%	7%	43%
Yellow Time (s)		4.0	4.0	4.0			2.0	4.0	4.0
All-Red Time (s)		1.5	1.5	1.5			1.0	1.0	1.5
Lost Time Adjust (s)		0.0	0.0	0.0					
Total Lost Time (s)		5.5	5.5	5.5					
Lead/Lag			Lag	Lag			Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes
Recall Mode		C-Min	None	None			None	None	C-Min
v/c Ratio		0.77	0.29	0.46	0.68				
Control Delay		10.4	23.7	4.8	27.8				
Queue Delay		0.0	0.0	0.0	27.6				
Total Delay		10.4	23.7	4.8	55.3				
Queue Length 50th (ft)		71	81	0	272				
Queue Length 95th (ft)		248	188	77	396				
Internal Link Dist (ft)	658		508		153				
Turn Bay Length (ft)									
Base Capacity (vph)		1083	723	857	796				
Starvation Cap Reductn		0	0	0	267				
Spillback Cap Reductn		0	0	0	0				
Storage Cap Reductn		0	0	0	0				
Reduced v/c Ratio		0.77	0.29	0.46	1.03				

Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Washington St & Neponset St



Intersection Capacity Analysis (HCM 2000 Unsignalized)

7: Washington St & High St

08/22/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	112	121	676	764	57
Future Volume (Veh/h)	29	112	121	676	764	57
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.71	0.71	0.98	0.98	0.96	0.96
Hourly flow rate (vph)	42	164	128	717	828	62
Pedestrians				1		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1832	860	890			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1832	860	890			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	40	54	83			
cM capacity (veh/h)	70	357	766			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	206	128	717	890		
Volume Left	42	128	0	0		
Volume Right	164	0	0	62		
cSH	195	766	1700	1700		
Volume to Capacity	1.06	0.17	0.42	0.52		
Queue Length 95th (ft)	238	15	0	0		
Control Delay (s)	131.2	10.6	0.0	0.0		
Lane LOS	F	B				
Approach Delay (s)	131.2	1.6		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			14.6			
Intersection Capacity Utilization			71.5%	ICU Level of Service	C	
Analysis Period (min)			15			

Intersection Capacity Analysis (HCM 2000 Unsignalized)

8: Washington St & Shoppes Village Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	3	32	44	0	216	10	599	63	288	563	25
Future Volume (Veh/h)	13	3	32	44	0	216	10	599	63	288	563	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.96	0.96	0.96	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	17	4	42	48	0	234	11	636	67	329	643	29
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)								872				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	2242	2042	658	2038	2024	670	673			704		
vC1, stage 1 conf vol	1316	1316		692	692							
vC2, stage 2 conf vol	926	726		1345	1331							
vCu, unblocked vol	2301	2086	658	2080	2065	605	673			641		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	95	91	46	100	49	99			63		
cM capacity (veh/h)	9	78	462	88	121	461	917			878		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	63	48	234	714	329	672						
Volume Left	17	48	0	11	329	0						
Volume Right	42	0	234	67	0	29						
cSH	30	88	461	917	878	1700						
Volume to Capacity	2.11	0.54	0.51	0.01	0.37	0.40						
Queue Length 95th (ft)	184	60	70	1	44	0						
Control Delay (s)	798.4	86.3	20.6	0.3	11.5	0.0						
Lane LOS	F	F	C	A	B							
Approach Delay (s)	798.4	31.8		0.3	3.8							
Approach LOS	F	D										
Intersection Summary												
Average Delay			30.7									
Intersection Capacity Utilization			89.4%	ICU Level of Service	E							
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

9: Washington St & Plaza Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1	43	74	0	62	17	581	108	41	597	5
Future Volume (Veh/h)	19	1	43	74	0	62	17	581	108	41	597	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.73	0.73	0.73	0.96	0.96	0.96	0.99	0.99	0.99	0.92	0.92	0.92
Hourly flow rate (vph)	27	1	61	80	0	67	18	610	113	46	675	6
Pedestrians		1			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								624				
pX, platoon unblocked	0.88	0.88		0.88	0.88	0.88				0.88		
vC, conflicting volume	1540	1533	679	1537	1480	670	682			726		
vC1, stage 1 conf vol	771	771		706	706							
vC2, stage 2 conf vol	770	762		832	774							
vCu, unblocked vol	1546	1537	679	1542	1477	559	682			623		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	87	66	100	86	98			95		
cM capacity (veh/h)	230	271	455	235	290	467	910			847		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	89	147	741	727								
Volume Left	27	80	18	46								
Volume Right	61	67	113	6								
cSH	349	304	910	847								
Volume to Capacity	0.26	0.48	0.02	0.05								
Queue Length 95th (ft)	25	62	2	4								
Control Delay (s)	18.8	27.4	0.5	1.4								
Lane LOS	C	D	A	A								
Approach Delay (s)	18.8	27.4	0.5	1.4								
Approach LOS	C	D										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			75.0%		ICU Level of Service					D		
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

10: Washington St & Cobb Corner

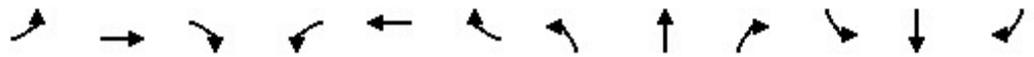
08/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	19	4	5	67	5	113	22	559	90	89	582	27
Future Volume (Veh/h)	19	4	5	67	5	113	22	559	90	89	582	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.98	0.98	0.98	0.91	0.91	0.91	0.95	0.95	0.95
Hourly flow rate (vph)	28	6	7	71	5	120	25	639	103	97	637	30
Pedestrians		3										2
Lane Width (ft)		12.0										12.0
Walking Speed (ft/s)		3.5										3.5
Percent Blockage		0										0
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								423				
pX, platoon unblocked	0.86	0.86		0.86	0.86	0.86				0.86		
vC, conflicting volume	1714	1641	655	1596	1604	692	670			742		
vC1, stage 1 conf vol	849	849		740	740							
vC2, stage 2 conf vol	865	792		856	864							
vCu, unblocked vol	1749	1664	655	1612	1622	561	670			618		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	97	99	69	98	74	97			88		
cM capacity (veh/h)	132	222	468	230	248	456	922			831		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	41	196	767	764								
Volume Left	28	71	25	97								
Volume Right	7	120	103	30								
cSH	162	331	922	831								
Volume to Capacity	0.25	0.59	0.03	0.12								
Queue Length 95th (ft)	24	90	2	10								
Control Delay (s)	34.6	30.5	0.7	2.9								
Lane LOS	D	D	A	A								
Approach Delay (s)	34.6	30.5	0.7	2.9								
Approach LOS	D	D										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			94.0%		ICU Level of Service				F			
Analysis Period (min)			15									

Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←→			←→			←→		←	→	
Traffic Volume (vph)	183	270	35	90	329	90	33	309	46	249	255	148
Future Volume (vph)	183	270	35	90	329	90	33	309	46	249	255	148
Confl. Peds. (#/hr)			1	1			3					3
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.86	0.86	0.86	0.93	0.93	0.93
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	552	0	0	564	0	0	470	0	278	451	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	15.0		15.0	15.0		15.0	15.0		6.0	15.0	
Minimum Split (s)	11.0	21.0		21.0	21.0		21.0	21.0		11.0	21.0	
Total Split (s)	20.0	56.0		36.0	36.0		26.0	26.0		20.0	46.0	
Total Split (%)	15.6%	43.8%		28.1%	28.1%		20.3%	20.3%		15.6%	35.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		5.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
v/c Ratio		0.93dl			0.70			0.63		0.56	0.52	
Control Delay		34.7			29.7			36.8		24.0	22.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		34.7			29.7			36.8		24.0	22.3	
Queue Length 50th (ft)		124			120			104		73	130	
Queue Length 95th (ft)		263			251			#291		#276	#464	
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)												
Base Capacity (vph)		1257			938			741		498	861	
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		0.44			0.60			0.63		0.56	0.52	

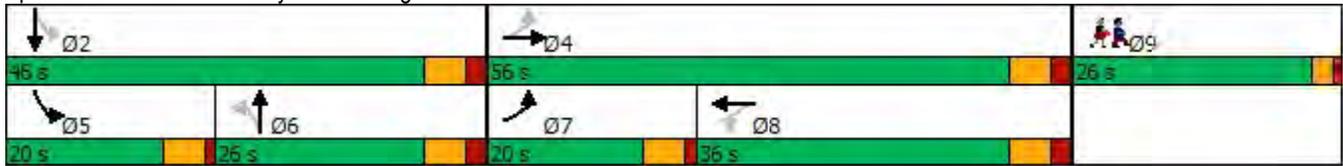
Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 87.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 2000 Unsignalized)

12: Washington St & Starbucks Driveway

08/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	1	30	19	0	40	33	579	40	10	577	15
Future Volume (Veh/h)	6	1	30	19	0	40	33	579	40	10	577	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.92	0.92	0.92	0.96	0.96	0.96	0.84	0.84	0.84
Hourly flow rate (vph)	9	1	44	21	0	45	36	627	43	12	714	19
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh											2	
Upstream signal (ft)								212				
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90				0.90		
vC, conflicting volume	1180	1492	368	1146	1480	335	735			670		
vC1, stage 1 conf vol	750	750		720	720							
vC2, stage 2 conf vol	430	742		426	759							
vCu, unblocked vol	974	1320	368	936	1307	33	735			406		
tC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	93	94	100	95	96			99		
cM capacity (veh/h)	336	323	625	371	313	928	858			1026		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	54	66	350	356	369	376						
Volume Left	9	21	36	0	12	0						
Volume Right	44	45	0	43	0	19						
cSH	538	628	858	1700	1026	1700						
Volume to Capacity	0.10	0.11	0.04	0.21	0.01	0.22						
Queue Length 95th (ft)	8	9	3	0	1	0						
Control Delay (s)	12.4	11.4	1.4	0.0	0.4	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.4	11.4	0.7		0.2							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			53.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

13: Sharon St & Cobb Corner Dr

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	538	62	15	506	1	44	4	48	29	7	42
Future Volume (Veh/h)	34	538	62	15	506	1	44	4	48	29	7	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.85	0.85	0.85	0.84	0.84	0.84
Hourly flow rate (vph)	40	636	73	17	560	1	54	5	59	36	9	52
Pedestrians												1
Lane Width (ft)												12.0
Walking Speed (ft/s)												3.5
Percent Blockage												0
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		278										
pX, platoon unblocked												
vC, conflicting volume	562			709			1404	1348	354	1055	1384	562
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	562			709			1404	1348	354	1055	1384	562
tC, single (s)	4.1			4.1			7.6	6.6	7.0	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			32	96	91	76	93	89
cM capacity (veh/h)	1004			893			80	140	639	153	135	473
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	358	391	578	118	97							
Volume Left	40	0	17	54	36							
Volume Right	0	73	1	59	52							
cSH	1004	1700	893	146	235							
Volume to Capacity	0.04	0.23	0.02	0.81	0.41							
Queue Length 95th (ft)	3	0	1	128	47							
Control Delay (s)	1.4	0.0	0.5	90.3	30.6							
Lane LOS	A		A	F	D							
Approach Delay (s)	0.6		0.5	90.3	30.6							
Approach LOS				F	D							
Intersection Summary												
Average Delay			9.3									
Intersection Capacity Utilization			55.2%		ICU Level of Service				B			
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 2000 Unsignalized)

14: Sharon St & Village Shoppes Dr

08/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	↕
Traffic Volume (veh/h)	5	536	40	15	531	151	0	0	0	136	1	105
Future Volume (Veh/h)	5	536	40	15	531	151	0	0	0	136	1	105
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.92	0.92	0.92	0.87	0.87	0.87
Hourly flow rate (vph)	6	633	47	17	587	167	0	0	0	163	1	126
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		591										
pX, platoon unblocked				0.85			0.85	0.85	0.85	0.85	0.85	
vC, conflicting volume	754			680			1500	1456	656	1373	1396	670
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	754			536			1499	1449	509	1351	1378	670
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			100	100	100	0	99	73
cM capacity (veh/h)	856			882			60	109	480	107	121	460
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	686	771	164	126								
Volume Left	6	17	163	0								
Volume Right	47	167	0	126								
cSH	856	882	107	460								
Volume to Capacity	0.01	0.02	1.53	0.27								
Queue Length 95th (ft)	1	1	303	28								
Control Delay (s)	0.2	0.5	349.6	15.7								
Lane LOS	A	A	F	C								
Approach Delay (s)	0.2	0.5	204.5									
Approach LOS			F									
Intersection Summary												
Average Delay			34.3									
Intersection Capacity Utilization			63.5%		ICU Level of Service				B			
Analysis Period (min)			15									

APPENDIX L

**Speed Data from Automatic Recorder Counts
November 29–December 5, 2021**

Mass Highway Department

SPEED SUMMARY
Mon 11/29/2021

Page: 1

STA. 1NB

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn.Sumner & Larkin St
Direction: NORTH
Lane: 1

File: D1129002.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	4	1	3	3	43	158	88	16	0	0	0	3	3	22	344
14:00	4	0	0	11	79	157	81	17	0	0	0	0	4	17	370
15:00	9	4	1	10	84	184	107	14	1	0	0	2	1	29	446
16:00	4	0	1	19	109	211	90	8	1	0	0	0	0	20	463
17:00	0	0	3	16	138	204	57	3	0	0	0	2	0	4	427
18:00	1	0	0	12	146	166	62	2	0	1	0	1	0	0	391
19:00	0	0	1	10	67	142	68	8	1	0	0	0	0	4	301
20:00	0	0	2	4	32	108	50	3	2	0	0	0	0	2	203
21:00	2	0	0	1	31	69	34	4	0	0	0	0	0	0	141
22:00	0	0	0	0	13	38	22	4	1	0	0	0	0	0	78
23:00	0	0	0	0	5	16	19	7	0	0	0	0	0	0	47
24:00	0	0	0	1	2	10	8	2	0	0	0	0	0	0	23
DAY TOTAL	24	5	11	87	749	1463	686	88	6	1	0	8	8	98	3234
PERCENTS	0.7%	0.2%	0.3%	2.7%	23.2%	45.2%	21.2%	2.7%	0.2%	0.0%	0.0%	0.2%	0.2%	3.0%	100.0%

Statistical Information...

15th Percentile Speed
27.4 mph

85th Percentile Speed
37.4 mph

Median Speed
32.4 mph

Average Speed
32.5 mph

10 MPH Pace Speed
25 mph to 35 mph
1463 vehicles in pace
Representing 47.0% of the total vehicles

Vehicles > 65 MPH
8
0.3%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn.Sumner & Larkin St
Direction: NORTH
Lane: 1

File: D1129002.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	2	4	2	0	0	0	0	0	1	0	9
02:00	0	0	0	0	5	4	2	1	0	0	0	0	0	0	12
03:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	2	5	2	1	0	0	0	0	0	10
05:00	0	0	0	0	3	6	7	8	1	0	0	0	0	0	25
06:00	0	0	0	0	18	45	69	14	1	0	0	0	0	0	147
07:00	5	4	9	23	137	258	133	7	0	0	0	0	0	0	576
08:00	81	49	72	121	246	210	67	4	0	0	0	0	0	2	852
09:00	16	8	14	31	162	342	121	9	1	1	0	0	0	2	707
10:00	3	0	1	8	57	186	117	17	0	0	0	0	1	8	398
11:00	6	1	0	3	51	119	92	18	0	0	0	0	0	18	308
12:00	11	14	21	29	73	123	90	7	0	0	1	0	2	20	391
13:00	8	3	0	5	103	140	103	11	0	0	0	0	2	16	391
14:00	7	1	0	3	77	146	109	14	0	0	0	0	4	39	400
15:00	7	3	0	26	107	186	78	11	0	0	0	0	0	31	449
16:00	1	0	0	24	102	224	103	8	3	0	0	0	4	18	487
17:00	1	2	2	26	154	210	67	3	0	0	0	0	2	21	488
18:00	3	0	0	34	181	148	50	4	0	1	0	0	1	3	425
19:00	1	0	0	7	94	122	51	6	0	0	0	0	0	5	286
20:00	0	1	2	8	38	107	43	4	0	0	0	0	2	4	209
21:00	1	0	0	1	11	66	42	5	0	0	0	1	0	0	127
22:00	0	0	1	0	23	44	20	2	1	0	0	0	0	0	91
23:00	0	0	0	0	6	17	17	7	3	0	0	0	0	0	50
24:00	0	0	0	0	4	7	14	2	0	1	0	0	0	0	28
DAY TOTAL	151	86	122	349	1655	2718	1403	164	11	3	1	1	19	187	6870
PERCENTS	2.2%	1.3%	1.8%	5.1%	24.1%	39.6%	20.4%	2.4%	0.2%	0.0%	0.0%	0.0%	0.3%	2.7%	100.0%

Statistical Information...

15th Percentile Speed
26.3 mph

85th Percentile Speed
37.2 mph

Median Speed
31.9 mph

Average Speed
31.6 mph

10 MPH Pace Speed
25 mph to 35 mph
2718 vehicles in pace
Representing 41.6% of the total vehicles

Vehicles > 65 MPH
19
0.3%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn,Sumner & Larkin St
Direction: NORTH
Lane: 1

File: D1129002.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	0	2	3	2	2	1	0	0	0	0	0	11
02:00	0	0	0	0	1	7	1	2	0	0	0	0	0	0	11
03:00	0	0	0	0	1	1	8	1	1	0	0	0	0	0	12
04:00	0	0	0	0	1	3	5	1	1	0	0	0	0	0	11
05:00	0	0	0	1	4	6	8	4	1	0	0	0	0	0	24
06:00	1	0	0	2	11	45	63	23	1	0	0	0	0	0	146
07:00	4	6	7	23	107	262	130	16	0	1	0	0	0	2	558
08:00	152	119	104	82	140	166	55	4	0	0	0	0	0	0	822
09:00	19	10	19	47	118	318	101	8	0	0	1	0	0	15	656
10:00	7	0	0	3	66	173	122	26	2	0	0	0	6	30	435
11:00	7	3	18	12	78	146	75	10	0	0	0	0	0	9	358
12:00	3	4	7	7	89	157	76	8	0	0	0	0	2	5	358
13:00	6	0	3	14	91	200	65	7	0	0	0	0	5	37	428
14:00	4	0	2	2	84	181	97	11	1	0	1	0	0	6	389
15:00	18	19	19	16	88	184	88	5	2	0	0	0	0	22	461
16:00	10	0	8	31	117	169	94	12	0	0	0	0	3	19	463
17:00	2	3	0	12	121	214	61	6	0	0	0	0	4	22	445
18:00	0	0	1	21	175	158	37	2	0	0	0	0	4	6	404
19:00	0	0	1	10	97	156	52	3	1	0	2	0	2	0	324
20:00	0	0	1	4	71	96	46	3	0	1	0	0	0	0	222
21:00	0	0	0	3	59	96	34	3	0	0	0	0	0	0	195
22:00	0	0	0	4	31	47	37	4	1	0	0	0	0	0	124
23:00	0	0	0	0	6	25	26	7	0	0	0	0	0	0	64
24:00	2	0	0	1	1	15	14	3	2	0	0	0	0	0	38
DAY TOTAL	236	164	190	295	1559	2828	1297	171	14	2	4	0	26	173	6959
PERCENTS	3.4%	2.4%	2.7%	4.2%	22.4%	40.6%	18.6%	2.5%	0.2%	0.0%	0.1%	0.0%	0.4%	2.5%	100.0%

Statistical Information...

15th Percentile Speed
26.1 mph

85th Percentile Speed
37.1 mph

Median Speed
31.9 mph

Average Speed
31.4 mph

10 MPH Pace Speed
25 mph to 35 mph
2828 vehicles in pace
Representing 43.2% of the total vehicles

Vehicles > 65 MPH
26
0.4%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Page: 4

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn.Sumner & Larkin St
Direction: NORTH
Lane: 1

File: D1129002.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	7	1	2	1	0	0	0	0	0	12
02:00	0	0	0	0	1	3	3	1	2	0	0	0	0	0	10
03:00	0	0	0	0	2	0	1	5	0	0	0	0	0	0	8
04:00	0	0	0	0	3	6	1	2	2	0	0	0	0	0	14
05:00	0	0	0	0	6	8	9	3	1	0	0	0	0	0	27
06:00	0	0	0	1	12	51	55	11	0	0	0	0	0	6	136
07:00	4	0	1	17	132	241	116	8	1	0	0	0	2	16	538
08:00	85	69	131	201	200	131	25	1	0	0	0	0	2	2	847
09:00	38	28	49	78	195	276	70	4	1	0	0	0	6	20	765
10:00	7	0	1	18	83	185	70	4	0	0	0	4	1	22	395
11:00	7	0	3	28	80	117	59	8	1	0	0	0	2	31	336
12:00	7	2	9	39	49	124	87	8	0	0	0	0	4	27	356
13:00	14	3	1	8	93	185	59	4	0	0	0	2	4	41	414
14:00	14	1	0	10	89	163	67	4	0	0	0	2	1	33	384
15:00	19	13	8	10	110	175	44	8	0	0	0	1	4	31	423
16:00	10	9	14	43	144	223	43	4	0	0	1	4	6	27	528
17:00	6	1	9	51	133	149	54	1	1	0	0	0	5	14	424
18:00	1	0	1	24	190	144	22	3	0	0	0	8	2	14	409
19:00	2	0	1	6	96	162	38	2	0	0	0	0	4	20	331
20:00	2	0	0	6	65	82	48	2	0	0	0	0	4	8	217
21:00	3	0	0	3	32	62	31	4	1	1	0	0	0	10	147
22:00	2	0	0	0	31	54	19	4	0	0	0	0	2	12	124
23:00	0	0	0	2	13	25	13	2	0	1	0	0	0	5	61
24:00	0	0	0	2	9	13	11	1	2	0	0	0	0	0	38
DAY TOTAL	221	126	228	547	1769	2586	946	96	13	2	1	21	49	339	6944
PERCENTS	3.2%	1.8%	3.3%	7.9%	25.5%	37.2%	13.6%	1.4%	0.2%	0.0%	0.0%	0.3%	0.7%	4.9%	100.0%

Statistical Information...

15th Percentile Speed
25.2 mph

85th Percentile Speed
35.9 mph

Median Speed
31.0 mph

Average Speed
30.6 mph

10 MPH Pace Speed
25 mph to 35 mph
2586 vehicles in pace
Representing 40.5% of the total vehicles

Vehicles > 65 MPH
49
0.8%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn.Sumner & Larkin St
Direction: NORTH
Lane: 1

File: D1129002.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	1	0	1	8	9	9	1	0	0	0	4	2	0	36
02:00	0	0	0	1	0	1	2	2	0	0	0	0	0	0	6
03:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
04:00	0	0	0	1	0	5	3	5	2	0	0	0	0	0	16
05:00	1	0	0	0	5	7	8	5	1	0	0	0	0	2	29
06:00	1	0	0	2	8	53	46	10	1	1	0	0	0	3	125
07:00	6	0	0	1	91	199	104	19	0	0	0	1	3	29	453
08:00	11	1	9	52	194	237	98	10	1	0	0	2	2	23	640
09:00	9	1	10	28	128	243	115	7	0	0	0	0	5	17	563
10:00	5	2	2	4	44	178	117	13	0	0	0	0	2	30	397
11:00	10	3	0	1	32	146	124	17	0	0	1	0	2	24	360
12:00	13	7	2	16	55	194	98	6	1	0	0	2	1	20	415
13:00	9	0	2	6	78	214	80	7	2	0	0	2	1	38	439
14:00	14	1	0	2	66	210	97	8	0	0	0	6	7	37	448
15:00	3	1	5	19	86	192	119	14	0	0	0	0	5	26	470
16:00	1	0	8	31	128	236	84	8	1	0	0	0	2	15	514
17:00	3	1	3	19	143	192	74	7	1	0	0	1	2	8	454
18:00	0	0	0	34	173	181	53	3	0	0	0	4	2	6	456
19:00	1	0	0	8	103	179	55	9	1	0	2	2	0	6	366
20:00	0	0	0	4	63	124	50	8	1	0	0	0	0	2	252
21:00	1	0	5	18	108	117	32	5	1	0	0	0	0	2	289
22:00	1	2	2	15	33	75	30	9	1	0	0	0	0	0	168
23:00	3	0	0	5	21	47	31	4	2	0	0	0	0	0	113
24:00	0	0	0	2	10	24	20	8	1	0	1	0	0	0	66
DAY TOTAL	93	20	48	270	1579	3066	1449	185	17	1	4	24	36	288	7080
PERCENTS	1.3%	0.3%	0.7%	3.8%	22.3%	43.3%	20.5%	2.6%	0.2%	0.0%	0.1%	0.3%	0.5%	4.1%	100.0%

Statistical Information...

15th Percentile Speed
27.1 mph

85th Percentile Speed
37.5 mph

Median Speed
32.3 mph

Average Speed
32.5 mph

10 MPH Pace Speed
25 mph to 35 mph
3066 vehicles in pace
Representing 45.8% of the total vehicles

Vehicles > 65 MPH
36
0.5%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn.Sumner & Larkin St
Direction: NORTH
Lane: 1

File: D1129002.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	2	14	11	3	1	0	0	0	0	0	31
02:00	0	0	0	0	6	5	3	2	1	0	0	0	0	0	17
03:00	0	0	0	0	3	1	1	2	1	0	0	0	0	0	8
04:00	0	0	0	0	1	2	4	1	0	0	0	0	0	0	8
05:00	0	0	0	0	2	5	10	3	0	0	1	0	0	0	21
06:00	0	0	0	0	6	18	30	8	0	0	0	0	0	0	62
07:00	0	0	0	0	1	33	47	8	3	0	0	0	0	0	92
08:00	0	0	0	2	8	55	71	5	0	0	0	0	0	0	141
09:00	0	0	0	1	23	121	90	8	1	0	0	0	0	0	244
10:00	1	1	0	3	37	175	136	15	1	0	0	0	0	7	376
11:00	7	0	28	14	54	197	134	9	0	0	0	2	2	10	457
12:00	8	1	4	10	77	194	122	15	1	0	0	2	3	21	458
13:00	9	6	3	17	78	216	106	17	1	1	0	1	0	39	494
14:00	5	0	3	11	65	201	119	19	0	0	0	0	1	24	448
15:00	5	0	1	2	47	185	119	8	2	0	0	0	0	34	403
16:00	3	0	2	9	64	183	102	11	1	0	0	0	3	11	389
17:00	2	0	0	13	88	168	96	11	0	0	0	0	1	11	390
18:00	1	0	2	13	97	170	54	1	0	0	0	0	2	6	346
19:00	0	0	8	13	75	110	51	6	0	0	0	0	1	2	266
20:00	0	1	0	4	39	72	30	9	0	0	0	0	0	2	157
21:00	3	0	0	4	32	59	31	2	0	0	0	0	0	3	134
22:00	0	0	0	0	28	76	31	2	0	0	0	0	2	4	143
23:00	0	0	0	4	18	41	30	8	2	0	1	0	0	0	104
24:00	0	0	0	1	6	16	20	7	0	0	0	0	0	0	50
DAY TOTAL	44	9	51	121	857	2317	1448	180	15	1	2	5	15	174	5239
PERCENTS	0.8%	0.2%	1.0%	2.3%	16.4%	44.2%	27.6%	3.4%	0.3%	0.0%	0.0%	0.1%	0.3%	3.3%	100.0%

Statistical Information...

15th Percentile Speed
28.3 mph

85th Percentile Speed
38.2 mph

Median Speed
33.2 mph

Average Speed
33.2 mph

10 MPH Pace Speed
25 mph to 35 mph
2317 vehicles in pace
Representing 46.1% of the total vehicles

Vehicles > 65 MPH
15
0.3%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000059
Site ID: 000000000101
Location: Washington St.NB,btwn.Sumner & Larkin St
Direction: NORTH
Lane: 1

File: D1129002.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	4	5	16	3	0	0	0	0	0	0	28
02:00	1	0	0	1	6	15	6	4	0	0	0	0	0	1	34
03:00	0	0	0	0	2	3	3	2	1	0	0	0	0	0	11
04:00	1	0	0	0	2	6	2	1	0	0	0	0	0	0	12
05:00	0	0	0	0	2	2	7	4	1	1	0	0	0	0	17
06:00	0	0	0	0	1	7	13	4	1	0	0	0	0	0	26
07:00	0	0	0	0	6	24	33	9	2	0	0	0	0	0	74
08:00	2	0	0	0	8	49	48	11	1	0	0	0	0	0	119
09:00	1	0	0	0	17	68	89	15	2	0	0	0	0	15	207
10:00	12	1	0	2	18	107	113	25	0	0	0	3	2	24	307
11:00	18	3	0	2	16	142	113	18	1	1	0	0	1	42	357
12:00	14	2	1	2	43	134	106	17	0	1	2	0	4	49	375
13:00	23	4	0	1	24	153	130	12	0	0	0	5	9	48	409
14:00	10	1	0	5	31	181	98	14	0	0	0	4	3	59	406
15:00	11	0	1	3	35	149	105	16	1	0	0	0	6	51	378
16:00	7	0	0	7	33	137	112	7	0	0	0	2	9	24	338
17:00	4	2	3	8	53	136	72	4	0	0	0	0	2	12	296
18:00	1	0	0	13	108	124	30	8	0	0	0	2	2	8	296
19:00	1	0	0	5	54	102	52	7	0	0	0	0	3	2	226
20:00	0	0	0	3	33	60	42	9	1	0	0	0	0	4	152
21:00	0	0	1	2	9	45	37	3	0	0	0	0	0	0	97
22:00	0	1	0	0	16	45	21	11	1	1	0	0	0	2	98
23:00	0	2	0	1	7	18	25	6	2	0	0	0	0	0	61
24:00	2	0	0	0	2	9	8	3	1	0	0	0	0	0	25
DAY TOTAL	108	16	6	55	530	1721	1281	213	15	4	2	16	41	341	4349
PERCENTS	2.5%	0.4%	0.1%	1.3%	12.2%	39.6%	29.5%	4.9%	0.3%	0.1%	0.0%	0.4%	0.9%	7.8%	100.0%

Statistical Information...

15th Percentile Speed
29.8 mph

85th Percentile Speed
38.9 mph

Median Speed
33.9 mph

Average Speed
34.4 mph

10 MPH Pace Speed
25 mph to 35 mph
1721 vehicles in pace
Representing 44.1% of the total vehicles

Vehicles > 65 MPH
41
1.1%

Mass Highway Department

SPEED SUMMARY
Mon 11/29/2021

Page: 1

STA - 1 SB

Station #: 210420000155
Site ID: 000000000102
Location: Washington St.SB,btwn.Sumner & Larkin St
Direction: SOUTH
Lane: 1

File: D1129004.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	0	2	1	10	83	158	80	8	0	0	0	0	2	6	350
14:00	4	0	4	16	69	143	75	8	0	0	1	0	2	10	332
15:00	6	2	11	31	158	211	47	4	0	0	0	0	2	6	478
16:00	1	0	9	21	160	182	70	11	1	0	0	0	0	8	463
17:00	1	0	18	60	224	171	35	4	0	0	0	0	0	3	516
18:00	1	0	0	37	231	158	30	2	0	0	0	0	2	1	462
19:00	4	0	2	22	102	132	57	5	0	0	0	0	0	6	330
20:00	1	0	1	9	39	94	58	3	1	0	0	0	0	0	206
21:00	2	0	0	0	31	66	46	11	1	0	0	0	0	0	157
22:00	0	0	1	2	17	47	24	6	0	0	0	0	0	0	97
23:00	0	0	0	1	2	26	28	6	0	1	0	0	0	0	64
24:00	0	0	0	0	2	10	19	7	1	0	0	0	0	0	39
DAY TOTAL	20	4	47	209	1118	1398	569	75	4	1	1	0	8	40	3494
PERCENTS	0.6%	0.1%	1.3%	6.0%	32.0%	40.0%	16.3%	2.1%	0.1%	0.0%	0.0%	0.0%	0.2%	1.1%	100.0%

Statistical Information...

15th Percentile Speed
26.2 mph

85th Percentile Speed
36.3 mph

Median Speed
31.2 mph

Average Speed
31.2 mph

10 MPH Pace Speed
25 mph to 35 mph
1398 vehicles in pace
Representing 40.7% of the total vehicles

Vehicles > 65 MPH
8
0.2%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000155
Site ID: 000000000102
Location: Washington St.SB,btwn.Sumner & Larkin St
Direction: SOUTH
Lane: 1

File: D1129004.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	10	7	2	2	0	0	0	0	0	22
02:00	0	0	0	0	0	4	3	1	1	0	0	0	0	0	9
03:00	0	0	0	0	1	1	3	3	0	0	0	0	0	0	8
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
05:00	0	0	0	0	2	6	3	1	0	0	1	0	0	0	13
06:00	0	0	0	1	4	7	8	3	0	0	0	0	0	0	23
07:00	0	0	1	2	18	44	13	6	1	0	0	0	0	0	85
08:00	1	1	9	24	100	183	56	7	0	0	0	1	0	0	382
09:00	1	0	4	26	138	149	49	6	1	0	0	0	0	2	376
10:00	2	0	0	7	83	117	46	6	1	0	1	0	0	6	269
11:00	1	0	4	14	68	137	56	8	0	0	0	2	0	9	299
12:00	6	0	0	17	116	127	59	3	1	0	0	0	0	13	342
13:00	3	0	0	4	104	156	66	8	1	0	0	0	1	9	352
14:00	4	0	1	12	118	153	72	1	0	0	0	0	2	10	373
15:00	3	2	3	51	173	207	58	9	0	0	0	2	0	15	523
16:00	7	9	12	38	183	190	43	5	1	0	0	2	3	13	506
17:00	3	0	9	60	194	176	46	11	2	0	0	2	1	9	513
18:00	1	0	8	73	248	169	28	3	0	0	0	0	0	9	539
19:00	3	0	6	47	128	194	53	9	0	0	0	0	1	8	449
20:00	1	1	0	13	49	105	59	4	0	0	0	0	1	4	237
21:00	1	0	0	2	34	82	41	3	0	0	0	0	0	4	167
22:00	0	0	0	0	10	40	34	4	1	0	0	0	0	0	89
23:00	0	0	0	0	3	21	20	6	0	1	0	0	0	0	51
24:00	0	0	0	0	6	16	27	6	2	0	0	1	0	0	58
DAY TOTAL	37	13	57	391	1781	2295	850	116	14	1	2	10	9	111	5687
PERCENTS	0.7%	0.2%	1.0%	6.9%	31.3%	40.4%	14.9%	2.0%	0.2%	0.0%	0.0%	0.2%	0.2%	2.0%	100.0%

Statistical Information...

15th Percentile Speed
26.0 mph

85th Percentile Speed
36.0 mph

Median Speed
31.2 mph

Average Speed
31.1 mph

10 MPH Pace Speed
25 mph to 35 mph
2295 vehicles in pace
Representing 41.4% of the total vehicles

Vehicles > 65 MPH
9
0.2%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Station #: 210420000155
Site ID: 000000000102
Location: Washington St.SB,btwn.Sumner & Larkin St
Direction: SOUTH
Lane: 1

File: D1129004.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	3	0	0	0	7	8	8	4	1	0	0	0	0	0	31
02:00	0	0	0	0	1	2	8	2	0	0	0	0	0	0	13
03:00	0	0	0	0	0	8	6	1	0	0	0	0	0	0	15
04:00	0	0	0	0	0	1	2	1	0	0	1	0	0	0	5
05:00	0	0	0	0	3	4	3	1	0	0	0	0	0	0	11
06:00	0	0	0	1	8	15	9	2	0	0	0	0	0	0	35
07:00	1	0	0	4	20	38	31	4	0	0	0	0	0	0	98
08:00	5	3	3	33	132	147	28	11	0	0	0	0	0	0	362
09:00	2	0	1	26	116	164	50	5	0	0	0	0	0	6	370
10:00	3	3	5	13	92	136	54	3	1	0	2	0	2	10	324
11:00	7	1	4	11	115	129	42	4	0	0	0	1	2	4	320
12:00	9	7	11	15	119	149	46	3	1	0	0	2	2	15	379
13:00	4	2	4	27	156	174	61	6	3	0	1	0	1	16	455
14:00	9	4	5	27	139	139	43	0	0	0	0	2	0	22	390
15:00	6	0	8	37	202	178	50	4	0	0	0	0	1	17	503
16:00	5	3	2	42	178	171	46	5	2	1	2	2	0	13	472
17:00	0	3	4	53	208	187	59	6	0	0	0	0	4	8	532
18:00	2	0	31	100	257	160	43	4	0	0	0	0	0	8	605
19:00	1	0	4	58	206	148	36	6	0	0	0	3	2	0	464
20:00	0	0	10	5	48	132	50	3	0	0	2	0	0	2	252
21:00	0	0	0	2	35	74	37	7	1	1	0	0	0	0	157
22:00	0	0	0	0	16	52	62	3	0	0	0	0	0	0	133
23:00	0	0	0	1	5	34	23	9	1	0	0	0	0	2	75
24:00	1	0	0	0	4	19	29	6	1	1	1	0	0	0	62
DAY TOTAL	58	26	92	455	2067	2269	826	100	11	3	9	10	14	123	6063
PERCENTS	1.0%	0.4%	1.5%	7.5%	34.1%	37.4%	13.6%	1.6%	0.2%	0.0%	0.1%	0.2%	0.2%	2.0%	100.0%

Statistical Information...

15th Percentile Speed
25.8 mph

85th Percentile Speed
35.6 mph

Median Speed
30.7 mph

Average Speed
30.7 mph

10 MPH Pace Speed
25 mph to 35 mph
2269 vehicles in pace
Representing 38.6% of the total vehicles

Vehicles > 65 MPH
14
0.2%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Page: 4

Station #: 210420000155
Site ID: 000000000102
Location: Washington St.SB,btwn.Sumner & Larkin St
Direction: SOUTH
Lane: 1

File: D1129004.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	7	7	4	0	0	0	0	0	0	19
02:00	0	0	0	0	1	7	3	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	3	3	1	1	0	0	0	0	0	8
04:00	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
05:00	0	0	0	0	4	8	3	1	0	0	0	0	0	0	16
06:00	0	0	0	1	8	5	11	2	0	1	0	0	0	0	28
07:00	3	1	1	2	28	50	19	5	0	0	0	0	0	0	109
08:00	20	10	13	43	119	110	27	3	0	0	0	0	0	7	352
09:00	1	0	4	40	138	160	26	1	0	0	2	4	0	6	382
10:00	2	4	5	15	86	113	38	3	0	0	0	0	2	4	272
11:00	0	1	7	31	86	134	33	6	0	0	0	0	2	6	306
12:00	2	6	12	37	130	107	38	3	0	0	0	0	0	9	344
13:00	1	0	13	44	148	146	46	4	0	0	0	0	2	4	408
14:00	2	0	1	5	97	156	61	1	1	0	1	0	0	14	339
15:00	5	5	15	54	150	157	55	4	0	0	0	1	0	7	453
16:00	10	4	7	45	241	166	46	7	0	0	0	0	3	17	546
17:00	4	1	17	68	208	135	36	3	0	0	0	0	1	15	488
18:00	6	5	16	84	217	135	20	0	0	0	0	0	0	7	490
19:00	6	2	2	60	169	114	24	3	0	0	0	0	5	6	391
20:00	1	2	0	3	72	85	30	2	0	0	0	2	6	13	216
21:00	1	0	0	2	36	94	40	4	1	0	0	0	0	12	190
22:00	0	0	0	2	15	60	32	5	2	0	0	0	0	4	120
23:00	0	0	0	1	37	38	11	2	0	0	0	0	0	2	91
24:00	0	0	0	1	4	34	17	5	2	0	0	0	0	2	65
DAY TOTAL	64	41	113	538	1998	2026	627	69	7	1	3	7	21	135	5650
PERCENTS	1.1%	0.7%	2.0%	9.5%	35.4%	35.9%	11.1%	1.2%	0.1%	0.0%	0.1%	0.1%	0.4%	2.4%	100.0%

Statistical Information...

15th Percentile Speed
25.3 mph

85th Percentile Speed
34.8 mph

Median Speed
30.1 mph

Average Speed
30.1 mph

10 MPH Pace Speed
25 mph to 35 mph
2026 vehicles in pace
Representing 37.2% of the total vehicles

Vehicles > 65 MPH
21
0.4%

SPEED SUMMARY
Fri 12/3/2021

Station #: 210420000155
 Site ID: 000000000102
 Location: Washington St.SB,btwn:Sumner & Larkin St
 Direction: SOUTH
 Lane: 1

File: D1129004.prn
 City: Canton
 County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	1	5	11	11	2	0	0	0	0	0	1	32
02:00	0	0	0	0	0	6	5	0	0	1	0	0	0	0	12
03:00	0	0	0	0	2	2	2	3	0	0	0	0	0	0	9
04:00	0	0	0	1	1	0	1	4	1	0	0	0	0	0	8
05:00	0	0	0	0	3	6	10	0	0	0	0	0	0	0	19
06:00	0	0	0	2	3	8	13	3	0	0	0	0	0	0	29
07:00	0	0	1	3	18	36	35	2	0	0	0	4	0	2	101
08:00	5	6	17	19	111	156	40	7	1	0	0	0	3	12	377
09:00	5	0	1	11	141	171	63	9	0	0	0	0	4	17	422
10:00	1	0	2	9	68	131	49	8	0	0	0	0	2	13	283
11:00	4	0	1	7	78	158	72	14	1	0	0	0	0	14	349
12:00	10	20	20	27	122	144	58	7	0	0	0	0	2	14	424
13:00	5	2	3	16	145	168	60	5	0	0	0	0	2	19	425
14:00	4	0	5	18	124	168	68	4	0	0	0	2	3	20	416
15:00	5	0	10	22	146	181	73	8	0	0	0	0	3	14	462
16:00	4	0	1	36	196	148	57	8	0	0	0	0	1	11	462
17:00	3	0	5	33	228	194	59	6	1	0	0	3	0	6	538
18:00	1	8	10	53	277	148	52	2	0	0	0	0	4	9	564
19:00	1	0	3	80	199	158	44	7	0	0	0	0	2	8	502
20:00	0	0	0	2	92	120	61	6	1	0	0	2	0	2	286
21:00	0	0	3	6	46	109	54	4	4	0	0	0	0	2	228
22:00	2	0	1	6	36	65	45	7	4	0	0	0	0	2	168
23:00	3	2	1	1	21	62	32	10	2	0	0	0	0	0	134
24:00	0	0	0	1	9	34	30	6	3	0	1	0	0	0	84
DAY TOTAL	54	38	84	354	2071	2384	994	132	18	1	1	11	26	166	6334
PERCENTS	0.9%	0.6%	1.3%	5.6%	32.7%	37.6%	15.7%	2.1%	0.3%	0.0%	0.0%	0.2%	0.4%	2.6%	100.0%

Statistical Information...

15th Percentile Speed
26.1 mph

85th Percentile Speed
36.3 mph

Median Speed
31.1 mph

Average Speed
31.2 mph

10 MPH Pace Speed
25 mph to 35 mph
2384 vehicles in pace
Representing 39.0% of the total vehicles

Vehicles > 65 MPH
26
0.4%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000155
Site ID: 000000000102
Location: Washington St.SB,btwn.Sumner & Larkin St
Direction: SOUTH
Lane: 1

File: D1129004.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	13	10	11	3	2	0	0	0	0	0	39
02:00	0	0	0	0	1	11	11	6	0	0	0	0	0	0	29
03:00	0	0	1	0	0	2	14	1	1	0	0	0	0	0	19
04:00	0	0	0	0	1	5	2	2	0	0	0	0	0	0	10
05:00	0	0	0	0	1	3	8	2	1	0	0	0	0	0	15
06:00	0	0	0	1	1	9	6	2	0	0	0	0	0	0	19
07:00	0	0	0	1	8	27	15	5	0	0	0	0	0	0	56
08:00	0	0	1	2	19	55	40	10	0	1	0	0	0	0	128
09:00	0	1	2	7	66	109	80	5	0	1	0	0	0	0	271
10:00	4	0	0	4	81	163	75	7	1	0	0	0	0	9	344
11:00	3	0	0	8	113	180	69	11	0	1	0	0	0	6	391
12:00	7	0	0	22	131	177	86	17	0	0	0	0	2	18	460
13:00	5	0	1	33	119	168	64	8	0	1	0	0	5	15	419
14:00	2	0	0	19	117	156	74	8	0	0	0	0	3	12	391
15:00	0	0	3	27	115	196	74	5	1	0	0	2	0	16	439
16:00	1	0	2	8	125	188	74	12	0	0	0	0	0	11	421
17:00	0	0	1	9	105	183	52	4	0	0	0	0	0	2	356
DAY TOTAL	22	1	11	141	1016	1642	755	108	6	4	0	2	10	89	3807
PERCENTS	0.6%	0.0%	0.3%	3.7%	26.7%	43.1%	19.8%	2.8%	0.2%	0.1%	0.0%	0.1%	0.3%	2.3%	100.0%

Statistical Information...

15th Percentile Speed
27.0 mph

85th Percentile Speed
37.2 mph

Median Speed
32.1 mph

Average Speed
32.2 mph

10 MPH Pace Speed
25 mph to 35 mph
1642 vehicles in pace
Representing 44.4% of the total vehicles

Vehicles > 65 MPH
10
0.3%

Mass Highway Department

SPEED SUMMARY
 Mon 11/29/2021

Page: 1

STA. 2NB

Station #: 210420000121
 Site ID: 000000000201
 Location: Washington St.NB,btwn:Sherman/Savin Hill
 Direction: NORTH
 Lane: 1

File: D1129006.prn
 City: Canton
 County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	40	51	90	151	86	23	1	0	0	0	0	2	4	2	450
14:00	19	60	105	115	94	29	2	2	0	0	4	0	2	8	440
15:00	70	71	125	89	66	16	0	0	0	0	2	2	0	2	443
16:00	53	90	103	149	77	12	2	0	0	3	0	1	0	1	491
17:00	76	82	118	107	54	10	0	0	0	0	0	2	0	6	455
18:00	52	73	100	106	68	6	2	0	0	0	0	2	0	2	411
19:00	9	16	55	126	77	16	2	0	0	0	0	0	0	1	302
20:00	5	15	27	92	66	17	1	0	0	0	0	0	0	0	223
21:00	0	8	21	38	72	19	1	0	0	0	0	0	0	0	159
22:00	0	3	4	28	44	16	5	1	0	0	0	0	0	0	101
23:00	0	1	0	16	21	18	4	0	0	0	0	0	0	0	60
24:00	0	0	0	5	7	9	2	0	0	0	0	0	0	0	23
DAY TOTAL	324	470	748	1022	732	191	22	3	0	3	6	9	6	22	3558
PERCENTS	9.1%	13.2%	21.0%	28.7%	20.6%	5.4%	0.6%	0.1%	0.0%	0.1%	0.2%	0.3%	0.2%	0.6%	100.0%

Statistical Information...

15th Percentile Speed
 15.1 mph

85th Percentile Speed
 28.4 mph

Median Speed
 21.9 mph

Average Speed
 22.0 mph

10 MPH Pace Speed
 15 mph to 25 mph
 1022 vehicles in pace
 Representing 31.8% of the total vehicles

Vehicles > 65 MPH
 6
 0.2%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000121
Site ID: 000000000201
Location: Washington St.NB,btwn.Sherman/Savin Hill
Direction: NORTH
Lane: 1

File: D1129006.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	2	6	3	2	0	0	0	0	0	0	0	13
02:00	0	0	0	2	6	7	0	0	0	0	0	0	0	0	15
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	1	3	3	3	2	0	0	0	0	0	0	12
05:00	1	0	0	2	6	7	3	1	0	0	0	0	0	0	20
06:00	3	3	14	28	51	38	17	3	0	0	0	0	0	0	157
07:00	80	69	87	127	102	32	5	1	0	0	0	0	0	0	503
08:00	225	196	198	124	10	0	0	0	0	0	0	0	0	0	753
09:00	147	159	173	160	76	9	1	0	0	0	1	0	0	0	726
10:00	42	66	105	119	86	13	3	0	0	0	0	0	2	2	438
11:00	9	34	60	104	115	31	2	0	0	0	0	0	0	4	359
12:00	24	66	83	146	88	22	1	0	0	0	1	4	4	2	441
13:00	54	57	106	158	91	15	1	3	0	2	0	4	0	0	491
14:00	33	64	107	157	70	13	2	2	2	0	0	0	0	4	454
15:00	77	87	136	118	40	7	2	0	0	0	2	0	2	2	473
16:00	66	94	148	156	62	6	1	0	0	0	0	0	2	0	535
17:00	119	99	99	126	50	8	1	0	0	0	0	2	0	0	504
18:00	53	83	119	146	49	3	2	0	0	0	2	0	0	2	459
19:00	15	20	72	120	85	6	0	1	0	0	0	0	0	0	319
20:00	9	15	43	97	77	14	2	0	0	0	0	0	0	0	257
21:00	4	7	14	54	76	19	4	0	0	0	0	2	2	0	182
22:00	6	11	8	27	47	17	4	0	0	0	0	1	2	0	123
23:00	0	0	3	16	14	15	8	0	0	0	0	0	0	4	60
24:00	0	0	1	10	12	8	3	1	0	0	0	0	0	2	37
DAY TOTAL	967	1130	1576	2000	1224	297	67	14	2	2	6	13	14	22	7334
PERCENTS	13.2%	15.4%	21.5%	27.3%	16.7%	4.0%	0.9%	0.2%	0.0%	0.0%	0.1%	0.2%	0.2%	0.3%	100.0%

Statistical Information...

15th Percentile Speed
14.2 mph

85th Percentile Speed
27.8 mph

Median Speed
21.2 mph

Average Speed
21.4 mph

10 MPH Pace Speed
15 mph to 25 mph
2000 vehicles in pace
Representing 31.5% of the total vehicles

Vehicles > 65 MPH
14
0.2%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Page: 3

Station #: 210420000121
Site ID: 000000000201
Location: Washington St.NB,btwn.Sherman/Savin Hill
Direction: NORTH
Lane: 1

File: D1129006.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	6	1	3	2	1	0	0	0	0	0	2	15
02:00	0	0	2	0	3	6	2	0	0	0	0	0	0	0	13
03:00	0	0	0	1	4	4	3	0	0	0	0	0	0	0	12
04:00	0	0	0	3	5	2	2	2	0	0	0	0	0	0	14
05:00	0	0	1	3	5	5	6	1	0	0	0	0	0	0	21
06:00	3	2	7	32	46	34	17	0	0	0	0	2	1	2	146
07:00	82	62	98	135	85	47	8	1	0	0	0	0	0	0	518
08:00	243	199	170	79	21	10	2	0	0	0	0	0	0	1	725
09:00	120	108	187	132	88	17	1	1	0	0	0	0	2	2	658
10:00	35	57	79	138	105	26	6	1	0	2	0	2	0	2	453
11:00	35	61	77	152	87	14	3	0	1	0	0	0	0	0	430
12:00	37	62	78	126	90	21	3	0	0	0	2	2	0	2	423
13:00	105	105	113	110	76	20	0	0	1	2	0	1	0	0	533
14:00	47	58	95	145	91	12	0	0	0	2	2	4	2	3	461
15:00	70	104	88	127	80	10	1	2	0	4	0	1	0	1	488
16:00	92	108	128	109	40	10	1	0	0	2	2	2	0	0	494
17:00	96	91	117	135	46	5	0	0	0	0	0	1	0	2	493
18:00	76	90	92	119	46	16	0	0	0	0	0	0	0	1	440
19:00	21	51	134	136	64	12	0	0	0	0	0	0	0	0	418
20:00	5	22	52	74	78	10	2	0	0	0	0	0	0	0	243
21:00	4	10	24	72	64	21	1	0	0	0	0	0	0	0	196
22:00	1	3	8	37	47	19	4	0	0	1	0	2	0	2	124
23:00	0	1	5	23	30	18	3	0	0	0	0	2	0	0	82
24:00	0	0	1	7	12	11	2	1	0	0	0	0	0	0	34
DAY TOTAL	1072	1194	1556	1901	1214	353	69	10	2	13	6	19	5	20	7434
PERCENTS	14.4%	16.1%	20.9%	25.6%	16.3%	4.7%	0.9%	0.1%	0.0%	0.2%	0.1%	0.3%	0.1%	0.3%	100.0%

Statistical Information...

15th Percentile Speed
14.0 mph

85th Percentile Speed
28.1 mph

Median Speed
21.1 mph

Average Speed
21.4 mph

10 MPH Pace Speed
15 mph to 25 mph
1901 vehicles in pace
Representing 30.0% of the total vehicles

Vehicles > 65 MPH
5
0.1%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Station #: 210420000121
Site ID: 000000000201
Location: Washington St.NB,btwn.Sherman/Savin Hill
Direction: NORTH
Lane: 1

File: D1129006.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	2	7	5	1	0	0	0	0	0	0	0	15
02:00	0	0	0	0	3	4	2	0	0	0	0	0	0	0	9
03:00	0	0	1	0	0	3	2	1	0	0	0	0	0	0	7
04:00	0	0	0	2	7	2	5	0	0	0	0	0	0	0	16
05:00	1	0	1	5	9	5	4	0	0	0	0	0	0	0	25
06:00	4	3	10	28	51	41	7	0	1	0	0	0	2	2	149
07:00	59	65	94	120	92	28	8	0	0	0	0	2	0	0	468
08:00	214	167	191	117	34	5	1	0	0	0	0	0	0	2	731
09:00	127	152	190	180	59	17	0	2	0	0	0	0	0	2	729
10:00	38	58	99	141	65	22	2	0	0	2	0	0	0	0	427
11:00	17	42	78	141	78	11	5	0	0	0	0	0	2	2	376
12:00	37	47	98	145	84	16	0	0	2	1	0	0	0	0	430
13:00	97	93	110	113	82	10	0	0	3	2	0	0	0	0	510
14:00	62	64	110	130	62	10	1	0	2	0	0	0	0	4	445
15:00	52	73	97	135	47	7	0	0	2	0	0	0	0	0	413
16:00	111	128	137	105	55	6	0	3	2	0	0	0	0	0	547
17:00	89	103	154	104	23	5	0	0	0	0	0	0	0	0	478
18:00	51	60	136	147	47	4	0	0	2	2	0	0	0	0	449
19:00	25	37	117	136	56	6	0	0	0	0	0	0	0	0	377
20:00	6	30	51	90	73	13	1	0	0	0	0	1	0	2	267
21:00	3	8	19	76	73	20	3	1	0	0	0	0	2	0	205
22:00	0	3	6	44	49	16	1	1	0	0	2	0	0	2	124
23:00	0	0	2	18	29	24	2	0	0	0	0	0	0	0	75
24:00	0	1	2	11	11	6	1	0	0	0	0	0	0	2	34
DAY TOTAL	993	1134	1703	1990	1096	286	46	8	14	7	2	3	6	18	7306
PERCENTS	13.6%	15.5%	23.3%	27.2%	15.0%	3.9%	0.6%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	0.2%	100.0%

Statistical Information...

15th Percentile Speed
14.2 mph

85th Percentile Speed
27.4 mph

Median Speed
20.8 mph

Average Speed
21.0 mph

10 MPH Pace Speed
15 mph to 25 mph
1990 vehicles in pace
Representing 31.6% of the total vehicles

Vehicles > 65 MPH
6
0.1%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Page: 5

Station #: 210420000121
Site ID: 000000000201
Location: Washington St.NB,btwn.Sherman/Savin Hill
Direction: NORTH
Lane: 1

File: D1129006.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	1	9	10	11	2	0	0	0	0	0	0	0	33
02:00	0	0	1	0	1	3	1	0	0	0	0	0	0	0	6
03:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
04:00	0	0	0	2	4	4	4	1	1	0	0	0	0	2	18
05:00	1	0	0	3	4	8	6	0	0	0	0	0	0	0	22
06:00	2	2	12	18	39	40	11	1	0	0	0	0	0	2	127
07:00	38	28	53	97	109	56	13	0	0	0	0	0	2	9	405
08:00	136	116	131	125	61	18	2	0	0	0	0	2	1	3	595
09:00	82	84	114	163	77	14	1	1	0	0	0	2	2	6	546
10:00	45	44	99	113	89	20	1	0	0	0	0	0	0	2	413
11:00	38	34	97	127	90	25	4	1	2	0	0	2	0	4	424
12:00	76	70	143	121	83	7	2	0	2	2	2	0	2	0	510
13:00	71	81	112	182	71	10	0	0	1	2	0	4	0	0	534
14:00	68	89	122	131	81	14	3	2	9	0	4	2	0	0	525
15:00	90	72	112	128	67	9	2	0	0	0	2	0	2	0	484
16:00	96	119	142	153	53	6	0	0	0	0	0	0	0	0	569
17:00	49	75	131	155	79	5	0	0	0	0	0	0	0	0	494
18:00	64	82	124	122	69	18	1	0	0	0	0	0	0	0	480
19:00	34	37	97	146	77	12	0	0	0	0	0	0	0	0	403
20:00	5	13	50	111	93	19	1	0	0	0	0	2	0	4	298
21:00	3	6	39	67	70	24	2	1	0	0	0	0	0	0	212
22:00	1	6	19	54	66	17	1	1	0	0	0	0	0	0	165
23:00	1	0	7	32	45	21	6	0	0	0	0	0	0	0	112
24:00	0	0	2	15	23	17	5	3	0	0	0	0	0	0	65
DAY TOTAL	900	958	1608	2075	1364	379	68	11	15	4	8	14	9	32	7445
PERCENTS	12.1%	12.9%	21.6%	27.9%	18.3%	5.1%	0.9%	0.1%	0.2%	0.1%	0.1%	0.2%	0.1%	0.4%	100.0%

Statistical Information...

15th Percentile Speed
15.1 mph

85th Percentile Speed
28.3 mph

Median Speed
21.7 mph

Average Speed
21.9 mph

10 MPH Pace Speed
15 mph to 25 mph
2075 vehicles in pace
Representing 31.9% of the total vehicles

Vehicles > 65 MPH
9
0.1%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000121
Site ID: 000000000201
Location: Washington St.NB,btwn.Sherman/Savin Hill
Direction: NORTH
Lane: 1

File: D1129006.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	10	9	11	2	3	0	0	0	0	0	0	35
02:00	0	0	0	3	8	3	1	1	1	0	0	0	0	0	17
03:00	1	0	0	1	1	2	1	0	0	0	0	0	0	0	6
04:00	0	0	1	1	6	2	0	0	0	0	0	0	0	0	10
05:00	0	0	0	0	7	6	1	0	0	0	0	0	0	0	14
06:00	0	0	3	10	20	17	5	2	0	0	0	0	0	2	59
07:00	2	0	3	26	35	22	12	4	0	0	0	0	0	0	104
08:00	0	3	13	57	76	27	4	0	0	0	0	2	0	0	182
09:00	3	8	43	107	89	24	4	1	0	0	0	0	0	0	279
10:00	42	44	78	135	93	26	1	1	2	0	0	0	0	2	424
11:00	53	80	124	161	97	11	2	0	0	0	2	0	0	2	532
12:00	126	110	127	142	72	6	0	0	0	0	0	0	2	0	585
13:00	76	84	127	143	86	11	2	2	0	0	0	0	2	0	533
14:00	58	73	86	135	129	25	2	0	0	0	0	0	1	8	517
15:00	40	66	112	149	112	16	1	2	0	0	0	2	0	2	502
16:00	76	63	93	132	74	12	4	0	0	0	0	0	4	0	458
17:00	26	48	107	114	103	18	0	0	0	0	0	0	0	4	420
18:00	24	44	95	122	85	18	0	0	0	0	0	0	0	0	388
19:00	5	16	38	99	98	22	1	2	0	0	0	0	0	0	281
20:00	6	16	23	58	61	20	3	1	0	0	0	0	4	2	194
21:00	1	2	8	41	67	27	5	0	0	0	0	0	0	4	155
22:00	2	1	10	57	62	30	3	0	0	0	0	0	0	0	165
23:00	0	2	8	34	42	22	6	1	0	0	0	0	2	0	117
24:00	0	1	2	19	17	16	3	2	0	0	0	0	0	0	60
DAY TOTAL	541	661	1101	1756	1449	394	63	22	3	0	0	6	15	26	6037
PERCENTS	9.0%	10.9%	18.2%	29.1%	24.0%	6.5%	1.0%	0.4%	0.0%	0.0%	0.0%	0.1%	0.2%	0.4%	100.0%

Statistical Information...

15th Percentile Speed
15.7 mph

85th Percentile Speed
28.9 mph

Median Speed
22.8 mph

Average Speed
22.8 mph

10 MPH Pace Speed
15 mph to 25 mph
1756 vehicles in pace
Representing 32.1% of the total vehicles

Vehicles > 65 MPH
15
0.3%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000121
Site ID: 000000000201
Location: Washington St.NB,btwn.Sherman/Savin Hill
Direction: NORTH
Lane: 1

File: D1129006.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	2	15	10	5	0	0	0	0	0	0	2	34
02:00	1	2	2	6	16	12	1	0	0	0	0	0	0	0	40
03:00	0	0	0	3	7	1	2	0	0	0	0	0	0	0	13
04:00	0	0	0	1	5	1	2	0	0	0	0	0	0	0	9
05:00	1	0	0	3	3	3	2	1	0	0	0	0	0	0	13
06:00	0	0	1	5	16	10	1	1	0	0	0	0	0	0	34
07:00	1	1	6	20	35	15	3	1	1	0	0	0	0	4	87
08:00	0	1	8	36	60	23	6	1	0	0	0	2	0	0	137
09:00	2	8	25	80	82	34	8	0	0	0	0	0	0	0	239
10:00	4	10	38	99	123	33	8	4	0	0	0	4	0	2	325
11:00	32	23	57	129	128	36	0	0	0	1	0	2	2	3	413
12:00	18	37	70	154	130	32	3	0	0	4	4	0	2	2	456
13:00	46	54	71	132	101	24	2	0	4	2	2	2	4	11	455
14:00	18	32	73	140	142	40	5	1	3	2	3	0	1	2	462
15:00	25	28	56	114	131	59	5	2	1	3	0	2	2	2	430
16:00	13	17	55	113	119	33	1	0	0	2	2	0	4	8	367
17:00	26	37	75	117	92	17	0	0	0	0	0	0	4	6	374
18:00	40	49	82	124	77	15	1	1	0	0	0	0	0	0	389
19:00	17	23	34	83	69	18	4	1	0	2	0	2	0	2	255
20:00	6	3	30	63	74	26	6	0	0	0	0	0	0	0	208
21:00	1	1	5	30	41	35	2	0	0	0	0	0	0	0	115
22:00	0	2	8	34	45	18	3	0	0	0	0	0	0	0	110
23:00	1	0	2	16	24	18	4	4	0	0	0	0	0	0	69
24:00	0	0	1	5	10	6	1	1	0	0	0	0	0	0	24
DAY TOTAL	252	328	699	1509	1545	519	75	18	9	16	11	14	19	44	5058
PERCENTS	5.0%	6.5%	13.8%	29.8%	30.5%	10.3%	1.5%	0.4%	0.2%	0.3%	0.2%	0.3%	0.4%	0.9%	100.0%

Statistical Information...

15th Percentile Speed
17.8 mph

85th Percentile Speed
29.9 mph

Median Speed
24.5 mph

Average Speed
24.6 mph

10 MPH Pace Speed
20 mph to 30 mph
1545 vehicles in pace
Representing 32.4% of the total vehicles

Vehicles > 65 MPH
19
0.4%

Mass Highway Department

SPEED SUMMARY
Mon 11/29/2021

STA. 2 SB

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH
Lane: 1

File: D1129010.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	7	10	23	177	165	33	3	0	0	3	0	5	1	4	431
14:00	7	22	49	155	168	25	0	1	1	1	0	1	1	12	443
15:00	27	36	106	202	132	8	1	0	0	2	0	0	0	0	514
16:00	25	35	76	249	143	15	0	0	0	0	0	0	4	6	553
17:00	7	16	93	283	130	10	0	0	0	0	0	2	3	0	544
18:00	14	28	103	235	90	11	0	0	0	0	0	0	0	2	483
19:00	6	18	32	155	121	11	1	1	0	2	0	1	2	4	354
20:00	0	9	14	63	102	28	6	0	0	0	0	2	0	0	224
21:00	2	2	2	45	83	33	5	0	0	0	0	0	0	2	174
22:00	2	1	2	13	47	26	1	0	0	0	0	0	0	4	96
23:00	0	0	1	8	21	28	8	1	1	0	0	0	0	0	68
24:00	0	0	1	5	8	14	6	0	0	0	0	0	0	2	36
DAY TOTAL	97	177	502	1590	1210	242	31	3	2	8	0	11	11	36	3920
PERCENTS	2.5%	4.5%	12.8%	40.6%	30.9%	6.2%	0.8%	0.1%	0.1%	0.2%	0.0%	0.3%	0.3%	0.9%	100.0%

Statistical Information...

15th Percentile Speed
18.9 mph

85th Percentile Speed
28.9 mph

Median Speed
23.8 mph

Average Speed
24.1 mph

10 MPH Pace Speed
15 mph to 25 mph
1590 vehicles in pace
Representing 42.0% of the total vehicles

Vehicles > 65 MPH
11
0.3%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH
Lane: 1

File: D1129010.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	8	8	5	0	0	0	0	0	0	0	21
02:00	0	0	0	0	3	3	2	1	0	0	0	0	0	0	9
03:00	0	0	0	0	2	3	1	1	0	0	0	0	0	0	7
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	3	4	4	1	1	0	0	0	0	0	0	13
06:00	1	0	1	11	17	7	3	0	0	0	0	0	0	0	40
07:00	2	2	10	44	44	12	3	0	0	0	0	0	0	0	117
08:00	0	0	17	124	112	27	2	0	0	0	0	0	0	0	282
09:00	9	18	40	194	146	28	2	0	0	0	0	0	0	0	437
10:00	1	35	26	166	134	24	2	0	0	0	0	0	2	2	392
11:00	5	21	40	152	128	14	1	2	0	0	0	3	0	14	380
12:00	9	14	40	143	128	32	2	0	0	0	0	0	4	5	377
13:00	6	11	51	185	116	21	1	0	3	1	0	2	1	2	400
14:00	16	30	70	219	91	17	0	1	6	2	0	0	2	4	458
15:00	19	39	117	259	100	6	1	0	0	4	0	2	0	0	547
16:00	8	40	142	269	87	9	0	0	0	2	0	0	0	4	561
17:00	29	39	158	292	60	3	0	1	1	0	0	0	0	3	586
18:00	17	30	158	273	91	2	0	0	2	0	0	0	0	0	573
19:00	0	9	76	229	143	16	1	0	0	0	0	2	0	2	478
20:00	1	8	16	120	125	21	1	1	0	0	0	0	0	0	293
21:00	1	4	4	52	83	38	5	1	0	0	0	0	0	0	188
22:00	0	0	4	27	41	25	2	0	0	0	0	0	2	2	103
23:00	0	0	1	12	15	16	10	1	0	0	0	0	0	2	57
24:00	0	0	0	6	23	16	11	1	0	0	1	0	0	2	60
DAY TOTAL	124	300	971	2781	1701	353	56	11	12	9	1	9	11	42	6381
PERCENTS	1.9%	4.7%	15.2%	43.6%	26.7%	5.5%	0.9%	0.2%	0.2%	0.1%	0.0%	0.1%	0.2%	0.7%	100.0%

Statistical Information...

15th Percentile Speed
18.3 mph

85th Percentile Speed
28.6 mph

Median Speed
23.3 mph

Average Speed
23.6 mph

10 MPH Pace Speed
15 mph to 25 mph
2781 vehicles in pace
Representing 44.7% of the total vehicles

Vehicles > 65 MPH
11
0.2%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Page: 3

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH
Lane: 1

File: D1129010.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	1	5	8	6	6	0	0	0	0	0	0	4	30
02:00	0	0	0	1	3	4	2	0	0	0	0	2	0	0	12
03:00	0	0	0	1	5	6	4	0	0	0	0	0	0	0	16
04:00	0	0	0	1	3	1	2	1	0	0	0	0	0	0	8
05:00	0	0	0	5	5	0	0	1	0	0	0	0	0	0	11
06:00	1	3	1	9	16	12	3	0	0	0	0	0	0	0	45
07:00	1	1	9	32	35	22	9	0	0	0	0	0	0	0	109
08:00	0	1	10	144	113	19	4	0	0	0	2	0	0	0	293
09:00	5	2	28	159	178	24	2	0	0	0	0	2	3	3	406
10:00	4	18	21	136	162	21	0	4	0	4	0	2	2	14	388
11:00	12	24	51	144	93	20	2	2	3	4	1	8	7	0	371
12:00	6	14	29	176	151	15	3	0	7	2	4	4	0	8	419
13:00	10	18	76	228	125	10	5	0	2	3	2	2	3	8	492
14:00	8	22	64	212	111	8	2	2	6	0	2	2	7	4	450
15:00	12	38	109	227	104	11	0	0	6	2	4	4	6	0	523
16:00	39	45	123	238	78	10	0	0	7	0	0	2	2	4	548
17:00	17	32	178	264	110	7	0	3	2	0	0	2	0	0	615
18:00	50	61	132	279	102	6	0	0	2	2	0	0	0	0	634
19:00	3	16	77	268	88	13	0	3	0	0	0	0	0	4	472
20:00	3	2	20	113	132	20	0	0	1	0	0	2	0	5	298
21:00	1	3	18	80	81	18	5	0	1	0	0	2	2	5	216
22:00	1	0	5	31	72	28	2	0	0	0	0	0	2	2	143
23:00	0	0	1	6	31	18	12	2	0	0	0	0	4	10	84
24:00	0	0	1	7	17	18	6	1	0	1	0	0	2	0	53
DAY TOTAL	173	300	954	2766	1823	317	69	19	37	18	15	34	40	71	6636
PERCENTS	2.6%	4.5%	14.4%	41.7%	27.5%	4.8%	1.0%	0.3%	0.6%	0.3%	0.2%	0.5%	0.6%	1.1%	100.0%

Statistical Information...

15th Percentile Speed
18.5 mph

85th Percentile Speed
28.9 mph

Median Speed
23.5 mph

Average Speed
24.2 mph

10 MPH Pace Speed
15 mph to 25 mph
2766 vehicles in pace
Representing 43.3% of the total vehicles

Vehicles > 65 MPH
40
0.6%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH
Lane: 1

File: D1129010.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	3	5	9	0	0	0	0	0	0	0	18
02:00	0	0	0	1	5	5	0	0	0	0	0	0	0	0	11
03:00	0	0	0	1	1	3	2	1	0	0	0	0	0	0	8
04:00	0	0	1	0	3	1	1	0	0	0	0	0	0	0	6
05:00	0	0	1	3	5	3	4	0	0	0	0	0	2	0	18
06:00	0	0	1	15	12	8	2	0	0	0	0	0	0	0	38
07:00	3	0	19	40	50	16	1	0	0	0	1	0	0	2	132
08:00	2	4	22	114	107	14	2	0	0	0	0	0	0	0	265
09:00	6	6	57	212	141	8	0	0	0	0	0	1	0	8	439
10:00	5	10	36	131	123	12	1	0	2	0	3	4	2	6	335
11:00	13	25	40	158	99	18	1	1	2	0	2	4	2	4	369
12:00	11	17	43	198	90	6	0	0	6	7	0	2	0	5	385
13:00	28	27	66	242	84	12	1	2	8	4	1	0	2	0	477
14:00	14	31	46	196	114	8	2	1	7	4	2	2	0	0	427
15:00	12	34	73	223	111	14	0	4	4	4	6	4	0	2	491
16:00	18	34	109	305	117	7	0	5	14	6	0	6	2	2	625
17:00	15	40	141	267	84	8	2	7	2	3	4	2	0	4	579
18:00	30	27	152	245	65	5	0	2	8	0	0	1	0	1	536
19:00	6	13	59	230	107	7	0	2	5	0	2	0	0	2	433
20:00	5	8	21	119	67	14	3	2	0	2	0	0	0	0	241
21:00	2	7	17	60	89	31	2	1	0	0	0	0	3	2	214
22:00	0	1	6	23	56	32	3	2	0	0	0	0	0	6	129
23:00	0	3	2	15	58	19	4	0	0	0	0	2	0	0	103
24:00	0	0	1	9	36	14	4	2	1	0	0	4	0	1	72
DAY TOTAL	170	287	913	2808	1627	270	44	32	59	30	21	32	13	45	6351
PERCENTS	2.7%	4.5%	14.4%	44.2%	25.6%	4.3%	0.7%	0.5%	0.9%	0.5%	0.3%	0.5%	0.2%	0.7%	100.0%

Statistical Information...

15th Percentile Speed
18.5 mph

85th Percentile Speed
28.7 mph

Median Speed
23.3 mph

Average Speed
24.1 mph

10 MPH Pace Speed
15 mph to 25 mph
2808 vehicles in pace
Representing 45.8% of the total vehicles

Vehicles > 65 MPH
13
0.2%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Page: 5

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH
Lane: 1

File: D1129010.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	7	11	9	2	0	0	0	0	0	2	2	33
02:00	0	0	0	1	2	7	2	1	0	0	0	0	2	0	15
03:00	0	0	0	2	2	3	1	1	0	0	0	0	0	0	9
04:00	0	0	0	0	2	1	2	3	0	0	0	0	0	0	8
05:00	0	0	1	3	4	3	1	0	0	0	2	0	0	2	16
06:00	0	0	5	6	10	10	5	1	0	0	0	0	0	6	43
07:00	5	1	7	28	49	9	6	2	0	0	0	3	0	15	125
08:00	3	6	39	125	106	19	2	0	2	0	0	0	2	2	306
09:00	7	3	36	220	178	16	2	0	0	0	0	9	5	2	478
10:00	2	9	42	148	144	21	2	0	0	0	0	4	2	4	378
11:00	15	26	54	131	126	32	6	1	5	0	0	0	0	6	402
12:00	22	30	118	236	78	3	1	4	4	0	0	0	0	2	498
13:00	10	29	84	215	109	16	1	4	13	6	2	0	0	5	494
14:00	23	54	85	205	101	10	3	3	9	8	4	0	2	4	511
15:00	12	26	73	227	143	16	0	2	11	3	2	4	2	4	525
16:00	62	45	69	244	109	8	0	1	2	1	0	3	6	4	554
17:00	12	27	87	307	142	9	3	0	1	1	3	0	2	6	600
18:00	8	37	76	231	169	8	3	0	0	0	2	0	0	4	538
19:00	2	3	33	231	191	21	3	0	0	0	0	0	0	1	485
20:00	1	1	9	94	148	32	4	1	0	0	0	2	0	6	298
21:00	1	3	11	72	129	26	4	1	0	0	0	0	5	4	256
22:00	0	0	3	39	83	42	3	2	1	1	0	0	2	0	176
23:00	1	3	1	36	71	42	4	1	0	0	0	2	1	2	164
24:00	0	0	0	12	31	30	10	1	0	0	0	0	0	0	84
DAY TOTAL	186	303	833	2820	2138	393	70	29	48	20	15	27	33	81	6996
PERCENTS	2.7%	4.3%	11.9%	40.3%	30.6%	5.6%	1.0%	0.4%	0.7%	0.3%	0.2%	0.4%	0.5%	1.2%	100.0%

Statistical Information...

15th Percentile Speed
19.2 mph

85th Percentile Speed
29.1 mph

Median Speed
24.0 mph

Average Speed
24.6 mph

10 MPH Pace Speed
15 mph to 25 mph
2820 vehicles in pace
Representing 41.9% of the total vehicles

Vehicles > 65 MPH
33
0.5%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH
Lane: 1

File: D1129010.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	3	18	14	1	1	0	0	0	0	0	0	37
02:00	0	0	0	2	5	13	2	2	0	0	1	0	0	0	25
03:00	0	1	0	1	3	4	5	1	1	0	0	0	0	0	16
04:00	0	0	0	2	3	4	1	0	0	0	0	0	0	0	10
05:00	0	0	1	3	2	3	2	1	0	0	0	0	0	0	12
06:00	0	0	2	4	13	9	2	0	0	0	0	0	0	0	30
07:00	0	1	0	21	29	15	5	0	0	0	0	0	0	2	73
08:00	1	6	6	41	71	16	4	1	0	0	0	4	0	0	150
09:00	2	1	21	130	126	20	8	0	0	0	0	2	0	7	317
10:00	5	6	29	160	150	35	3	0	0	0	0	2	2	0	392
11:00	9	30	56	236	124	11	3	0	1	0	0	2	0	1	473
12:00	11	32	95	241	136	11	0	2	3	0	1	2	0	2	536
13:00	3	20	62	223	148	9	0	2	0	2	2	4	0	0	475
14:00	3	25	47	191	128	21	1	3	0	0	2	4	2	8	435
15:00	20	30	68	209	117	10	1	0	0	0	0	1	6	8	470
16:00	6	31	58	249	157	18	2	0	0	0	0	1	0	12	534
17:00	2	9	19	175	162	24	4	0	0	0	2	3	4	10	414
18:00	2	13	10	116	147	37	3	0	1	0	2	0	6	10	347
19:00	0	1	3	88	135	32	6	0	0	0	0	2	0	0	267
20:00	3	0	1	64	97	44	8	0	0	0	0	2	2	10	231
21:00	2	0	6	39	75	30	2	1	0	0	0	0	4	14	173
22:00	2	0	1	36	62	31	11	2	0	0	0	0	2	10	157
23:00	0	0	1	32	51	42	6	0	1	0	0	0	6	6	145
24:00	0	1	0	16	36	19	5	2	0	0	0	0	0	6	85
DAY TOTAL	71	207	486	2282	1995	472	85	18	7	2	10	29	34	106	5804
PERCENTS	1.2%	3.6%	8.4%	39.3%	34.4%	8.1%	1.5%	0.3%	0.1%	0.0%	0.2%	0.5%	0.6%	1.8%	100.0%

Statistical Information...

15th Percentile Speed
20.3 mph

85th Percentile Speed
29.5 mph

Median Speed
24.7 mph

Average Speed
25.2 mph

10 MPH Pace Speed
15 mph to 25 mph
2282 vehicles in pace
Representing 40.6% of the total vehicles

Vehicles > 65 MPH
34
0.6%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000139
Site ID: 000000000202
Location: Washington St.SB,btwn.Sherman/Savin Hill
Direction: SOUTH
Lane: 1

File: D1129010.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	2	0	4	9	16	3	3	0	0	0	0	2	0	39
02:00	1	0	0	2	8	9	5	1	0	0	0	0	0	0	26
03:00	0	0	0	0	1	6	4	1	0	0	0	0	0	0	12
04:00	1	0	0	0	7	4	2	1	0	0	0	0	0	2	17
05:00	0	0	0	3	2	1	3	1	0	0	0	0	0	2	12
06:00	0	0	1	5	6	6	1	0	0	0	0	0	0	2	21
07:00	0	0	0	10	23	8	3	1	0	0	0	0	0	2	47
08:00	0	2	1	29	69	24	5	3	0	0	0	0	0	0	133
09:00	2	2	2	41	100	49	8	0	0	0	0	5	4	14	227
10:00	3	3	12	97	166	48	3	0	0	4	2	5	2	23	368
11:00	11	2	10	77	167	48	10	1	2	2	0	10	2	15	357
12:00	7	2	13	112	174	55	2	1	7	3	9	8	5	8	406
13:00	10	7	12	99	197	37	2	0	5	4	4	9	6	21	413
14:00	12	3	9	118	192	42	1	0	1	8	2	11	6	13	418
15:00	1	3	6	114	188	40	4	2	1	4	4	6	8	12	393
16:00	4	4	5	114	152	52	6	0	2	0	4	9	6	15	373
17:00	4	3	32	169	130	32	3	0	2	0	5	4	5	3	392
18:00	4	9	54	170	90	10	0	0	0	0	0	4	0	2	343
19:00	2	1	9	70	123	35	2	0	0	0	0	0	2	4	248
20:00	0	1	3	47	113	40	3	1	0	0	0	2	0	2	212
21:00	0	0	0	26	66	38	7	0	0	0	0	0	0	4	141
22:00	1	1	0	13	38	29	7	2	1	0	0	0	0	6	98
23:00	0	0	1	6	22	18	5	0	0	0	0	0	0	2	54
24:00	0	0	0	4	12	9	9	1	0	0	0	0	0	2	37
DAY TOTAL	63	45	170	1330	2055	656	98	19	21	25	30	73	48	154	4787
PERCENTS	1.3%	0.9%	3.6%	27.8%	42.9%	13.7%	2.0%	0.4%	0.4%	0.5%	0.6%	1.5%	1.0%	3.2%	100.0%

Statistical Information...

15th Percentile Speed
21.8 mph

85th Percentile Speed
32.2 mph

Median Speed
26.8 mph

Average Speed
27.9 mph

10 MPH Pace Speed
20 mph to 30 mph
2055 vehicles in pace
Representing 45.0% of the total vehicles

Vehicles > 65 MPH
48
1.1%

Mass Highway Department

SPEED SUMMARY
Mon 11/29/2021

Page: 1

STA. 3 NB

Station #: 210420000091
Site ID: 000000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH
Lane: 1

File: D1129012.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	8	20	18	75	263	171	26	0	0	0	0	0	0	0	581
13:00	21	16	43	125	236	161	30	2	0	0	0	0	0	3	637
14:00	43	59	78	87	206	142	16	1	0	0	0	0	0	0	632
15:00	19	23	49	98	298	127	12	2	0	0	1	2	0	1	632
16:00	40	37	82	150	233	84	10	0	0	0	0	0	0	0	636
17:00	10	17	30	124	256	74	6	2	0	0	0	0	0	2	521
18:00	17	17	55	169	266	53	2	0	0	0	0	2	0	0	581
19:00	6	6	24	103	240	81	5	0	0	0	0	0	0	0	465
20:00	1	1	6	36	158	96	13	1	0	0	0	0	0	0	312
21:00	0	4	3	19	127	101	14	1	0	0	0	0	0	0	269
22:00	0	0	3	7	45	72	13	0	1	0	0	0	0	0	141
23:00	0	1	0	8	19	31	11	4	1	0	0	0	0	0	75
24:00	0	0	0	0	10	15	11	0	0	0	0	0	0	0	36
DAY TOTAL	165	201	391	1001	2357	1208	169	13	2	0	1	4	0	6	5518
PERCENTS	3.0%	3.6%	7.1%	18.1%	42.7%	21.9%	3.1%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	100.0%

Statistical Information...

15th Percentile Speed
21.1 mph

85th Percentile Speed
32.5 mph

Median Speed
27.3 mph

Average Speed
26.8 mph

10 MPH Pace Speed
20 mph to 30 mph
2357 vehicles in pace
Representing 44.1% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000091
Site ID: 000000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH
Lane: 1

File: D1129012.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	13	3	3	2	1	0	0	0	0	0	23
02:00	0	0	0	3	4	10	1	0	0	0	0	0	0	0	18
03:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
04:00	0	0	0	1	3	7	7	1	1	0	0	0	0	0	20
05:00	0	0	1	0	24	43	22	5	0	0	0	0	0	0	95
06:00	0	0	0	6	40	138	56	4	0	0	0	0	0	0	244
07:00	0	7	9	55	231	273	56	1	1	0	0	0	0	0	633
08:00	10	12	19	63	357	308	53	2	1	0	0	0	0	0	825
09:00	6	16	25	99	271	303	36	2	0	0	0	0	0	1	759
10:00	5	9	10	50	235	228	47	1	0	0	0	0	0	0	585
11:00	10	7	25	61	205	206	37	2	1	0	0	0	0	6	560
12:00	18	14	18	63	217	194	27	2	3	0	0	3	0	2	561
13:00	35	35	28	98	283	185	12	1	1	0	0	0	0	1	679
14:00	17	27	28	120	249	133	10	0	3	1	0	0	0	2	590
15:00	28	29	56	118	238	136	18	2	1	0	0	0	0	5	631
16:00	45	56	58	139	247	87	8	2	0	0	0	0	0	0	642
17:00	186	93	58	112	138	33	0	0	0	0	0	0	0	0	620
18:00	55	62	93	167	193	37	3	0	0	0	0	0	0	0	610
19:00	27	29	40	107	220	53	5	0	0	0	0	0	0	0	481
20:00	0	1	4	32	184	90	16	0	0	0	0	2	0	2	331
21:00	1	3	2	21	121	91	9	2	0	0	0	0	0	0	250
22:00	0	1	1	9	61	66	13	2	0	0	0	0	0	0	153
23:00	2	0	0	7	23	48	14	1	0	0	0	0	0	0	95
24:00	1	1	0	0	17	26	4	1	0	0	0	0	0	0	50
DAY TOTAL	446	402	475	1333	3577	2700	458	33	13	1	0	5	0	19	9462
PERCENTS	4.7%	4.2%	5.0%	14.1%	37.8%	28.5%	4.8%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.2%	100.0%

Statistical Information...

15th Percentile Speed
21.8 mph

85th Percentile Speed
33.5 mph

Median Speed
28.2 mph

Average Speed
27.7 mph

10 MPH Pace Speed
20 mph to 30 mph
3577 vehicles in pace
Representing 39.8% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Page: 3

Station #: 210420000091
Site ID: 000000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH
Lane: 1

File: D1129012.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	1	0	1	5	8	7	0	0	0	0	0	0	0	22
02:00	1	0	0	2	7	4	3	0	0	0	1	0	0	0	18
03:00	0	0	1	1	3	4	1	1	0	0	0	0	0	0	11
04:00	0	0	0	1	4	10	5	2	0	0	0	0	0	0	22
05:00	0	0	4	3	9	36	20	5	2	0	0	0	0	2	81
06:00	0	0	0	3	58	115	59	11	0	0	0	0	0	0	246
07:00	1	0	3	40	197	301	69	4	1	2	0	0	0	2	620
08:00	2	6	13	67	355	327	60	0	0	0	0	0	0	0	830
09:00	10	5	30	152	300	206	19	2	0	0	0	0	1	2	727
10:00	38	35	63	110	240	128	22	2	0	0	0	1	0	0	639
11:00	16	20	20	75	217	193	30	2	2	0	1	0	2	2	580
12:00	4	11	26	94	263	160	18	0	2	0	0	1	0	4	583
13:00	65	58	67	130	224	113	12	2	1	1	0	0	0	6	679
14:00	135	112	69	81	175	45	3	1	0	0	0	0	0	0	621
15:00	45	51	83	126	252	79	6	2	1	0	0	0	0	2	647
16:00	160	66	53	98	165	60	6	0	0	0	0	0	0	2	610
17:00	249	163	72	66	82	17	0	0	0	2	0	0	0	2	653
18:00	149	101	70	128	124	28	1	0	1	0	0	0	2	0	604
19:00	52	37	72	116	219	50	5	0	0	0	0	0	0	0	551
20:00	12	15	29	78	165	86	6	1	0	0	0	0	0	0	392
21:00	0	1	1	10	123	94	16	0	0	0	0	0	0	2	247
22:00	0	3	0	13	75	74	8	2	0	0	0	0	0	0	175
23:00	1	1	1	7	36	47	10	2	0	0	0	0	0	0	105
24:00	0	0	0	5	11	21	10	2	0	0	0	0	0	0	49
DAY TOTAL	940	686	677	1407	3309	2206	396	41	10	5	2	2	5	26	9712
PERCENTS	9.7%	7.1%	7.0%	14.5%	34.1%	22.7%	4.1%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%	0.3%	100.0%

Statistical Information...

15th Percentile Speed
19.6 mph

85th Percentile Speed
33.1 mph

Median Speed
27.4 mph

Average Speed
26.6 mph

10 MPH Pace Speed
20 mph to 30 mph
3309 vehicles in pace
Representing 37.8% of the total vehicles

Vehicles > 65 MPH
5
0.1%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Page: 4

Station #: 210420000091
Site ID: 000000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH
Lane: 1

File: D1129012.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	12	9	4	1	0	0	0	0	0	0	26
02:00	0	0	0	0	4	3	2	2	0	0	0	0	0	0	11
03:00	0	0	1	0	4	6	3	0	0	0	0	0	0	0	14
04:00	0	0	0	1	8	10	2	4	1	1	0	0	2	0	29
05:00	1	0	1	2	19	31	24	6	1	0	0	0	0	1	86
06:00	1	0	5	10	51	126	46	3	1	0	0	0	0	0	243
07:00	1	1	14	67	260	219	33	3	1	0	0	0	0	0	599
08:00	11	8	20	105	343	329	30	10	0	0	2	0	0	4	862
09:00	12	27	52	132	370	172	17	0	0	0	0	0	1	1	784
10:00	22	19	32	79	227	163	23	0	0	2	0	3	0	0	570
11:00	15	21	41	93	250	133	24	1	1	0	0	0	2	2	583
12:00	18	19	27	76	241	184	24	3	0	2	1	2	0	2	599
13:00	14	15	46	130	299	153	15	1	3	4	2	0	0	0	682
14:00	35	41	56	144	231	122	14	2	1	0	1	6	0	2	655
15:00	49	36	54	129	221	98	11	1	0	3	2	0	0	0	604
16:00	97	57	59	103	155	84	7	0	0	0	3	3	2	0	570
17:00	140	104	83	103	150	32	8	2	0	0	3	0	0	2	627
18:00	12	14	37	183	251	55	4	0	1	0	0	0	0	0	557
19:00	5	11	36	117	259	71	10	0	0	0	0	0	0	0	509
20:00	2	2	11	87	185	75	6	1	2	0	0	2	2	0	375
21:00	1	0	5	29	160	82	16	0	1	0	0	0	0	3	297
22:00	0	0	2	14	65	76	11	0	0	0	0	0	0	0	168
23:00	0	0	0	15	51	34	10	3	0	0	0	0	0	0	113
24:00	0	0	0	7	16	15	11	3	2	0	0	0	0	0	54
DAY TOTAL	436	375	582	1626	3832	2282	355	46	15	12	14	16	9	17	9617
PERCENTS	4.5%	3.9%	6.1%	16.9%	39.8%	23.7%	3.7%	0.5%	0.2%	0.1%	0.1%	0.2%	0.1%	0.2%	100.0%

Statistical Information...

15th Percentile Speed
21.3 mph

85th Percentile Speed
33.0 mph

Median Speed
27.6 mph

Average Speed
27.3 mph

10 MPH Pace Speed
20 mph to 30 mph
3832 vehicles in pace
Representing 41.8% of the total vehicles

Vehicles > 65 MPH
9
0.1%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Station #: 210420000091
Site ID: 000000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH
Lane: 1

File: D1129012.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	2	0	1	2	12	10	3	0	0	0	0	0	0	0	30
02:00	0	0	1	2	6	4	1	1	0	0	0	0	0	0	15
03:00	0	0	0	0	4	2	1	1	0	0	0	0	0	0	8
04:00	0	0	0	3	5	13	6	3	3	0	0	0	0	0	33
05:00	0	0	1	1	14	29	30	3	3	0	0	0	0	2	83
06:00	0	1	0	3	43	100	54	5	2	0	0	0	0	2	210
07:00	2	1	5	27	163	272	52	3	1	0	0	0	0	3	529
08:00	8	5	7	50	256	339	52	13	2	0	0	1	0	4	737
09:00	4	2	20	65	246	268	49	4	0	0	0	0	0	1	659
10:00	28	31	43	95	222	190	17	4	0	0	0	0	0	0	630
11:00	9	6	19	77	271	199	31	0	0	0	2	0	1	6	621
12:00	54	27	33	78	227	185	23	2	0	0	1	1	0	0	631
13:00	134	99	94	114	151	84	11	1	0	0	0	0	0	2	690
14:00	34	26	56	107	284	146	10	2	0	0	0	8	0	4	677
15:00	78	70	98	110	158	100	16	1	0	0	0	0	3	4	638
16:00	87	80	71	134	197	64	5	1	0	0	0	0	0	0	639
17:00	129	73	51	153	171	33	4	0	0	0	2	1	0	0	617
18:00	270	183	60	83	65	14	1	0	0	0	0	0	0	0	676
19:00	66	43	69	152	194	38	5	1	0	0	0	0	0	0	568
20:00	3	11	19	95	194	72	12	1	0	0	0	0	0	0	407
21:00	4	7	15	58	145	70	9	1	0	0	0	0	0	0	309
22:00	0	0	2	27	121	80	11	0	0	0	0	2	0	0	243
23:00	0	2	2	11	49	75	14	2	1	0	0	0	0	0	156
24:00	0	0	1	2	21	35	8	2	0	0	0	0	0	0	69
DAY TOTAL	912	667	668	1449	3219	2422	425	51	12	0	5	13	4	28	9875
PERCENTS	9.2%	6.8%	6.8%	14.7%	32.6%	24.5%	4.3%	0.5%	0.1%	0.0%	0.1%	0.1%	0.0%	0.3%	100.0%

Statistical Information...

15th Percentile Speed
20.0 mph

85th Percentile Speed
33.3 mph

Median Speed
27.6 mph

Average Speed
26.9 mph

10 MPH Pace Speed
20 mph to 30 mph
3219 vehicles in pace
Representing 36.0% of the total vehicles

Vehicles > 65 MPH
4
0.0%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000091
Site ID: 00000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH
Lane: 1

File: D1129012.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	1	0	2	15	12	6	1	1	0	0	0	0	0	38
02:00	1	0	1	0	10	10	6	0	0	0	0	0	0	0	28
03:00	0	0	0	0	3	4	1	1	0	0	0	0	0	0	9
04:00	0	0	0	4	4	6	5	3	2	0	0	0	0	0	24
05:00	0	0	0	3	4	16	7	3	0	0	0	0	0	0	33
06:00	0	0	0	2	17	39	22	4	1	0	0	0	0	0	85
07:00	1	0	0	2	41	64	34	5	1	0	0	0	0	1	149
08:00	0	1	1	11	60	142	60	5	0	0	0	0	0	0	280
09:00	2	2	8	43	161	177	43	0	1	0	0	0	0	0	437
10:00	7	3	30	64	264	195	28	1	0	0	0	0	0	0	592
11:00	149	98	115	81	176	63	7	0	1	0	0	0	0	0	690
12:00	127	73	109	159	202	66	7	0	0	0	0	0	0	0	743
13:00	217	140	98	109	105	49	9	0	0	0	0	0	0	0	727
14:00	118	121	135	130	160	67	7	0	0	0	0	0	0	0	738
15:00	85	74	54	125	246	97	8	0	1	0	0	0	0	3	693
16:00	45	40	86	114	268	117	5	0	0	0	0	1	0	0	676
17:00	40	46	74	132	249	77	2	0	0	0	0	0	0	0	620
18:00	31	43	31	119	228	109	7	0	0	0	0	0	0	0	568
19:00	2	3	23	132	254	72	11	0	0	0	0	0	0	0	497
20:00	0	3	0	33	162	95	14	0	0	0	0	0	0	0	307
21:00	1	1	5	13	143	76	13	0	0	0	0	0	0	0	252
22:00	0	4	1	13	96	83	14	2	0	0	0	2	0	0	215
23:00	0	0	1	15	62	66	16	4	0	0	0	0	0	0	164
24:00	0	0	0	6	34	33	23	3	0	0	0	0	0	0	99
DAY TOTAL	826	653	772	1312	2964	1735	355	32	8	0	0	3	0	4	8664
PERCENTS	9.5%	7.5%	8.9%	15.1%	34.2%	20.0%	4.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
18.4 mph

85th Percentile Speed
32.8 mph

Median Speed
27.0 mph

Average Speed
26.1 mph

10 MPH Pace Speed
20 mph to 30 mph
2964 vehicles in pace
Representing 37.8% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000091
Site ID: 000000000301
Location: Washington St. NB, N. of Walnut St.
Direction: NORTH
Lane: 1

File: D1129012.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	1	5	21	29	6	0	0	0	0	0	0	0	63
02:00	0	0	0	1	6	16	2	0	1	0	0	0	0	0	26
03:00	1	0	0	1	2	4	4	0	0	0	0	0	0	0	12
04:00	0	0	0	0	0	2	5	1	1	0	0	0	0	0	9
05:00	0	0	0	3	6	5	3	1	0	0	0	0	0	0	18
06:00	0	0	0	0	5	15	12	2	1	0	0	0	0	0	35
07:00	0	0	0	3	16	45	21	6	0	0	0	0	0	2	93
08:00	0	0	0	1	42	108	47	7	0	1	0	0	0	0	206
09:00	0	0	2	14	84	167	41	3	0	0	0	0	0	0	311
10:00	1	0	4	29	165	242	43	4	0	0	0	0	0	1	489
11:00	2	0	1	38	226	245	49	4	1	0	0	4	0	6	576
12:00	9	5	10	44	233	229	51	1	0	2	0	1	1	2	588
13:00	16	23	22	79	276	194	21	1	0	0	3	0	4	4	643
14:00	56	70	61	152	240	116	20	0	0	0	0	2	2	0	719
15:00	22	43	54	125	220	127	17	0	0	0	2	2	0	5	617
16:00	12	21	43	117	259	138	30	0	2	0	0	0	0	5	627
17:00	21	20	45	126	274	99	6	0	2	0	0	0	2	0	595
18:00	0	2	10	89	276	110	11	1	0	0	0	0	0	0	499
19:00	0	0	3	41	208	95	20	2	0	0	0	0	0	4	373
20:00	0	2	4	20	153	90	10	0	0	0	0	0	0	0	279
21:00	0	0	1	11	83	73	11	1	0	0	0	1	0	0	181
22:00	1	2	1	1	53	69	11	3	0	0	0	0	0	0	141
23:00	2	0	0	4	22	43	17	4	0	0	0	0	0	2	94
24:00	1	0	0	0	11	18	14	4	1	0	0	0	0	0	49
DAY TOTAL	145	188	262	904	2881	2279	472	45	9	3	5	10	9	31	7243
PERCENTS	2.0%	2.6%	3.6%	12.5%	39.8%	31.5%	6.5%	0.6%	0.1%	0.0%	0.1%	0.1%	0.1%	0.4%	100.0%

Statistical Information...

15th Percentile Speed
23.4 mph

85th Percentile Speed
33.9 mph

Median Speed
28.8 mph

Average Speed
28.6 mph

10 MPH Pace Speed
20 mph to 30 mph
2881 vehicles in pace
Representing 40.8% of the total vehicles

Vehicles > 65 MPH
9
0.1%

Mass Highway Department

SPEED SUMMARY
 Mon 11/29/2021

Page: 1

STA 3 SB

Station #: 210420000106
 Site ID: 000000000302
 Location: Washington St. SB, N. of Walnut St.
 Direction: SOUTH
 Lane: 1

File: D1129014.prn
 City: Canton
 County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	14	31	6	6	97	235	111	36	20	3	3	3	4	10	579
13:00	15	4	2	13	136	270	131	35	28	5	11	22	8	26	706
14:00	19	5	10	45	197	229	107	38	22	12	20	16	7	8	735
15:00	21	5	8	53	204	299	108	35	18	9	12	27	9	14	822
16:00	23	7	13	76	309	323	128	31	20	14	15	8	7	2	976
17:00	10	12	12	57	411	354	66	36	13	13	20	3	2	6	1015
18:00	11	11	30	159	447	257	49	21	4	6	12	3	0	1	1011
19:00	4	1	8	41	224	293	74	24	10	1	2	0	0	3	685
20:00	2	0	2	21	99	212	86	27	12	2	0	1	0	4	468
21:00	0	0	1	3	50	139	78	17	11	2	0	2	0	4	307
22:00	0	0	1	1	20	73	49	15	3	0	0	0	0	2	164
23:00	0	0	1	0	15	34	38	8	3	0	0	0	0	2	101
24:00	1	0	0	1	5	32	33	5	0	2	0	0	0	3	82
DAY TOTAL	120	76	94	476	2214	2750	1058	328	164	69	95	85	37	85	7651
PERCENTS	1.6%	1.0%	1.2%	6.2%	28.9%	35.9%	13.8%	4.3%	2.1%	0.9%	1.2%	1.1%	0.5%	1.1%	100.0%

Statistical Information...

15th Percentile Speed
 26.1 mph

85th Percentile Speed
 38.4 mph

Median Speed
 31.6 mph

Average Speed
 32.5 mph

10 MPH Pace Speed
 25 mph to 35 mph
 2750 vehicles in pace
 Representing 36.9% of the total vehicles

Vehicles > 65 MPH
 37
 0.5%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000106
Site ID: 000000000302
Location: Washington St. SB, N. of Walnut St.
Direction: SOUTH
Lane: 1

File: D1129014.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	5	11	11	1	3	0	0	0	0	0	32
02:00	0	0	0	0	6	10	8	4	0	0	0	0	0	0	28
03:00	0	0	0	0	0	6	3	1	0	0	0	0	0	0	10
04:00	0	1	0	0	2	3	2	0	0	0	0	0	0	2	10
05:00	0	0	0	0	5	10	11	3	0	0	0	0	0	0	29
06:00	0	0	1	0	9	23	22	6	3	1	0	0	0	5	70
07:00	1	0	0	1	29	77	50	11	1	0	1	0	0	1	172
08:00	0	0	2	15	73	149	103	20	7	2	0	0	0	2	373
09:00	0	0	2	3	58	214	165	31	9	3	0	0	0	12	497
10:00	2	0	1	9	86	195	124	41	10	7	1	8	0	6	490
11:00	12	2	1	12	78	200	138	48	20	4	7	10	9	11	552
12:00	15	0	4	13	74	220	153	58	28	2	17	42	11	30	667
13:00	42	2	2	25	117	205	99	49	18	25	39	43	17	32	715
14:00	26	0	4	36	173	217	93	54	18	16	35	42	14	8	736
15:00	21	0	3	31	210	262	119	39	16	23	19	20	14	11	788
16:00	30	1	24	114	360	290	80	24	26	21	28	14	5	8	1025
17:00	34	19	51	163	371	241	55	14	12	14	15	20	9	6	1024
18:00	29	22	72	223	401	176	39	15	22	13	11	9	2	4	1038
19:00	18	10	16	70	289	277	61	20	19	6	10	0	7	5	808
20:00	2	3	4	10	103	204	80	31	17	3	4	2	10	7	480
21:00	7	0	2	4	65	174	79	23	11	3	4	2	1	0	375
22:00	1	0	1	3	14	78	63	15	12	2	0	0	0	3	192
23:00	0	1	0	0	14	38	40	15	6	1	0	0	0	6	121
24:00	0	1	0	0	13	23	39	14	8	0	0	0	0	2	100
DAY TOTAL	240	62	190	733	2555	3303	1637	537	266	146	191	212	99	161	10332
PERCENTS	2.3%	0.6%	1.8%	7.1%	24.7%	32.0%	15.8%	5.2%	2.6%	1.4%	1.8%	2.1%	1.0%	1.6%	100.0%

Statistical Information...

15th Percentile Speed
26.0 mph

85th Percentile Speed
39.9 mph

Median Speed
32.2 mph

Average Speed
33.6 mph

10 MPH Pace Speed
25 mph to 35 mph
3303 vehicles in pace
Representing 33.3% of the total vehicles

Vehicles > 65 MPH
99
1.0%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Station #: 210420000106
Site ID: 000000000302
Location: Washington St. SB, N. of Walnut St.
Direction: SOUTH
Lane: 1

File: D1129014.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	5	14	16	5	3	0	0	0	0	0	43
02:00	0	0	0	0	4	7	8	4	1	0	0	0	0	0	24
03:00	0	0	0	0	2	7	8	0	2	0	0	0	0	0	19
04:00	0	1	0	0	1	3	2	4	1	0	0	0	0	0	12
05:00	0	0	1	1	4	6	12	1	1	0	0	0	0	0	26
06:00	0	0	1	0	10	24	32	10	5	0	0	0	0	5	87
07:00	0	0	0	3	27	61	51	20	8	0	1	0	0	0	171
08:00	1	0	1	12	74	146	112	17	6	0	2	0	0	1	372
09:00	5	1	7	36	115	205	101	30	10	5	3	2	2	8	530
10:00	15	3	10	52	96	158	88	34	10	7	17	31	9	18	548
11:00	28	5	7	13	104	169	110	47	25	25	22	33	19	31	638
12:00	25	3	1	12	111	200	134	43	13	10	32	34	20	26	664
13:00	21	4	18	85	150	204	76	29	9	14	40	48	16	30	744
14:00	41	31	38	56	155	197	65	36	12	26	45	39	20	30	791
15:00	31	10	18	56	184	228	87	38	8	36	48	48	24	31	847
16:00	30	3	27	79	232	236	90	31	23	26	42	32	16	18	885
17:00	32	31	67	247	312	152	41	19	14	20	34	27	7	6	1009
18:00	29	29	77	268	446	153	27	10	7	9	21	18	3	2	1099
19:00	11	13	40	130	296	210	66	23	5	13	14	9	6	1	837
20:00	2	1	1	17	129	244	65	25	17	2	2	7	3	1	516
21:00	0	0	0	7	85	178	79	23	6	2	2	0	0	0	382
22:00	1	0	2	3	43	104	52	20	15	0	0	2	0	6	248
23:00	0	0	0	0	25	60	31	16	4	0	0	0	0	0	136
24:00	0	0	0	1	13	29	30	7	3	1	2	0	0	2	88
DAY TOTAL	272	135	316	1078	2623	2995	1383	492	208	196	327	330	145	216	10716
PERCENTS	2.5%	1.3%	2.9%	10.1%	24.5%	27.9%	12.9%	4.6%	1.9%	1.8%	3.1%	3.1%	1.4%	2.0%	100.0%

Statistical Information...

15th Percentile Speed
25.0 mph

85th Percentile Speed
41.7 mph

Median Speed
31.6 mph

Average Speed
33.6 mph

10 MPH Pace Speed
25 mph to 35 mph
2995 vehicles in pace
Representing 29.3% of the total vehicles

Vehicles > 65 MPH
145
1.4%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Page: 4

Station #: 210420000106
Site ID: 000000000302
Location: Washington St. SB, N. of Walnut St.
Direction: SOUTH
Lane: 1

File: D1129014.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	3	14	10	6	2	0	0	0	0	1	36
02:00	0	0	0	1	6	5	9	1	5	0	0	0	0	0	27
03:00	0	0	0	0	2	5	2	5	0	0	0	0	0	0	14
04:00	0	1	0	0	2	5	3	2	0	0	0	0	0	0	13
05:00	1	0	0	1	1	8	7	12	0	0	1	1	0	1	33
06:00	0	0	1	2	9	27	20	8	2	1	0	0	0	0	70
07:00	0	1	0	1	34	82	46	12	6	0	2	0	0	5	189
08:00	2	0	12	31	87	136	67	15	13	4	3	1	1	1	373
09:00	17	4	8	19	95	172	106	33	18	1	16	21	2	10	522
10:00	6	0	6	18	100	170	81	30	17	4	21	23	8	22	506
11:00	23	0	5	11	106	200	104	43	17	17	38	28	8	14	614
12:00	41	0	8	24	102	182	96	63	25	34	52	57	27	21	732
13:00	57	0	1	12	133	187	102	42	17	27	85	79	26	33	801
14:00	46	3	7	16	112	208	119	40	18	36	66	63	21	45	800
15:00	49	0	8	20	126	228	103	54	35	32	59	78	33	30	855
16:00	90	3	16	68	231	222	95	36	33	60	69	73	31	20	1047
17:00	76	11	44	156	279	167	66	13	38	72	74	70	18	15	1099
18:00	46	7	11	119	360	200	68	21	38	53	76	43	9	13	1064
19:00	44	0	11	67	241	227	61	28	26	39	68	64	20	3	899
20:00	17	0	3	6	100	165	71	32	15	5	14	34	12	18	492
21:00	4	0	3	9	58	129	75	34	19	9	25	23	4	8	400
22:00	5	1	1	0	29	87	64	38	16	8	8	7	4	8	276
23:00	1	1	0	2	32	59	25	18	5	0	6	9	2	2	162
24:00	0	0	1	2	17	47	28	14	10	1	0	2	0	6	128
DAY TOTAL	525	32	146	585	2265	2932	1428	600	375	403	683	676	226	276	11152
PERCENTS	4.7%	0.3%	1.3%	5.2%	20.3%	26.3%	12.8%	5.4%	3.4%	3.6%	6.1%	6.1%	2.0%	2.5%	100.0%

Statistical Information...

15th Percentile Speed
26.8 mph

85th Percentile Speed
55.2 mph

Median Speed
33.7 mph

Average Speed
37.5 mph

10 MPH Pace Speed
25 mph to 35 mph
2932 vehicles in pace
Representing 28.3% of the total vehicles

Vehicles > 65 MPH
226
2.2%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Page: 5

Station #: 210420000106
Site ID: 000000000302
Location: Washington St. SB, N. of Walnut St.
Direction: SOUTH
Lane: 1

File: D1129014.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	1	0	4	8	15	15	10	5	2	3	0	2	0	66
02:00	0	0	0	1	3	8	9	4	1	0	0	2	0	1	29
03:00	0	0	0	1	3	5	8	0	0	1	0	0	0	0	18
04:00	0	0	0	1	2	3	2	4	2	0	0	0	0	2	16
05:00	0	1	0	2	2	11	6	5	5	0	0	0	0	2	34
06:00	0	0	1	0	7	23	23	10	6	0	1	0	0	0	71
07:00	1	0	0	2	15	64	58	23	9	2	0	0	0	4	178
08:00	9	0	3	14	57	156	66	36	23	7	4	4	6	9	394
09:00	8	0	1	8	95	245	142	51	21	2	10	13	3	7	606
10:00	15	1	5	13	86	231	116	43	10	13	21	25	9	16	604
11:00	28	2	2	24	72	189	129	49	29	17	33	40	34	21	669
12:00	44	1	4	22	122	235	120	37	23	25	41	62	11	32	779
13:00	49	1	3	24	192	210	90	34	28	36	61	87	7	27	849
14:00	33	0	1	31	167	238	120	35	21	16	51	56	18	18	805
15:00	21	6	18	45	211	306	100	41	20	23	30	20	9	16	866
16:00	24	0	8	66	277	296	111	43	22	21	29	39	20	18	974
17:00	35	19	20	129	329	302	58	22	14	17	19	18	10	26	1018
18:00	28	30	66	203	344	179	33	19	16	21	15	18	6	12	990
19:00	22	39	56	115	269	224	42	16	5	8	13	25	4	9	847
20:00	13	8	12	14	142	225	58	15	8	0	6	7	2	3	513
21:00	2	2	4	17	88	158	71	26	7	3	0	0	0	2	380
22:00	2	0	0	4	46	115	78	28	16	0	0	0	0	1	290
23:00	0	1	0	6	22	101	53	20	6	2	0	0	0	0	211
24:00	0	0	1	1	19	67	53	9	7	0	0	0	0	1	158
DAY TOTAL	335	112	205	747	2578	3606	1561	580	304	216	337	416	141	227	11365
PERCENTS	2.9%	1.0%	1.8%	6.6%	22.7%	31.7%	13.7%	5.1%	2.7%	1.9%	3.0%	3.7%	1.2%	2.0%	100.0%

Statistical Information...

15th Percentile Speed
26.1 mph

85th Percentile Speed
43.2 mph

Median Speed
32.4 mph

Average Speed
34.6 mph

10 MPH Pace Speed
25 mph to 35 mph
3606 vehicles in pace
Representing 33.4% of the total vehicles

Vehicles > 65 MPH
141
1.3%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000106
Site ID: 000000000302
Location: Washington St. SB, N. of Walnut St.
Direction: SOUTH
Lane: 1

File: D1129014.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	2	9	33	18	9	3	1	1	0	0	2	78
02:00	0	0	1	2	4	13	19	3	1	1	1	0	0	0	45
03:00	0	0	0	0	4	10	5	8	1	0	0	0	0	0	28
04:00	0	1	0	1	3	8	5	0	3	0	0	0	2	0	23
05:00	0	0	0	1	1	4	4	2	1	0	0	0	0	2	15
06:00	0	0	0	0	8	22	10	13	2	0	0	0	0	0	55
07:00	0	0	0	0	4	28	30	4	1	1	0	0	0	2	70
08:00	3	0	2	4	19	82	77	10	7	3	0	0	0	0	207
09:00	19	11	26	51	63	156	87	27	12	1	0	4	0	3	460
10:00	6	1	9	15	126	201	122	40	19	7	4	11	0	4	565
11:00	20	11	11	37	168	231	98	33	11	8	37	32	11	3	711
12:00	18	4	8	26	218	300	96	40	22	17	30	36	14	29	858
13:00	34	5	16	58	253	283	74	42	13	13	33	60	13	17	914
14:00	23	8	9	30	230	249	74	34	5	20	32	46	14	18	792
15:00	22	0	1	32	215	322	86	41	16	21	28	32	10	10	836
16:00	11	0	4	56	221	320	106	39	8	7	12	39	7	11	841
17:00	9	0	0	51	239	286	59	35	13	4	8	6	6	6	722
18:00	8	2	2	38	228	250	63	13	10	7	1	11	6	4	643
19:00	2	0	7	20	130	251	76	26	6	1	5	0	2	3	529
20:00	0	1	0	2	93	164	77	27	14	0	6	2	5	4	395
21:00	1	1	2	2	54	131	63	23	8	4	2	2	0	2	295
22:00	1	0	1	4	40	127	65	25	9	5	0	2	0	4	283
23:00	0	0	0	7	27	98	61	26	10	6	1	2	2	4	244
24:00	0	0	0	0	13	47	47	14	11	1	0	0	0	2	135
DAY TOTAL	177	45	99	439	2370	3616	1422	534	206	128	201	285	92	130	9744
PERCENTS	1.8%	0.5%	1.0%	4.5%	24.3%	37.1%	14.6%	5.5%	2.1%	1.3%	2.1%	2.9%	0.9%	1.3%	100.0%

Statistical Information...

15th Percentile Speed
26.8 mph

85th Percentile Speed
40.3 mph

Median Speed
32.5 mph

Average Speed
34.2 mph

10 MPH Pace Speed
25 mph to 35 mph
3616 vehicles in pace
Representing 38.3% of the total vehicles

Vehicles > 65 MPH
92
1.0%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000106
Site ID: 000000000302
Location: Washington St. SB, N. of Walnut St.
Direction: SOUTH
Lane: 1

File: D1129014.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	1	0	1	8	28	23	7	8	1	0	0	0	0	77
02:00	0	0	0	1	9	20	17	9	8	1	0	0	0	0	65
03:00	0	0	0	0	3	6	5	7	6	0	0	0	0	1	28
04:00	0	0	0	0	4	5	8	4	3	1	0	0	0	0	25
05:00	0	0	0	0	4	8	4	3	0	1	1	0	0	0	21
06:00	0	0	0	0	1	11	4	4	1	1	0	0	0	0	22
07:00	0	0	0	0	5	15	16	7	3	0	0	0	0	0	46
08:00	0	0	0	1	9	40	62	17	14	0	0	0	0	2	145
09:00	1	0	1	3	24	104	106	43	21	1	1	2	0	10	317
10:00	7	1	0	10	24	133	126	57	26	6	13	14	8	28	453
11:00	19	1	1	0	42	143	147	70	31	14	20	30	19	41	578
12:00	28	0	4	2	62	198	140	65	22	26	32	37	25	27	668
13:00	48	6	25	31	97	169	106	41	28	32	50	79	25	30	767
14:00	34	29	51	52	161	165	82	27	21	42	47	58	18	24	811
15:00	38	11	39	72	132	195	88	44	18	21	38	43	21	21	781
16:00	19	8	18	27	118	248	110	51	10	7	32	39	14	20	721
17:00	9	3	7	30	169	221	91	42	22	10	30	37	8	10	689
18:00	16	0	1	13	155	224	89	40	13	8	19	11	8	2	599
19:00	0	1	1	10	89	169	76	40	20	4	4	7	6	12	439
20:00	0	0	2	11	55	135	91	34	11	0	2	5	3	4	353
21:00	2	0	4	7	38	104	54	21	5	4	5	0	2	1	247
22:00	0	0	2	2	19	57	33	13	9	0	0	3	0	1	139
23:00	1	1	0	1	14	45	38	11	5	2	2	0	0	2	122
24:00	0	0	0	1	9	29	14	7	8	1	2	0	0	4	75
DAY TOTAL	222	62	156	275	1251	2472	1530	664	313	183	298	365	157	240	8188
PERCENTS	2.7%	0.8%	1.9%	3.4%	15.3%	30.2%	18.7%	8.1%	3.8%	2.2%	3.6%	4.5%	1.9%	2.9%	100.0%

Statistical Information...

15th Percentile Speed
27.7 mph

85th Percentile Speed
47.5 mph

Median Speed
34.3 mph

Average Speed
36.9 mph

10 MPH Pace Speed
25 mph to 35 mph
2472 vehicles in pace
Representing 32.0% of the total vehicles

Vehicles > 65 MPH
157
2.0%

Mass Highway Department

SPEED SUMMARY
 Mon 11/29/2021

Page: 1

STA. 4 NB

Station #: 210420000032
 Site ID: 000000000401
 Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
 Direction: NORTH
 Lane: 1

File: D1129016.prn
 City: Canton
 County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	3	1	3	29	153	256	129	14	2	0	0	0	0	3	593
13:00	2	2	2	47	214	313	107	8	2	0	0	0	0	7	704
14:00	3	0	3	46	206	278	116	5	0	0	0	0	3	12	672
15:00	0	1	2	25	175	309	120	12	1	0	0	4	4	13	666
16:00	2	8	16	61	284	248	75	8	1	0	0	0	1	5	709
17:00	1	5	4	31	237	251	74	4	1	0	0	0	0	2	610
18:00	6	12	7	75	242	227	54	8	0	0	0	0	0	0	631
19:00	0	0	2	37	201	191	70	11	0	0	0	0	2	0	514
20:00	0	0	2	21	113	125	54	11	0	0	0	0	0	0	326
21:00	0	0	1	11	71	129	59	5	1	0	0	0	0	0	277
22:00	0	1	0	6	39	56	42	10	0	0	0	0	0	0	154
23:00	0	0	0	5	12	26	28	4	2	0	0	0	0	0	77
24:00	0	0	0	0	4	20	16	2	3	0	0	0	0	0	45
DAY TOTAL	17	30	42	394	1951	2429	944	102	13	0	0	4	10	42	5978
PERCENTS	0.3%	0.5%	0.7%	6.6%	32.6%	40.6%	15.8%	1.7%	0.2%	0.0%	0.0%	0.1%	0.2%	0.7%	100.0%

Statistical Information...

15th Percentile Speed
 26.1 mph

85th Percentile Speed
 36.0 mph

Median Speed
 31.1 mph

Average Speed
 31.1 mph

10 MPH Pace Speed
 25 mph to 35 mph
 2429 vehicles in pace
 Representing 41.0% of the total vehicles

Vehicles > 65 MPH
 10
 0.2%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000032
Site ID: 00000000401
Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
Direction: NORTH
Lane: 1

File: D1129016.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	1	0	3	8	5	3	3	1	0	0	0	0	0	24
02:00	0	0	0	1	4	3	4	3	0	0	0	0	0	0	15
03:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
04:00	0	0	0	0	3	6	9	0	2	1	0	0	0	0	21
05:00	1	0	1	0	3	31	36	17	2	1	0	0	0	0	92
06:00	0	0	0	2	20	70	98	33	1	0	0	0	0	0	224
07:00	1	1	1	0	72	299	215	19	4	1	1	0	0	2	616
08:00	0	1	2	38	147	338	232	28	2	0	0	0	0	0	788
09:00	7	14	21	14	125	321	218	37	1	0	0	0	0	0	758
10:00	1	0	2	20	100	282	153	26	1	0	0	0	1	0	586
11:00	6	0	9	33	153	222	121	21	3	1	0	0	1	8	578
12:00	4	3	20	63	187	231	70	7	1	0	0	2	3	23	614
13:00	6	4	2	32	236	316	105	7	0	0	0	0	2	24	734
14:00	0	1	9	33	179	268	126	11	1	0	0	0	4	10	642
15:00	4	1	8	35	192	263	123	10	2	0	0	0	2	8	648
16:00	7	4	16	53	255	284	95	4	1	0	0	2	2	2	725
17:00	4	6	1	61	253	265	60	7	1	0	0	0	2	5	665
18:00	0	1	2	77	283	230	64	1	0	0	0	0	0	4	662
19:00	0	0	0	28	167	224	74	5	0	0	0	0	0	0	498
20:00	0	0	2	17	110	163	73	10	3	0	0	0	0	0	378
21:00	0	0	0	15	60	111	59	12	0	0	0	0	0	0	257
22:00	0	0	3	6	35	77	33	6	2	0	0	0	0	2	164
23:00	0	0	0	2	25	34	24	9	1	1	1	0	0	0	97
24:00	0	0	1	1	12	13	12	7	0	0	0	0	0	0	46
DAY TOTAL	41	37	100	534	2630	4058	2009	283	29	5	2	4	17	88	9837
PERCENTS	0.4%	0.4%	1.0%	5.4%	26.7%	41.3%	20.4%	2.9%	0.3%	0.1%	0.0%	0.0%	0.2%	0.9%	100.0%

Statistical Information...

15th Percentile Speed
26.5 mph

85th Percentile Speed
37.2 mph

Median Speed
31.9 mph

Average Speed
31.8 mph

10 MPH Pace Speed
25 mph to 35 mph
4058 vehicles in pace
Representing 41.8% of the total vehicles

Vehicles > 65 MPH
17
0.2%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Page: 3

Station #: 210420000032
Site ID: 000000000401
Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
Direction: NORTH
Lane: 1

File: D1129016.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	3	2	5	12	1	0	0	0	0	0	0	23
02:00	0	0	0	0	5	4	2	2	0	0	0	1	0	0	14
03:00	0	0	1	0	4	3	2	0	1	0	0	0	0	0	11
04:00	0	0	0	0	4	4	9	5	0	1	0	0	0	0	23
05:00	0	0	0	0	8	19	33	14	3	1	0	0	0	0	78
06:00	0	0	0	5	16	76	94	32	6	1	0	0	0	0	230
07:00	2	0	2	10	80	266	213	31	4	0	0	0	0	0	608
08:00	4	1	2	8	148	403	219	26	1	0	0	0	0	3	815
09:00	4	5	8	24	114	359	184	26	1	0	0	0	0	2	727
10:00	3	2	4	19	139	248	173	29	1	0	0	1	2	7	628
11:00	6	4	2	17	152	252	134	13	2	1	2	4	4	25	618
12:00	7	0	0	15	185	259	111	13	0	0	0	3	0	13	606
13:00	7	2	5	27	243	323	92	13	1	0	0	7	9	26	755
14:00	5	2	9	36	202	256	107	12	0	0	0	5	1	14	649
15:00	7	0	11	56	218	266	92	15	0	0	0	3	1	21	690
16:00	9	2	3	46	207	219	128	10	1	1	0	2	5	11	644
17:00	1	1	9	66	282	264	64	4	0	0	0	0	0	2	693
18:00	3	2	7	85	283	232	54	2	0	0	0	0	3	4	675
19:00	0	0	4	46	224	237	68	3	0	0	0	0	0	0	582
20:00	0	2	6	33	137	161	59	10	1	1	0	0	0	0	410
21:00	0	0	3	7	78	139	49	4	0	1	0	0	0	0	281
22:00	2	0	1	6	46	69	44	8	0	0	0	0	0	0	176
23:00	0	0	1	4	20	37	24	9	0	0	0	0	0	0	95
24:00	0	0	0	2	9	15	16	8	1	0	0	0	0	0	51
DAY TOTAL	60	23	78	515	2806	4116	1983	290	23	7	2	26	25	128	10082
PERCENTS	0.6%	0.2%	0.8%	5.1%	27.8%	40.8%	19.7%	2.9%	0.2%	0.1%	0.0%	0.3%	0.2%	1.3%	100.0%

Statistical Information...

15th Percentile Speed
26.6 mph

85th Percentile Speed
37.2 mph

Median Speed
31.9 mph

Average Speed
31.9 mph

10 MPH Pace Speed
25 mph to 35 mph
4116 vehicles in pace
Representing 41.6% of the total vehicles

Vehicles > 65 MPH
25
0.3%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Page: 4

Station #: 210420000032
Site ID: 000000000401
Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
Direction: NORTH
Lane: 1

File: D1129016.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	5	14	10	3	0	0	0	0	0	0	32
02:00	0	0	0	0	2	5	5	0	0	0	0	0	0	0	12
03:00	0	0	0	1	2	5	3	0	0	0	0	0	0	0	11
04:00	0	0	0	0	4	11	10	2	1	2	0	0	0	0	30
05:00	0	0	0	0	3	22	34	20	0	1	0	0	0	0	80
06:00	1	0	1	1	24	77	116	15	3	0	0	0	0	0	238
07:00	1	2	2	13	108	244	175	23	0	0	0	0	2	3	573
08:00	7	0	5	46	216	352	176	18	2	0	0	2	1	4	829
09:00	10	7	8	31	159	386	153	17	2	0	0	0	5	12	790
10:00	17	9	8	28	143	256	122	11	1	0	0	0	2	6	603
11:00	4	1	6	37	177	270	99	13	0	0	0	2	8	23	640
12:00	5	2	4	36	161	260	120	19	0	0	0	2	2	11	622
13:00	6	3	1	42	250	281	98	10	1	0	0	0	6	35	733
14:00	12	3	6	51	170	312	103	8	0	0	0	2	7	31	705
15:00	15	0	3	25	193	262	102	14	0	0	0	3	5	19	641
16:00	10	17	9	43	196	228	95	7	0	0	2	2	5	31	645
17:00	4	5	21	103	265	228	47	4	0	0	0	2	3	13	695
18:00	4	0	5	98	267	224	43	1	0	0	0	3	9	4	658
19:00	0	0	4	25	233	198	77	0	1	0	0	2	2	12	554
20:00	0	0	0	48	135	164	55	6	2	0	0	4	1	12	427
21:00	0	0	1	13	90	131	63	7	0	0	0	2	2	6	315
22:00	0	0	0	6	47	80	31	5	1	1	0	0	1	2	174
23:00	2	1	5	3	28	35	27	5	1	1	0	0	0	0	108
24:00	0	0	0	2	6	20	18	8	0	0	0	0	0	0	54
DAY TOTAL	98	50	89	652	2884	4065	1782	216	15	5	2	26	61	224	10169
PERCENTS	1.0%	0.5%	0.9%	6.4%	28.4%	40.0%	17.5%	2.1%	0.1%	0.0%	0.0%	0.3%	0.6%	2.2%	100.0%

Statistical Information...

15th Percentile Speed
26.2 mph

85th Percentile Speed
36.8 mph

Median Speed
31.5 mph

Average Speed
31.6 mph

10 MPH Pace Speed
25 mph to 35 mph
4065 vehicles in pace
Representing 41.3% of the total vehicles

Vehicles > 65 MPH
61
0.6%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Page: 5

Station #: 210420000032
Site ID: 000000000401
Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
Direction: NORTH
Lane: 1

File: D1129016.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	4	8	10	2	0	0	0	0	0	0	24
02:00	0	0	0	1	6	8	0	3	0	0	0	0	0	0	18
03:00	0	0	1	0	1	2	2	1	0	1	0	0	0	0	8
04:00	0	0	0	1	5	8	10	5	1	1	0	0	0	0	31
05:00	1	0	0	3	3	24	33	13	3	1	0	0	0	0	81
06:00	0	1	0	2	16	68	89	16	3	0	0	0	0	0	195
07:00	2	0	0	8	64	213	193	28	2	1	0	0	0	6	517
08:00	2	1	7	18	69	368	212	25	3	0	0	2	2	3	712
09:00	11	16	16	9	124	292	182	22	2	0	0	4	2	7	687
10:00	8	3	17	36	176	292	107	20	0	0	0	0	0	13	672
11:00	3	2	0	21	165	288	138	18	2	0	0	0	2	12	651
12:00	4	1	0	28	214	289	95	14	0	0	0	0	2	25	672
13:00	13	0	8	82	267	287	85	11	2	1	0	1	2	36	795
14:00	8	3	4	28	234	332	97	8	0	0	0	2	2	39	757
15:00	9	1	0	20	218	307	116	17	1	0	1	4	4	28	726
16:00	10	4	17	56	225	279	113	11	1	0	0	3	9	18	746
17:00	2	0	1	43	274	264	82	7	0	0	0	0	0	8	681
18:00	1	8	11	72	262	273	84	12	1	1	0	2	0	5	732
19:00	1	3	7	48	186	244	90	9	0	0	0	0	0	8	596
20:00	0	2	12	30	117	187	92	11	1	0	0	0	0	0	452
21:00	0	0	0	3	80	149	75	10	1	0	0	0	0	0	318
22:00	0	0	0	8	54	112	62	8	1	0	0	0	0	2	247
23:00	0	0	0	4	16	65	48	8	2	1	2	0	0	0	146
24:00	0	0	0	0	12	32	21	4	0	0	0	0	0	0	69
DAY TOTAL	75	45	101	521	2792	4391	2036	283	26	7	3	18	25	210	10533
PERCENTS	0.7%	0.4%	1.0%	4.9%	26.5%	41.7%	19.3%	2.7%	0.2%	0.1%	0.0%	0.2%	0.2%	2.0%	100.0%

Statistical Information...

15th Percentile Speed
26.6 mph

85th Percentile Speed
37.1 mph

Median Speed
31.9 mph

Average Speed
31.9 mph

10 MPH Pace Speed
25 mph to 35 mph
4391 vehicles in pace
Representing 42.8% of the total vehicles

Vehicles > 65 MPH
25
0.2%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000032
Site ID: 000000000401
Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
Direction: NORTH
Lane: 1

File: D1129016.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	4	10	14	3	2	0	0	0	0	0	34
02:00	0	0	0	1	5	8	13	1	0	0	0	0	0	0	28
03:00	0	0	0	0	1	1	3	4	0	0	0	0	0	0	9
04:00	0	0	0	1	3	3	9	4	1	1	0	0	0	0	22
05:00	0	0	0	0	2	6	16	6	1	0	0	0	0	0	31
06:00	0	0	0	3	6	25	38	8	3	0	0	0	0	0	83
07:00	1	0	0	0	17	56	52	18	0	1	0	0	0	0	145
08:00	0	1	2	3	33	106	112	30	4	0	0	0	0	0	291
09:00	0	1	1	2	72	220	134	20	3	0	0	0	0	0	453
10:00	2	2	8	25	145	261	149	16	1	0	0	2	0	2	613
11:00	2	1	6	19	175	307	134	14	1	0	0	2	3	14	678
12:00	5	0	7	60	266	333	109	10	0	0	0	0	4	24	818
13:00	2	0	5	85	303	336	89	6	0	0	0	2	8	15	851
14:00	5	0	0	57	248	349	111	9	1	0	0	0	0	12	792
15:00	5	9	13	57	267	326	114	10	1	1	0	0	0	13	816
16:00	2	0	7	47	273	300	88	10	0	0	0	2	6	12	747
17:00	0	0	4	36	252	276	76	4	1	0	0	0	0	10	659
18:00	4	5	9	54	234	204	86	6	0	0	0	0	1	6	609
19:00	0	0	5	21	148	207	90	12	1	0	0	0	0	2	486
20:00	0	0	0	15	98	134	82	11	0	1	0	0	0	0	341
21:00	1	0	1	13	73	108	66	7	0	0	0	0	0	0	269
22:00	0	0	2	8	38	99	57	13	0	0	0	0	0	0	217
23:00	0	0	1	5	28	52	51	13	0	0	0	0	0	0	150
24:00	0	0	0	1	12	42	26	8	1	0	0	0	0	0	90
DAY TOTAL	29	19	71	514	2703	3769	1719	243	21	4	0	8	22	110	9232
PERCENTS	0.3%	0.2%	0.8%	5.6%	29.3%	40.8%	18.6%	2.6%	0.2%	0.0%	0.0%	0.1%	0.2%	1.2%	100.0%

Statistical Information...

15th Percentile Speed
26.4 mph

85th Percentile Speed
36.9 mph

Median Speed
31.7 mph

Average Speed
31.7 mph

10 MPH Pace Speed
25 mph to 35 mph
3769 vehicles in pace
Representing 41.4% of the total vehicles

Vehicles > 65 MPH
22
0.2%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000032
Site ID: 000000000401
Location: Wash.St.NB,btwn.DunbarSt.&Village Dr-way
Direction: NORTH
Lane: 1

File: D1129016.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	3	9	17	26	6	1	1	0	0	0	0	63
02:00	0	2	0	1	2	8	8	3	0	0	0	0	0	0	24
03:00	0	0	0	0	1	4	3	2	2	0	0	0	0	0	12
04:00	0	0	0	0	2	0	4	2	1	0	0	0	0	0	9
05:00	0	0	0	0	0	9	4	1	0	0	0	0	0	0	14
06:00	0	0	0	0	3	14	15	1	3	0	0	0	0	0	36
07:00	0	0	1	0	14	35	27	12	3	0	0	0	0	0	92
08:00	1	1	1	1	29	70	70	13	4	0	1	0	0	2	193
09:00	1	0	1	10	54	120	110	23	2	0	0	3	0	0	324
10:00	3	1	4	10	104	218	143	21	0	0	0	0	0	3	507
11:00	4	0	2	10	103	286	167	21	1	0	0	0	1	16	611
12:00	8	5	2	26	165	269	114	20	2	0	1	0	3	41	656
13:00	8	0	0	22	196	300	144	11	0	0	0	3	2	44	730
14:00	12	2	3	33	225	348	100	12	1	0	2	1	2	47	788
15:00	3	0	3	19	185	335	98	11	1	0	0	0	2	35	692
16:00	8	0	3	36	220	250	118	12	0	2	0	1	7	36	693
17:00	2	2	4	51	200	260	95	8	0	0	0	2	5	10	639
18:00	2	0	1	35	199	213	67	14	3	0	0	0	1	2	537
19:00	2	0	0	10	95	192	72	18	0	0	0	0	0	2	391
20:00	0	0	0	5	58	137	76	9	0	0	0	0	0	2	287
21:00	1	0	0	5	42	76	55	6	0	2	0	0	0	0	187
22:00	0	0	0	6	24	51	56	14	1	0	0	0	0	0	152
23:00	1	0	1	3	15	37	25	6	2	0	0	0	2	0	92
24:00	0	0	1	1	9	15	20	5	2	0	0	0	0	0	53
DAY TOTAL	56	13	27	287	1954	3264	1617	251	29	5	4	10	25	240	7782
PERCENTS	0.7%	0.2%	0.3%	3.7%	25.1%	41.9%	20.8%	3.2%	0.4%	0.1%	0.1%	0.1%	0.3%	3.1%	100.0%

Statistical Information...

15th Percentile Speed
27.0 mph

85th Percentile Speed
37.5 mph

Median Speed
32.2 mph

Average Speed
32.4 mph

10 MPH Pace Speed
25 mph to 35 mph
3264 vehicles in pace
Representing 43.6% of the total vehicles

Vehicles > 65 MPH
25
0.3%

Mass Highway Department

SPEED SUMMARY
 Mon 11/29/2021

Page: 1

STA. 4 SB

Station #: 210420000087
 Site ID: 000000000402
 Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
 Direction: SOUTH
 Lane: 1

File: D1129018.prn
 City: Canton
 County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	5	0	3	102	254	180	28	1	1	0	1	0	4	9	588
13:00	5	6	11	63	300	251	26	1	0	0	0	9	8	6	686
14:00	5	5	11	117	326	184	24	1	0	0	0	3	5	11	692
15:00	5	7	15	145	399	165	11	1	0	0	5	5	10	6	774
16:00	2	3	53	294	453	126	7	0	0	2	1	4	2	6	953
17:00	6	6	82	442	391	67	6	0	0	2	0	4	2	4	1012
18:00	13	17	166	441	309	43	3	0	0	0	0	0	3	0	995
19:00	0	0	45	202	336	78	7	0	0	0	0	4	2	0	674
20:00	1	0	11	87	223	106	11	1	0	0	0	1	0	0	441
21:00	1	4	2	34	139	89	7	0	0	0	0	0	0	0	276
22:00	0	0	0	6	75	60	18	0	0	0	0	0	0	0	159
23:00	0	0	0	3	27	47	18	0	0	0	0	0	0	0	95
24:00	0	1	0	5	21	30	12	2	0	0	0	0	0	0	71
DAY TOTAL	43	49	399	1941	3253	1426	178	7	1	4	7	30	36	42	7416
PERCENTS	0.6%	0.7%	5.4%	26.2%	43.9%	19.2%	2.4%	0.1%	0.0%	0.1%	0.1%	0.4%	0.5%	0.6%	100.0%

Statistical Information...

15th Percentile Speed
 21.7 mph

85th Percentile Speed
 32.1 mph

Median Speed
 27.0 mph

Average Speed
 27.2 mph

10 MPH Pace Speed
 20 mph to 30 mph
 3253 vehicles in pace
 Representing 44.4% of the total vehicles

Vehicles > 65 MPH
 36
 0.5%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000087
Site ID: 000000000402
Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
Direction: SOUTH
Lane: 1

File: D1129018.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	1	1	4	5	12	4	1	0	0	0	0	0	0	29
02:00	0	0	0	2	7	10	5	0	0	0	0	0	0	0	24
03:00	0	0	0	1	3	6	2	0	0	0	0	0	0	0	12
04:00	0	0	0	0	5	2	1	1	0	0	0	0	0	0	9
05:00	1	0	1	0	13	10	3	0	0	0	0	0	0	0	28
06:00	1	0	0	5	28	33	12	2	0	0	0	0	0	0	81
07:00	0	0	0	18	58	80	27	3	0	0	0	0	0	0	186
08:00	1	2	0	14	115	188	49	4	1	0	0	1	0	0	375
09:00	1	1	8	42	188	217	60	1	0	0	0	0	2	0	520
10:00	2	3	6	28	197	211	38	3	0	0	0	0	4	12	504
11:00	0	0	4	78	221	184	14	1	0	0	0	4	0	21	527
12:00	5	0	5	101	300	205	17	2	0	0	0	2	4	15	656
13:00	5	0	8	111	423	134	10	0	1	0	0	1	2	14	709
14:00	8	3	19	118	327	161	26	0	0	2	4	6	7	8	689
15:00	4	4	22	145	383	153	13	0	0	0	0	4	8	7	743
16:00	8	0	62	289	422	137	11	0	0	2	2	9	16	16	958
17:00	3	3	39	343	483	107	6	0	0	0	0	0	4	5	993
18:00	11	17	171	475	305	28	0	0	0	2	1	2	2	2	1014
19:00	1	9	47	299	337	60	5	0	0	2	1	0	2	2	763
20:00	3	0	10	58	253	107	12	0	0	2	0	1	6	452	
21:00	2	1	3	27	160	127	13	0	1	0	0	2	1	0	337
22:00	0	2	1	6	80	70	19	0	0	0	0	0	0	0	178
23:00	0	0	0	6	48	51	9	2	0	0	0	0	0	0	116
24:00	1	0	0	6	22	45	9	2	0	0	0	0	0	1	86
DAY TOTAL	58	46	407	2176	4383	2338	365	22	3	2	12	24	44	109	9989
PERCENTS	0.6%	0.5%	4.1%	21.8%	43.9%	23.4%	3.7%	0.2%	0.0%	0.0%	0.1%	0.2%	0.4%	1.1%	100.0%

Statistical Information...

15th Percentile Speed
22.4 mph

85th Percentile Speed
32.9 mph

Median Speed
27.6 mph

Average Speed
27.8 mph

10 MPH Pace Speed
20 mph to 30 mph
4383 vehicles in pace
Representing 44.6% of the total vehicles

Vehicles > 65 MPH
44
0.4%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Station #: 210420000087
Site ID: 000000000402
Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
Direction: SOUTH
Lane: 1

File: D1129018.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	3	10	19	8	1	0	0	0	0	0	0	41
02:00	0	0	0	1	7	8	3	0	0	0	0	0	0	0	19
03:00	0	0	0	0	5	7	5	0	0	0	0	0	0	0	17
04:00	1	0	0	0	6	1	4	1	0	0	0	0	0	0	13
05:00	0	0	0	3	8	10	4	0	0	0	0	0	0	0	25
06:00	0	0	0	3	34	27	17	6	0	0	0	0	0	0	87
07:00	0	0	0	7	57	84	45	4	0	0	0	0	0	2	199
08:00	4	0	2	22	134	160	42	3	0	0	0	1	2	0	370
09:00	3	0	14	47	201	222	45	5	1	2	0	1	3	7	551
10:00	6	0	2	56	197	190	33	4	1	0	2	0	6	16	513
11:00	6	0	9	61	261	193	23	1	0	0	2	1	8	32	597
12:00	9	1	12	87	340	140	8	0	1	0	0	6	10	23	637
13:00	5	1	13	112	391	143	16	3	0	0	0	6	9	23	722
14:00	9	0	5	117	340	160	13	4	0	0	0	9	13	18	688
15:00	11	7	53	176	373	120	18	2	0	0	2	2	8	4	776
16:00	5	6	44	229	385	114	12	0	0	0	0	5	12	13	825
17:00	2	0	37	356	462	82	10	0	0	0	4	0	0	7	960
18:00	17	26	233	548	223	15	1	0	0	0	0	0	0	0	1063
19:00	1	1	85	309	349	55	3	0	0	0	0	2	0	0	805
20:00	2	1	10	78	272	105	9	0	0	0	0	0	3	0	480
21:00	1	2	0	43	209	97	7	1	0	0	0	0	0	2	362
22:00	1	1	7	18	98	73	20	1	0	0	0	0	0	0	219
23:00	1	0	0	7	54	55	9	0	1	0	0	0	0	0	127
24:00	0	0	0	1	21	40	12	1	0	0	0	0	0	0	75
DAY TOTAL	84	46	526	2284	4437	2120	367	37	4	2	10	33	74	147	10171
PERCENTS	0.8%	0.5%	5.2%	22.5%	43.6%	20.8%	3.6%	0.4%	0.0%	0.0%	0.1%	0.3%	0.7%	1.4%	100.0%

Statistical Information...

15th Percentile Speed
22.0 mph

85th Percentile Speed
32.7 mph

Median Speed
27.4 mph

Average Speed
27.7 mph

10 MPH Pace Speed
20 mph to 30 mph
4437 vehicles in pace
Representing 44.6% of the total vehicles

Vehicles > 65 MPH
74
0.7%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Page: 4

Station #: 210420000087
Site ID: 000000000402
Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
Direction: SOUTH
Lane: 1

File: D1129018.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	2	17	15	3	1	0	0	0	0	0	0	38
02:00	0	0	0	0	6	12	4	1	0	0	0	0	0	0	23
03:00	0	0	0	0	1	5	3	0	0	0	1	0	0	0	10
04:00	0	0	0	0	7	3	2	0	0	0	0	0	0	0	12
05:00	0	0	0	4	15	8	3	2	0	0	0	0	0	0	32
06:00	0	0	0	2	39	31	10	2	0	0	0	0	0	0	84
07:00	0	0	2	13	85	95	21	0	1	0	2	2	0	0	221
08:00	0	0	0	38	169	129	27	0	1	0	0	4	0	0	368
09:00	5	2	14	46	248	152	19	4	2	0	0	0	2	6	500
10:00	10	3	5	60	240	150	15	0	0	0	2	3	5	3	496
11:00	2	3	10	58	324	156	12	0	0	0	0	0	9	7	581
12:00	8	10	24	98	326	154	14	0	0	0	2	5	5	13	659
13:00	1	1	12	102	418	180	15	1	2	0	0	2	4	18	756
14:00	2	0	13	123	379	179	12	1	0	0	0	3	1	28	741
15:00	9	8	10	151	360	167	23	0	0	0	0	5	20	12	765
16:00	6	5	12	257	469	138	14	2	0	0	0	8	6	17	934
17:00	7	17	168	437	334	65	4	0	0	0	0	4	4	8	1048
18:00	4	12	176	463	316	16	1	0	2	0	1	0	0	0	991
19:00	2	0	45	279	403	72	2	4	0	0	0	4	0	6	817
20:00	1	0	9	65	240	92	8	0	0	0	0	0	2	9	426
21:00	0	0	5	42	164	106	16	0	0	0	0	2	4	2	341
22:00	2	0	1	27	107	91	11	0	0	0	1	2	0	1	243
23:00	2	0	0	7	57	53	9	1	0	0	0	0	0	4	133
24:00	0	0	0	6	33	44	14	0	0	0	0	0	0	4	101
DAY TOTAL	61	61	506	2280	4757	2113	262	19	8	0	9	44	62	138	10320
PERCENTS	0.6%	0.6%	4.9%	22.1%	46.1%	20.5%	2.5%	0.2%	0.1%	0.0%	0.1%	0.4%	0.6%	1.3%	100.0%

Statistical Information...

15th Percentile Speed
22.1 mph

85th Percentile Speed
32.4 mph

Median Speed
27.3 mph

Average Speed
27.6 mph

10 MPH Pace Speed
20 mph to 30 mph
4757 vehicles in pace
Representing 47.0% of the total vehicles

Vehicles > 65 MPH
62
0.6%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Page: 5

Station #: 210420000087
Site ID: 000000000402
Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
Direction: SOUTH
Lane: 1

File: D1129018.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	3	3	20	14	11	1	0	0	0	0	0	0	52
02:00	0	0	0	3	11	9	2	0	0	0	0	0	0	0	25
03:00	0	0	0	3	4	8	4	0	0	0	0	0	0	0	19
04:00	0	0	0	1	4	5	0	0	1	0	0	0	0	0	11
05:00	0	0	0	4	9	16	1	2	0	0	0	0	0	1	33
06:00	0	0	0	4	31	24	16	3	1	0	0	0	0	0	79
07:00	2	0	0	10	60	103	31	6	0	0	0	2	2	0	216
08:00	2	0	1	26	120	164	57	1	0	0	0	0	0	8	379
09:00	3	0	9	68	256	220	39	4	0	0	1	2	2	14	618
10:00	8	1	14	62	245	199	52	1	0	0	0	3	6	3	594
11:00	4	0	0	37	327	196	27	4	0	2	0	9	10	19	635
12:00	1	1	11	168	354	174	13	0	0	0	0	2	7	14	745
13:00	9	7	20	182	414	151	12	0	0	0	0	4	10	9	818
14:00	3	1	17	123	409	189	15	0	0	1	0	0	6	12	776
15:00	5	4	42	129	425	181	12	0	0	0	1	4	4	22	829
16:00	4	0	22	210	527	142	13	0	0	0	2	1	1	11	933
17:00	4	1	74	323	472	113	8	0	0	0	0	7	6	4	1012
18:00	11	18	127	371	367	66	2	0	0	0	0	0	0	0	962
19:00	0	0	37	222	403	99	8	0	0	0	0	0	0	4	773
20:00	1	0	5	101	265	115	6	0	0	0	0	0	0	0	493
21:00	0	0	2	59	194	90	9	1	0	0	0	2	0	0	357
22:00	1	0	0	22	121	93	26	0	0	0	0	0	0	0	263
23:00	1	2	3	8	76	85	11	0	0	0	0	2	0	0	188
24:00	0	0	2	4	50	66	14	2	0	0	0	0	0	0	138
DAY TOTAL	59	35	389	2143	5164	2522	389	25	2	3	4	38	54	121	10948
PERCENTS	0.5%	0.3%	3.6%	19.6%	47.2%	23.0%	3.6%	0.2%	0.0%	0.0%	0.0%	0.3%	0.5%	1.1%	100.0%

Statistical Information...

15th Percentile Speed
22.8 mph

85th Percentile Speed
32.8 mph

Median Speed
27.7 mph

Average Speed
28.0 mph

10 MPH Pace Speed
20 mph to 30 mph
5164 vehicles in pace
Representing 48.0% of the total vehicles

Vehicles > 65 MPH
54
0.5%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000087
Site ID: 000000000402
Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
Direction: SOUTH
Lane: 1

File: D1129018.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	18	35	6	1	0	0	0	0	0	0	61
02:00	0	0	0	2	14	13	10	0	0	0	0	0	0	0	39
03:00	0	0	0	0	4	13	4	5	0	0	0	0	0	0	26
04:00	0	0	1	3	6	7	3	0	1	0	0	0	0	0	21
05:00	0	0	0	2	3	3	2	1	0	0	0	0	0	0	11
06:00	0	0	1	2	15	24	13	2	0	0	0	0	0	0	57
07:00	0	0	1	5	32	36	8	0	0	0	0	0	0	0	82
08:00	1	0	2	13	62	105	42	4	0	0	0	0	0	0	229
09:00	0	0	1	12	185	214	31	3	0	0	0	0	0	0	446
10:00	4	2	13	56	253	221	28	3	0	0	0	1	0	2	583
11:00	2	0	4	79	357	225	30	0	1	0	0	3	4	7	712
12:00	10	3	27	183	403	167	10	2	0	0	2	3	3	10	823
13:00	2	5	52	242	431	139	8	0	0	0	0	0	4	12	895
14:00	3	0	4	138	430	168	12	2	0	0	0	3	4	8	772
15:00	2	1	32	187	438	133	10	2	0	0	0	2	4	6	817
16:00	6	5	24	162	421	161	20	0	0	0	0	2	4	11	816
17:00	0	0	7	161	410	129	13	0	0	0	0	0	2	0	722
18:00	3	7	19	148	332	93	6	0	0	0	0	1	0	1	610
19:00	0	0	9	116	310	93	12	0	0	0	0	0	0	0	540
20:00	0	3	19	50	178	96	12	0	0	1	0	2	0	0	361
21:00	1	0	4	38	144	75	11	3	0	0	0	0	0	1	277
22:00	0	1	10	15	84	110	19	1	0	0	0	0	0	2	242
23:00	1	0	1	11	88	88	9	5	0	0	0	0	0	3	206
24:00	0	0	0	5	52	47	15	2	0	0	0	0	0	0	121
DAY TOTAL	35	27	231	1631	4670	2395	334	36	2	1	2	17	25	63	9469
PERCENTS	0.4%	0.3%	2.4%	17.2%	49.3%	25.3%	3.5%	0.4%	0.0%	0.0%	0.0%	0.2%	0.3%	0.7%	100.0%

Statistical Information...

15th Percentile Speed
23.5 mph

85th Percentile Speed
32.9 mph

Median Speed
28.0 mph

Average Speed
28.2 mph

10 MPH Pace Speed
20 mph to 30 mph
4670 vehicles in pace
Representing 49.8% of the total vehicles

Vehicles > 65 MPH
25
0.3%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000087
Site ID: 000000000402
Location: Wash.St.SB,btwn.DunbarSt.&Village Dr-way
Direction: SOUTH
Lane: 1

File: D1129018.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	14	39	9	1	0	0	0	0	0	0	64
02:00	0	2	0	5	19	18	11	2	0	0	0	0	0	0	57
03:00	0	0	0	2	4	10	7	2	0	0	0	0	0	0	25
04:00	0	0	0	1	9	7	5	2	0	0	0	0	0	0	24
05:00	0	0	1	1	6	10	1	0	0	0	0	0	0	0	19
06:00	0	0	0	1	12	8	3	1	0	0	0	0	0	0	25
07:00	0	0	0	0	20	21	10	1	0	0	0	0	0	0	52
08:00	1	0	1	2	44	81	36	4	0	0	0	0	0	0	169
09:00	1	0	2	15	113	142	41	3	0	0	0	3	2	1	323
10:00	5	0	2	16	156	243	41	2	0	0	0	4	8	13	490
11:00	9	2	2	33	224	226	37	4	0	0	0	2	15	33	587
12:00	6	0	13	54	320	218	14	1	1	0	0	4	10	21	662
13:00	4	0	8	68	368	191	19	3	0	0	0	7	12	22	702
14:00	8	1	5	109	380	182	21	1	0	0	3	3	8	24	745
15:00	6	2	22	99	358	202	23	0	0	0	0	14	5	13	744
16:00	5	0	14	105	363	171	17	0	0	0	0	7	3	21	706
17:00	4	8	9	138	390	114	10	0	0	0	1	2	4	4	684
18:00	1	4	13	147	290	90	6	0	0	0	0	1	0	6	558
19:00	1	0	1	74	199	116	14	2	0	0	0	2	2	6	417
20:00	0	0	0	25	157	120	10	1	0	0	0	0	2	0	315
21:00	0	1	1	15	110	87	13	2	0	0	0	0	0	0	229
22:00	0	0	0	15	42	46	22	1	1	0	1	0	0	0	128
23:00	0	0	0	4	28	60	12	2	0	0	0	0	0	2	108
24:00	0	0	0	4	22	23	13	2	1	0	0	0	0	2	67
DAY TOTAL	51	20	94	934	3648	2425	395	37	3	0	5	49	71	168	7900
PERCENTS	0.6%	0.3%	1.2%	11.8%	46.2%	30.7%	5.0%	0.5%	0.0%	0.0%	0.1%	0.6%	0.9%	2.1%	100.0%

Statistical Information...

15th Percentile Speed
25.2 mph

85th Percentile Speed
33.8 mph

Median Speed
28.8 mph

Average Speed
29.5 mph

10 MPH Pace Speed
20 mph to 30 mph
3648 vehicles in pace
Representing 47.5% of the total vehicles

Vehicles > 65 MPH
71
0.9%

Mass Highway Department

SPEED SUMMARY
Mon 11/29/2021

Page: 1

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH
Lane: 1

STA. 5 NB

File: D1129020.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
11:00	1	0	4	6	3	15	128	110	16	1	1	0	3	7	295
12:00	4	0	1	6	6	26	99	110	16	0	0	0	1	12	281
13:00	5	0	5	2	7	26	108	99	16	1	1	5	0	18	293
14:00	6	0	0	0	6	48	111	94	16	1	1	0	1	17	301
15:00	5	0	0	17	13	29	114	94	21	0	1	0	2	10	306
16:00	4	2	5	5	10	44	113	95	22	3	0	4	3	18	328
17:00	4	0	0	5	9	70	158	61	11	0	0	3	7	22	350
18:00	4	1	4	3	19	57	131	71	8	0	1	1	2	12	314
19:00	0	0	0	4	8	43	96	47	1	0	0	0	0	0	199
20:00	0	0	0	0	7	23	53	30	10	1	0	0	0	4	128
21:00	0	0	0	0	1	13	51	26	4	0	0	0	0	0	95
22:00	0	0	0	0	2	13	14	19	6	1	0	0	0	0	55
23:00	0	0	0	0	1	1	5	3	5	2	1	1	0	0	19
24:00	0	0	0	0	0	1	4	4	6	0	1	0	0	0	16
DAY TOTAL	33	3	19	48	92	409	1185	863	158	10	7	14	19	120	2980
PERCENTS	1.1%	0.1%	0.6%	1.6%	3.1%	13.7%	39.8%	29.0%	5.3%	0.3%	0.2%	0.5%	0.6%	4.0%	100.0%

Statistical Information...

15th Percentile Speed
33.2 mph

85th Percentile Speed
43.8 mph

Median Speed
38.6 mph

Average Speed
38.6 mph

10 MPH Pace Speed
30 mph to 40 mph
1185 vehicles in pace
Representing 41.9% of the total vehicles

Vehicles > 65 MPH
19
0.7%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Page: 2

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH
Lane: 1

File: D1129020.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	1	1	1	1	2	0	0	0	0	7
02:00	0	0	0	0	2	0	0	1	1	0	0	0	0	0	4
03:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
04:00	0	0	0	0	0	2	6	3	2	1	0	0	0	0	14
05:00	0	0	0	2	0	3	12	15	7	1	0	0	0	0	40
06:00	1	0	0	0	3	5	59	65	10	2	2	0	0	0	147
07:00	1	2	10	13	8	33	169	158	22	0	0	0	0	0	416
08:00	1	1	3	9	27	84	267	175	16	0	0	0	0	1	584
09:00	3	1	1	0	6	33	189	234	25	2	0	1	1	8	504
10:00	2	0	0	4	10	19	121	171	24	2	1	0	1	8	363
11:00	2	0	0	4	6	11	113	106	26	0	0	0	0	15	283
12:00	6	0	2	7	10	31	91	62	18	0	0	2	4	61	294
13:00	10	0	0	3	4	29	109	108	19	1	0	2	11	34	330
14:00	8	0	0	2	4	23	108	87	13	1	1	3	1	32	283
15:00	11	1	2	9	17	43	92	76	19	3	2	1	11	33	320
16:00	6	4	10	3	18	39	155	87	7	0	0	4	3	23	359
17:00	5	0	0	6	2	41	143	92	10	2	2	1	5	39	348
18:00	2	0	0	4	14	63	115	66	7	1	0	4	6	23	305
19:00	2	0	0	0	6	31	87	63	7	2	0	2	0	9	209
20:00	0	0	0	1	5	23	56	31	5	0	0	0	1	4	126
21:00	0	0	0	0	1	9	45	23	5	0	0	0	0	2	85
22:00	0	0	0	0	3	5	20	15	2	1	0	2	0	0	48
23:00	0	0	0	0	0	2	5	14	3	0	0	0	0	0	24
24:00	0	0	0	0	2	3	8	5	3	0	0	0	0	0	21
DAY TOTAL	60	9	28	67	149	534	1972	1658	253	21	8	22	44	292	5117
PERCENTS	1.2%	0.2%	0.5%	1.3%	2.9%	10.4%	38.5%	32.4%	4.9%	0.4%	0.2%	0.4%	0.9%	5.7%	100.0%

Statistical Information...

15th Percentile Speed
34.3 mph

85th Percentile Speed
43.9 mph

Median Speed
39.1 mph

Average Speed
39.0 mph

10 MPH Pace Speed
30 mph to 40 mph
1972 vehicles in pace
Representing 41.4% of the total vehicles

Vehicles > 65 MPH
44
0.9%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Page: 3

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH
Lane: 1

File: D1129020.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	1	0	2	2	1	0	0	0	0	0	7
02:00	0	0	0	0	0	3	2	1	1	0	0	1	0	0	8
03:00	0	0	0	0	0	2	1	0	1	0	0	2	0	0	6
04:00	0	0	0	1	0	1	6	5	1	0	2	1	0	0	17
05:00	0	0	0	0	0	1	9	18	6	0	0	1	0	2	37
06:00	0	0	0	2	1	5	53	68	14	0	2	0	0	2	147
07:00	13	9	20	18	14	14	145	143	31	1	0	2	2	2	414
08:00	17	13	20	7	21	62	218	204	18	2	0	4	0	5	591
09:00	6	2	0	4	9	36	204	167	28	0	0	2	3	19	480
10:00	9	0	1	3	4	16	111	162	32	0	2	1	4	33	378
11:00	11	0	1	6	10	18	111	97	13	1	0	5	6	44	323
12:00	15	0	0	3	7	26	95	74	19	2	0	3	14	44	302
13:00	11	0	1	1	7	37	132	108	6	4	0	10	6	50	373
14:00	10	0	0	10	7	28	81	94	23	3	0	5	0	47	308
15:00	15	0	1	3	16	38	117	90	12	1	0	9	8	46	356
16:00	14	4	4	2	16	50	127	79	10	2	4	4	7	45	368
17:00	8	0	0	3	9	65	170	79	15	0	0	0	9	29	387
18:00	4	1	0	14	18	78	152	65	5	2	0	3	2	16	360
19:00	0	0	0	1	9	43	125	68	4	0	0	0	2	14	266
20:00	1	0	0	4	3	14	63	34	4	0	1	2	0	5	131
21:00	0	0	0	1	5	13	41	29	6	0	0	1	2	2	100
22:00	0	0	0	0	2	3	36	25	3	0	0	0	0	6	75
23:00	0	0	0	0	1	8	12	9	5	4	0	0	0	0	39
24:00	0	0	0	2	0	0	6	2	1	3	1	0	0	0	15
DAY TOTAL	134	29	48	86	160	561	2019	1623	259	25	12	56	65	411	5488
PERCENTS	2.4%	0.5%	0.9%	1.6%	2.9%	10.2%	36.8%	29.6%	4.7%	0.5%	0.2%	1.0%	1.2%	7.5%	100.0%

Statistical Information...

15th Percentile Speed
33.7 mph

85th Percentile Speed
44.0 mph

Median Speed
38.9 mph

Average Speed
39.0 mph

10 MPH Pace Speed
30 mph to 40 mph
2019 vehicles in pace
Representing 40.8% of the total vehicles

Vehicles > 65 MPH
65
1.3%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH
Lane: 1

File: D1129020.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	0	4	2	1	0	0	0	0	0	7
02:00	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
03:00	0	0	0	0	0	2	3	3	1	0	0	0	0	2	11
04:00	0	0	0	0	1	3	6	4	2	3	0	0	0	0	19
05:00	0	0	0	0	0	3	10	17	5	2	0	0	0	0	37
06:00	0	0	0	1	1	8	48	65	10	0	0	0	4	10	147
07:00	3	1	3	26	10	36	177	137	11	3	0	1	6	18	432
08:00	13	0	0	9	26	62	246	171	16	1	1	4	7	42	598
09:00	3	0	0	0	14	51	214	186	23	5	2	4	6	23	531
10:00	9	0	0	2	7	29	142	127	10	1	0	3	9	32	371
11:00	8	3	0	2	8	27	104	110	24	2	1	6	8	38	341
12:00	10	0	0	3	8	19	79	101	21	2	1	0	7	63	314
13:00	31	7	4	8	16	29	79	70	12	0	0	4	5	68	333
14:00	13	0	0	1	13	25	88	86	15	2	0	8	5	62	318
15:00	16	1	0	1	10	26	108	81	9	4	1	4	8	69	338
16:00	24	2	3	0	11	29	102	87	9	2	1	9	4	66	349
17:00	9	0	0	11	15	57	109	64	13	0	0	3	10	68	359
18:00	10	0	2	7	20	60	126	47	5	2	2	5	22	62	370
19:00	8	2	1	2	9	34	109	32	3	2	0	4	14	61	281
20:00	2	0	1	2	7	18	70	37	5	1	0	2	1	45	191
21:00	3	0	0	1	1	14	41	23	3	2	0	2	0	19	109
22:00	0	0	0	2	1	6	21	18	4	1	0	2	3	12	70
23:00	0	0	0	0	2	5	19	9	2	0	0	0	0	2	39
24:00	0	0	0	2	0	2	7	3	2	1	0	0	0	2	19
DAY TOTAL	162	16	14	80	180	545	1914	1482	207	36	9	61	119	764	5589
PERCENTS	2.9%	0.3%	0.3%	1.4%	3.2%	9.8%	34.2%	26.5%	3.7%	0.6%	0.2%	1.1%	2.1%	13.7%	100.0%

Statistical Information...

15th Percentile Speed
33.8 mph

85th Percentile Speed
44.1 mph

Median Speed
38.9 mph

Average Speed
39.4 mph

10 MPH Pace Speed
30 mph to 40 mph
1914 vehicles in pace
Representing 41.0% of the total vehicles

Vehicles > 65 MPH
119
2.6%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH
Lane: 1

File: D1129020.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	0	2	5	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	2	4	1	0	1	0	0	0	0	8
04:00	0	0	0	0	0	1	2	8	1	2	2	0	2	0	18
05:00	0	0	0	0	1	2	10	13	3	2	0	0	0	0	31
06:00	1	0	0	2	0	11	46	36	12	1	0	1	1	6	117
07:00	7	3	2	6	35	36	119	103	16	0	0	2	2	16	347
08:00	15	0	2	10	15	54	189	154	21	3	0	7	8	52	530
09:00	15	1	0	10	23	36	161	178	26	0	1	3	7	45	506
10:00	8	0	0	3	2	33	118	126	23	5	1	6	3	44	372
11:00	11	0	1	0	2	25	108	129	22	4	1	5	4	57	369
12:00	18	0	0	1	7	27	104	111	20	0	0	4	1	79	372
13:00	13	0	1	5	7	37	112	93	13	4	0	5	12	50	352
14:00	6	0	5	0	10	20	114	110	14	1	1	3	6	40	330
15:00	8	0	4	18	17	36	123	81	12	3	2	4	5	39	352
16:00	10	7	20	21	28	58	130	79	11	1	2	5	8	51	431
17:00	10	2	2	5	13	39	132	82	14	0	2	3	8	34	346
18:00	9	0	0	4	7	94	154	81	7	0	0	13	6	31	406
19:00	2	0	0	2	4	45	126	53	9	1	1	2	5	17	267
20:00	2	0	0	0	3	36	78	37	3	0	1	2	1	21	184
21:00	0	0	0	2	4	22	67	36	9	0	0	0	0	0	140
22:00	0	0	0	1	2	3	27	25	6	1	1	0	0	0	66
23:00	0	0	0	0	0	9	21	16	13	1	0	0	0	0	60
24:00	0	0	0	0	0	3	5	13	3	0	0	1	0	0	25
DAY TOTAL	135	13	37	90	180	629	1953	1570	258	30	15	66	79	582	5637
PERCENTS	2.4%	0.2%	0.7%	1.6%	3.2%	11.2%	34.6%	27.9%	4.6%	0.5%	0.3%	1.2%	1.4%	10.3%	100.0%

Statistical Information...

15th Percentile Speed
33.3 mph

85th Percentile Speed
44.1 mph

Median Speed
38.9 mph

Average Speed
39.1 mph

10 MPH Pace Speed
30 mph to 40 mph
1953 vehicles in pace
Representing 39.7% of the total vehicles

Vehicles > 65 MPH
79
1.6%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH
Lane: 1

File: D1129020.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	0	2	6	9	3	0	0	0	0	0	21
02:00	0	0	0	0	2	4	3	3	1	1	1	0	0	0	15
03:00	0	0	0	0	0	1	3	4	0	0	0	0	0	0	8
04:00	0	0	0	0	0	0	3	2	1	1	0	0	0	0	7
05:00	0	0	0	1	0	1	4	6	2	0	0	0	0	0	14
06:00	0	0	0	0	0	2	12	14	9	2	1	0	0	0	40
07:00	0	0	0	0	1	7	33	28	12	0	0	0	0	0	81
08:00	0	0	0	0	2	17	66	69	18	0	0	0	0	4	176
09:00	2	0	1	2	6	29	104	97	12	1	0	5	1	3	263
10:00	7	0	5	0	7	40	124	130	18	0	0	3	4	18	356
11:00	9	0	0	2	6	21	134	95	22	4	1	2	5	45	346
12:00	16	0	0	5	12	24	142	121	10	2	0	3	9	47	391
13:00	17	0	0	7	7	25	130	101	23	2	0	5	4	87	408
14:00	13	2	0	4	10	29	129	106	15	2	0	6	11	68	395
15:00	10	0	1	6	5	21	155	111	18	4	0	0	2	38	371
16:00	4	1	0	3	11	44	137	96	18	1	1	8	9	27	360
17:00	10	0	1	5	7	38	144	69	11	0	1	4	13	24	327
18:00	2	0	0	4	14	56	126	75	14	3	0	3	4	14	315
19:00	3	0	0	2	6	38	120	56	8	1	0	0	4	11	249
20:00	0	3	3	0	6	12	70	39	6	1	0	0	3	0	143
21:00	0	0	0	1	5	12	42	42	4	0	0	1	0	7	114
22:00	0	0	1	0	0	12	40	43	6	0	0	0	2	6	110
23:00	0	0	0	1	3	10	20	27	4	1	0	0	0	4	70
24:00	0	0	0	1	0	8	17	7	6	0	0	0	0	0	39
DAY TOTAL	93	6	12	45	110	453	1764	1350	241	26	5	40	71	403	4619
PERCENTS	2.0%	0.1%	0.3%	1.0%	2.4%	9.8%	38.2%	29.2%	5.2%	0.6%	0.1%	0.9%	1.5%	8.7%	100.0%

Statistical Information...

15th Percentile Speed
34.9 mph

85th Percentile Speed
44.1 mph

Median Speed
39.1 mph

Average Speed
39.5 mph

10 MPH Pace Speed
30 mph to 40 mph
1764 vehicles in pace
Representing 42.8% of the total vehicles

Vehicles > 65 MPH
71
1.7%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Page: 7

Station #: 210420000140
Site ID: 000000000501
Location: Bay Rd. NB, S. of Route 27
Direction: NORTH
Lane: 1

File: D1129020.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	4	15	12	3	0	0	0	0	0	35
02:00	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5
03:00	0	0	0	0	1	2	0	4	1	1	0	0	0	1	10
04:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	5	3	0	0	0	0	0	0	8
06:00	0	0	0	0	0	1	7	9	2	0	0	0	0	0	19
DAY TOTAL	0	0	0	0	2	8	29	33	6	1	0	0	0	1	80
PERCENTS	0.0%	0.0%	0.0%	0.0%	2.5%	10.0%	36.3%	41.3%	7.5%	1.3%	0.0%	0.0%	0.0%	1.3%	100.0%

Statistical Information...

15th Percentile Speed
35.3 mph

85th Percentile Speed
44.3 mph

Median Speed
40.1 mph

Average Speed
39.8 mph

10 MPH Pace Speed
35 mph to 45 mph
33 vehicles in pace
Representing 41.8% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
 Mon 11/29/2021

Page: 1

STA. 5 SB

Station #: 210420000071
 Site ID: 000000000502
 Location: Bay Rd. SB, S. of Route 27
 Direction: SOUTH
 Lane: 1

File: D1129022.prn
 City: Canton
 County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
11:00	7	0	1	2	5	23	95	73	10	2	0	0	0	5	223
12:00	3	0	0	4	2	42	97	86	15	3	1	0	1	2	256
13:00	3	0	1	5	4	43	120	91	20	0	0	0	0	1	288
14:00	1	0	1	4	8	50	107	106	17	3	1	0	0	0	298
15:00	5	1	1	2	9	37	148	127	21	1	1	0	0	5	358
16:00	3	2	0	3	33	87	238	145	14	0	0	0	0	6	531
17:00	2	0	0	13	78	152	257	100	11	0	0	0	2	7	622
18:00	1	1	0	2	42	180	275	84	4	1	0	0	0	0	590
19:00	0	0	1	1	24	116	188	65	9	0	0	0	0	0	404
20:00	1	0	1	1	8	61	112	47	6	1	1	0	0	0	239
21:00	0	0	0	0	2	18	77	43	8	0	1	0	0	0	149
22:00	0	0	0	0	6	11	46	35	7	1	0	0	0	0	106
23:00	0	0	0	0	0	8	18	19	3	0	0	0	0	0	48
24:00	0	0	0	0	0	5	11	13	3	0	0	0	0	0	32
DAY TOTAL	26	4	6	37	221	833	1789	1034	148	12	5	0	3	26	4144
PERCENTS	0.6%	0.1%	0.1%	0.9%	5.3%	20.1%	43.2%	25.0%	3.6%	0.3%	0.1%	0.0%	0.1%	0.6%	100.0%

Statistical Information...

15th Percentile Speed
 32.1 mph

85th Percentile Speed
 42.9 mph

Median Speed
 37.7 mph

Average Speed
 37.5 mph

10 MPH Pace Speed
 30 mph to 40 mph
 1789 vehicles in pace
 Representing 43.7% of the total vehicles

Vehicles > 65 MPH
 3
 0.1%

Mass Highway Department

SPEED SUMMARY
Tue 11/30/2021

Station #: 210420000071
Site ID: 000000000502
Location: Bay Rd. SB, S. of Route 27
Direction: SOUTH
Lane: 1

File: D1129022.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	0	5	4	3	0	0	0	0	1	14
02:00	0	0	0	0	0	4	3	3	0	1	0	0	0	0	11
03:00	0	0	0	0	0	1	4	4	0	0	0	0	0	0	9
04:00	0	0	0	0	0	1	1	3	2	0	0	0	0	0	7
05:00	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
06:00	0	0	0	0	1	2	7	8	1	1	0	0	0	0	20
07:00	0	0	0	0	5	14	30	27	5	0	0	0	0	0	81
08:00	1	1	2	3	6	17	57	58	12	2	0	0	0	0	159
09:00	0	0	1	1	10	26	103	105	20	2	0	1	0	0	269
10:00	2	0	0	1	3	19	61	79	13	4	0	0	0	2	184
11:00	6	0	0	0	5	13	69	68	20	0	0	0	0	9	190
12:00	8	1	0	2	4	35	86	80	15	3	0	0	3	24	261
13:00	4	0	0	2	8	44	127	90	16	4	0	0	0	9	304
14:00	5	2	0	1	11	51	112	113	22	1	2	0	2	15	337
15:00	9	5	5	0	15	48	147	100	13	3	0	2	2	8	357
16:00	9	0	2	5	27	83	223	121	11	0	0	0	1	18	500
17:00	10	2	0	4	30	135	240	123	9	4	0	1	2	20	580
18:00	6	1	2	7	62	156	247	86	9	0	1	0	0	11	588
19:00	1	0	0	7	37	117	186	79	9	0	0	0	0	4	440
20:00	0	0	0	6	6	28	138	61	9	2	0	1	0	2	253
21:00	0	0	0	2	1	28	96	48	8	1	0	0	0	2	186
22:00	0	0	0	0	2	12	40	38	7	1	0	0	0	0	100
23:00	0	0	0	0	1	7	21	25	7	2	0	0	2	0	65
24:00	0	0	0	0	3	12	22	11	4	0	0	0	0	0	52
DAY TOTAL	61	12	12	41	239	855	2027	1335	215	31	3	5	12	125	4973
PERCENTS	1.2%	0.2%	0.2%	0.8%	4.8%	17.2%	40.8%	26.8%	4.3%	0.6%	0.1%	0.1%	0.2%	2.5%	100.0%

Statistical Information...

15th Percentile Speed
32.4 mph

85th Percentile Speed
43.3 mph

Median Speed
38.1 mph

Average Speed
37.9 mph

10 MPH Pace Speed
30 mph to 40 mph
2027 vehicles in pace
Representing 42.3% of the total vehicles

Vehicles > 65 MPH
12
0.3%

Mass Highway Department

SPEED SUMMARY
Wed 12/1/2021

Station #: 210420000071
Site ID: 000000000502
Location: Bay Rd. SB, S of Route 27
Direction: SOUTH
Lane: 1

File: D1129022.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	3	6	3	2	1	0	0	0	0	15
02:00	0	0	0	0	0	2	3	0	1	0	1	0	0	0	7
03:00	0	0	0	0	0	0	8	4	1	0	0	0	0	0	13
04:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
05:00	0	0	0	0	1	2	3	3	1	0	0	0	0	0	10
06:00	0	0	0	1	1	2	9	5	3	1	0	0	0	0	22
07:00	0	0	1	1	1	9	35	24	3	0	0	0	0	0	74
08:00	0	1	0	0	8	22	58	65	13	3	0	0	0	0	170
09:00	0	0	0	2	5	20	93	97	15	1	0	0	0	0	233
10:00	5	1	0	1	3	24	74	76	10	2	1	0	1	3	201
11:00	7	0	0	2	6	20	91	62	10	3	1	0	2	25	229
12:00	7	2	1	4	7	45	113	71	10	1	0	0	0	35	296
13:00	12	1	0	2	2	36	129	85	14	1	0	1	3	30	316
14:00	8	1	0	2	8	49	110	91	16	2	0	0	0	27	314
15:00	11	4	3	3	7	52	139	139	18	2	1	0	2	38	419
16:00	19	1	1	9	25	58	179	114	17	1	2	0	2	29	457
17:00	9	0	1	7	21	132	241	97	16	0	0	1	3	36	564
18:00	11	4	7	7	47	195	260	87	11	0	0	0	5	20	654
19:00	5	0	1	2	23	123	196	79	12	0	0	0	6	11	458
20:00	1	0	0	1	3	34	151	80	14	0	0	1	2	5	292
21:00	0	0	0	0	1	28	113	43	7	2	0	0	0	2	196
22:00	0	0	0	0	2	25	63	30	8	1	1	0	0	0	130
23:00	0	0	0	0	1	12	21	32	7	1	0	0	0	0	74
24:00	0	0	0	1	1	7	12	15	3	1	0	0	0	0	40
DAY TOTAL	95	15	15	45	173	900	2108	1303	214	23	7	3	26	261	5188
PERCENTS	1.8%	0.3%	0.3%	0.9%	3.3%	17.3%	40.6%	25.1%	4.1%	0.4%	0.1%	0.1%	0.5%	5.0%	100.0%

Statistical Information...

15th Percentile Speed
32.7 mph

85th Percentile Speed
43.3 mph

Median Speed
38.0 mph

Average Speed
38.0 mph

10 MPH Pace Speed
30 mph to 40 mph
2108 vehicles in pace
Representing 43.6% of the total vehicles

Vehicles > 65 MPH
26
0.5%

Mass Highway Department

SPEED SUMMARY
Thu 12/2/2021

Station #: 210420000071
Site ID: 000000000502
Location: Bay Rd. SB, S. of Route 27
Direction: SOUTH
Lane: 1

File: D1129022.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	2	3	7	2	0	0	0	0	0	14
02:00	1	0	0	0	0	2	6	3	3	0	0	0	0	0	15
03:00	0	0	0	0	0	0	3	5	2	0	0	0	0	0	10
04:00	0	0	0	0	0	2	4	2	0	0	0	0	0	0	8
05:00	0	0	0	0	1	1	3	3	4	0	0	0	0	0	12
06:00	0	0	0	0	1	6	5	3	1	0	0	0	0	0	16
07:00	0	0	0	0	3	11	33	21	4	2	0	0	2	0	76
08:00	6	1	1	0	5	17	63	57	10	0	0	0	1	2	163
09:00	3	1	1	1	6	30	87	80	8	0	0	1	0	11	229
10:00	5	0	0	0	2	29	78	55	14	2	0	0	0	12	197
11:00	7	3	1	1	3	29	70	59	13	1	0	0	1	14	202
12:00	14	6	2	1	7	22	111	77	17	0	0	0	0	18	275
13:00	24	6	1	4	6	47	111	84	9	1	0	1	2	32	328
14:00	21	2	0	3	5	35	145	85	11	1	0	0	6	35	349
15:00	18	2	1	4	8	57	151	87	16	1	0	0	1	45	391
16:00	18	6	0	4	26	103	175	121	14	0	0	0	3	41	511
17:00	30	8	11	17	58	170	179	70	10	1	1	1	8	56	620
18:00	13	0	1	8	54	213	225	73	9	3	0	0	9	56	664
19:00	13	4	2	7	44	145	154	59	5	0	0	0	4	34	471
20:00	7	1	1	2	8	42	104	65	8	0	0	2	2	30	272
21:00	6	0	0	0	0	24	80	53	11	0	0	0	2	16	192
22:00	2	1	0	2	2	24	58	42	6	4	0	0	0	3	144
23:00	3	0	0	0	1	13	35	15	2	0	0	0	0	5	74
24:00	1	0	0	0	1	6	19	5	2	0	0	0	0	4	38
DAY TOTAL	192	41	22	54	241	1030	1902	1131	181	16	1	5	41	414	5271
PERCENTS	3.6%	0.8%	0.4%	1.0%	4.6%	19.5%	36.1%	21.5%	3.4%	0.3%	0.0%	0.1%	0.8%	7.9%	100.0%

Statistical Information...

15th Percentile Speed
31.7 mph

85th Percentile Speed
43.0 mph

Median Speed
37.5 mph

Average Speed
37.3 mph

10 MPH Pace Speed
30 mph to 40 mph
1902 vehicles in pace
Representing 40.8% of the total vehicles

Vehicles > 65 MPH
41
0.9%

Mass Highway Department

SPEED SUMMARY
Fri 12/3/2021

Page: 5

Station #: 210420000071
Site ID: 000000000502
Location: Bay Rd. SB, S. of Route 27
Direction: SOUTH
Lane: 1

File: D1129022.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	4	7	10	5	0	0	0	0	0	27
02:00	0	0	0	0	0	0	4	2	1	0	0	0	0	0	7
03:00	0	0	0	0	0	4	5	3	3	0	0	0	0	0	15
04:00	0	0	0	0	1	1	1	2	2	0	0	0	0	0	7
05:00	0	0	0	0	1	1	3	3	0	1	0	0	0	0	9
06:00	0	0	0	0	2	3	6	4	2	0	0	0	0	0	17
07:00	1	0	0	2	3	11	27	25	4	2	0	0	0	0	75
08:00	3	3	0	1	8	29	64	47	11	1	0	0	2	1	170
09:00	4	0	0	3	2	42	118	73	20	2	0	0	1	8	273
10:00	4	2	0	4	7	13	91	85	15	0	1	2	2	1	227
11:00	7	6	1	2	3	15	78	91	10	0	0	1	2	24	240
12:00	14	4	0	0	11	44	100	64	21	2	0	0	0	42	302
13:00	10	1	0	4	13	79	145	77	19	4	1	0	1	30	384
14:00	6	0	3	0	15	42	128	110	20	3	1	2	0	27	357
15:00	11	8	15	4	18	61	153	100	20	1	0	0	2	18	411
16:00	7	2	4	6	17	89	228	151	18	1	1	1	1	18	544
17:00	8	4	2	2	16	126	257	135	14	2	1	0	2	11	580
18:00	5	1	0	2	24	160	236	106	7	0	0	0	1	13	555
19:00	0	0	0	1	12	91	185	98	8	2	1	0	0	0	398
20:00	1	0	1	1	6	42	153	57	10	0	0	0	0	1	272
21:00	0	0	0	1	8	35	109	46	7	2	0	0	0	0	208
22:00	0	0	0	0	3	14	58	56	10	4	0	0	0	0	145
23:00	0	0	0	0	2	9	47	31	10	0	0	0	0	1	100
24:00	0	0	2	0	1	15	33	20	6	4	0	1	0	0	82
DAY TOTAL	81	31	28	33	174	930	2236	1396	243	31	6	7	14	195	5405
PERCENTS	1.5%	0.6%	0.5%	0.6%	3.2%	17.2%	41.4%	25.8%	4.5%	0.6%	0.1%	0.1%	0.3%	3.6%	100.0%

Statistical Information...

15th Percentile Speed
32.7 mph

85th Percentile Speed
43.3 mph

Median Speed
38.1 mph

Average Speed
38.0 mph

10 MPH Pace Speed
30 mph to 40 mph
2236 vehicles in pace
Representing 43.6% of the total vehicles

Vehicles > 65 MPH
14
0.3%

Mass Highway Department

SPEED SUMMARY
Sat 12/4/2021

Page: 6

Station #: 210420000071
Site ID: 000000000502
Location: Bay Rd. SB, S. of Route 27
Direction: SOUTH
Lane: 1

File: D1129022.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	3	8	8	6	1	1	0	0	0	27
02:00	0	0	0	0	1	1	9	5	2	0	0	0	0	1	19
03:00	0	0	1	0	0	0	5	3	3	0	0	0	0	0	12
04:00	0	1	0	0	0	0	2	2	0	0	0	0	0	0	5
05:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
06:00	0	0	0	0	0	0	5	3	1	0	0	0	0	0	9
07:00	0	0	0	0	1	6	14	12	2	0	0	0	0	0	35
08:00	0	0	0	0	2	12	33	24	5	0	0	0	0	0	76
09:00	3	0	0	2	3	17	50	53	14	3	0	0	0	0	145
10:00	1	0	0	2	11	27	84	63	12	0	0	1	0	0	201
11:00	6	1	0	2	3	37	99	96	11	1	1	0	3	28	288
12:00	10	1	0	6	8	42	161	91	9	0	0	0	3	43	374
13:00	20	2	2	3	8	53	161	100	14	2	0	2	2	46	415
14:00	11	2	1	0	14	45	149	113	12	1	0	0	2	32	382
15:00	11	2	2	4	15	64	145	105	17	2	0	0	0	23	390
16:00	10	1	1	7	4	71	154	114	16	2	0	0	2	28	410
17:00	0	3	6	3	14	83	168	91	12	1	0	0	2	6	389
18:00	0	0	0	2	21	67	121	78	11	1	0	0	0	8	309
19:00	2	0	0	4	9	60	133	87	15	2	0	0	0	4	316
20:00	0	0	2	1	2	35	102	47	11	1	0	0	0	1	202
21:00	2	0	0	2	2	18	75	52	9	1	0	0	0	0	161
22:00	1	0	0	0	8	20	55	38	5	0	1	0	0	2	130
23:00	0	0	0	0	3	7	51	28	6	1	1	1	0	4	102
24:00	0	1	0	0	1	6	25	26	7	1	0	0	0	2	69
DAY TOTAL	77	14	15	38	130	675	1810	1241	200	20	4	4	14	228	4470
PERCENTS	1.7%	0.3%	0.3%	0.9%	2.9%	15.1%	40.5%	27.8%	4.5%	0.4%	0.1%	0.1%	0.3%	5.1%	100.0%

Statistical Information...

15th Percentile Speed
33.2 mph

85th Percentile Speed
43.5 mph

Median Speed
38.4 mph

Average Speed
38.3 mph

10 MPH Pace Speed
30 mph to 40 mph
1810 vehicles in pace
Representing 43.5% of the total vehicles

Vehicles > 65 MPH
14
0.3%

Mass Highway Department

SPEED SUMMARY
Sun 12/5/2021

Station #: 210420000071
Site ID: 000000000502
Location: Bay Rd. SB, S. of Route 27
Direction: SOUTH
Lane: 1

File: D1129022.prn
City: Canton
County: speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	1	0	0	5	13	18	0	1	1	0	0	0	39
02:00	1	0	0	0	0	2	6	8	8	0	0	0	0	0	25
03:00	0	0	0	0	0	2	5	4	2	0	0	0	0	0	13
04:00	0	0	0	1	0	1	1	5	2	0	1	0	0	0	11
05:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
07:00	0	0	0	0	3	2	9	4	2	0	0	0	0	0	20
08:00	0	0	0	0	1	5	26	15	10	2	0	0	0	0	59
09:00	4	0	0	1	4	13	41	41	7	1	0	0	0	3	115
10:00	8	0	1	1	2	6	49	71	19	2	0	2	2	16	179
11:00	16	2	0	1	1	25	63	87	16	0	0	0	2	50	263
12:00	16	1	0	3	6	41	96	104	12	1	0	0	2	51	333
13:00	5	4	0	1	18	62	136	84	15	1	0	0	2	43	371
14:00	7	0	1	3	18	49	139	78	17	0	0	0	1	36	349
15:00	7	1	1	2	10	50	130	81	18	1	1	0	3	43	348
16:00	9	1	1	7	15	54	129	105	18	2	0	0	0	19	360
17:00	5	3	0	0	18	73	140	82	15	2	0	0	0	18	356
18:00	3	4	1	5	18	60	177	61	6	2	0	0	2	10	349
19:00	1	0	0	2	13	36	104	70	11	0	0	0	0	4	241
20:00	0	0	0	3	10	31	71	46	16	2	1	0	0	2	182
21:00	0	1	1	1	7	27	50	38	4	0	0	0	0	0	129
22:00	0	0	0	0	1	11	28	13	5	1	0	0	0	2	61
23:00	0	0	0	0	3	3	28	14	4	1	0	0	0	1	54
DAY TOTAL	82	17	7	31	148	558	1445	1031	208	19	4	2	14	298	3864
PERCENTS	2.1%	0.4%	0.2%	0.8%	3.8%	14.4%	37.4%	26.7%	5.4%	0.5%	0.1%	0.1%	0.4%	7.7%	100.0%

Statistical Information...

15th Percentile Speed
32.9 mph

85th Percentile Speed
43.7 mph

Median Speed
38.4 mph

Average Speed
38.3 mph

10 MPH Pace Speed
30 mph to 40 mph
1445 vehicles in pace
Representing 41.5% of the total vehicles

Vehicles > 65 MPH
14
0.4%

APPENDIX M

**Intersection Capacity Analyses
Weekday AM/PM and Saturday Peak Hours
Signal Retiming Scenarios under 2030 Projected Traffic Conditions**

**Washington Street at Sherman Street
Washington at Route 27**

Intersection Capacity Analysis

1: Washington St & Sherman St

08/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	55	58	35	63	151	180	47	591	44	27	301	36
Future Volume (vph)	55	58	35	63	151	180	47	591	44	27	301	36
Confl. Peds. (#/hr)	3		1	1		3	6		9	9		9
Peak Hour Factor	0.74	0.74	0.74	0.85	0.85	0.85	0.99	0.99	0.99	0.79	0.79	0.79
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	538	0	55	744	0	40	495	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		15.0	15.0		15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0		38.0	38.0		38.0	38.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		42.2%	42.2%		42.2%	42.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.61			0.94		0.20	0.88		0.40	0.60	
Control Delay		28.7			49.5		16.7	33.7		32.3	20.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		28.7			49.5		16.7	33.7		32.3	20.0	
Queue Length 50th (ft)		70			190		12	251		10	136	
Queue Length 95th (ft)		152			#497		53	#709		#53	296	
Internal Link Dist (ft)		308			288			525			214	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		380			573		278	843		100	823	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.61			0.94		0.20	0.88		0.40	0.60	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 72.4

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington St & Sherman St



Intersection Capacity Analysis
 1: Washington St & Sherman St

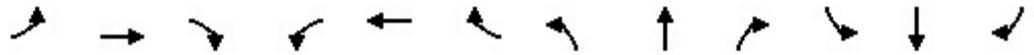
08/17/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

1: Washington St & Sherman St

08/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	34	133	68	68	111	81	52	326	52	31	494	37
Future Volume (vph)	34	133	68	68	111	81	52	326	52	31	494	37
Confl. Peds. (#/hr)	5		3	3		5	5		6	6		5
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	333	0	0	328	0	65	475	0	38	646	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		15.0	15.0		15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0		38.0	38.0		38.0	38.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		42.2%	42.2%		42.2%	42.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.59			0.67		0.41	0.58		0.13	0.78	
Control Delay		24.1			28.2		26.1	18.5		15.3	25.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		24.1			28.2		26.1	18.5		15.3	25.5	
Queue Length 50th (ft)		95			96		16	124		8	195	
Queue Length 95th (ft)		211			#295		#78	326		37	#567	
Internal Link Dist (ft)		308			288			525			214	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		655			562		183	959		339	969	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.51			0.58		0.36	0.50		0.11	0.67	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 65.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington St & Sherman St



Intersection Capacity Analysis
 1: Washington St & Sherman St

08/17/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

1: Washington St & Sherman St

08/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	32	71	58	65	87	36	74	407	67	21	406	19
Future Volume (vph)	32	71	58	65	87	36	74	407	67	21	406	19
Confl. Peds. (#/hr)	3		8	8		3	16		9	9		16
Peak Hour Factor	0.75	0.75	0.75	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	242	0	87	559	0	26	535	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		15.5	15.5		15.5	15.5	
Total Split (s)	30.0	30.0		30.0	30.0		38.0	38.0		38.0	38.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		42.2%	42.2%		42.2%	42.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.51			0.58		0.36	0.71		0.12	0.68	
Control Delay		19.8			23.4		18.6	20.0		14.4	19.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		19.8			23.4		18.6	20.0		14.4	19.1	
Queue Length 50th (ft)		40			45		12	92		3	87	
Queue Length 95th (ft)		135			182		83	#458		29	#402	
Internal Link Dist (ft)		308			288			525			214	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		970			872		428	1383		391	1391	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.25			0.28		0.20	0.40		0.07	0.38	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 48.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington St & Sherman St



Intersection Capacity Analysis
 1: Washington St & Sherman St

08/17/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←→			←→			←→		↖	↗	
Traffic Volume (vph)	155	396	26	16	351	169	70	483	29	147	125	89
Future Volume (vph)	155	396	26	16	351	169	70	483	29	147	125	89
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.88	0.88	0.88	0.89	0.89	0.89
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	712	0	0	662	0	0	767	0	192	279	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	15.0		15.0	15.0		15.0	15.0		6.0	15.0	
Minimum Split (s)	11.0	21.0		21.0	21.0		21.0	21.0		11.0	21.0	
Total Split (s)	11.0	51.0		40.0	40.0		38.0	38.0		15.0	53.0	
Total Split (%)	8.5%	39.2%		30.8%	30.8%		29.2%	29.2%		11.5%	40.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		5.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None										
v/c Ratio		0.83			0.52			0.86		0.76	0.37	
Control Delay		39.5			24.6			48.1		41.9	21.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		39.5			24.6			48.1		41.9	21.6	
Queue Length 50th (ft)		210			148			247		75	104	
Queue Length 95th (ft)		#454			290			#474		#231	235	
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)												
Base Capacity (vph)		855			1276			890		254	761	
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		0.83			0.52			0.86		0.76	0.37	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 109.2

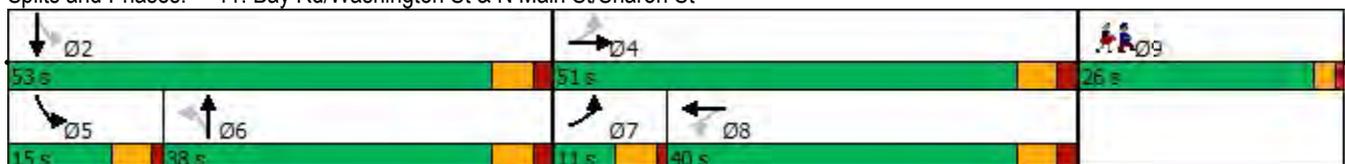
Natural Cycle: 130

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑			←↑			←↑		←	↑	←
Traffic Volume (vph)	150	397	70	98	445	133	42	286	31	267	470	166
Future Volume (vph)	150	397	70	98	445	133	42	286	31	267	470	166
Confl. Peds. (#/hr)	1		2	2		1	1		2	2		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.91	0.91	0.91
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	708	0	0	777	0	0	436	0	317	755	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	15.0		15.0	15.0		15.0	15.0		6.0	15.0	
Minimum Split (s)	11.0	21.0		21.0	21.0		21.0	21.0		11.0	21.0	
Total Split (s)	12.0	50.0		38.0	38.0		38.0	38.0		14.0	52.0	
Total Split (%)	9.4%	39.1%		29.7%	29.7%		29.7%	29.7%		10.9%	40.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		5.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None										
v/c Ratio		0.86			0.85			0.72		0.81	0.96	
Control Delay		41.5			39.1			42.3		41.2	53.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		41.5			39.1			42.3		41.2	53.9	
Queue Length 50th (ft)		206			222			128		131	441	
Queue Length 95th (ft)		#455			#482			#269		#396	#976	
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)												
Base Capacity (vph)		821			913			603		393	787	
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		0.86			0.85			0.72		0.81	0.96	

Intersection Summary

Cycle Length: 128

Actuated Cycle Length: 107.2

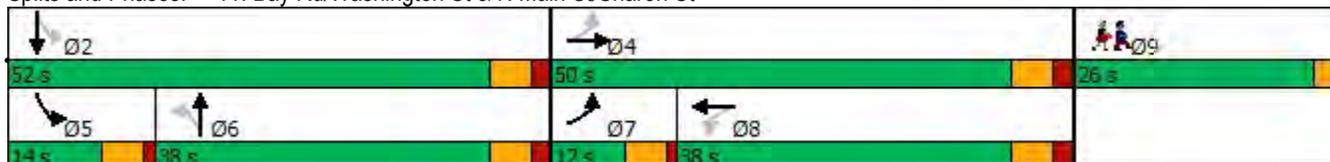
Natural Cycle: 150

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑			←↑			←↑		←	↑	
Traffic Volume (vph)	183	270	35	90	329	90	33	309	46	249	255	148
Future Volume (vph)	183	270	35	90	329	90	33	309	46	249	255	148
Confl. Peds. (#/hr)			1	1			3					3
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.86	0.86	0.86	0.93	0.93	0.93
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	573	0	0	584	0	0	487	0	289	468	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	15.0		15.0	15.0		15.0	15.0		6.0	15.0	
Minimum Split (s)	11.0	21.0		21.0	21.0		21.0	21.0		11.0	21.0	
Total Split (s)	20.0	56.0		36.0	36.0		26.0	26.0		20.0	46.0	
Total Split (%)	15.6%	43.8%		28.1%	28.1%		20.3%	20.3%		15.6%	35.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		5.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
v/c Ratio		0.97dl			0.72			0.67		0.60	0.55	
Control Delay		35.9			30.3			38.1		25.6	23.2	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		35.9			30.3			38.1		25.6	23.2	
Queue Length 50th (ft)		131			126			112		79	142	
Queue Length 95th (ft)		277			264			#308		#307	#514	
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)												
Base Capacity (vph)		1228			924			730		482	851	
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		0.47			0.63			0.67		0.60	0.55	

Intersection Summary

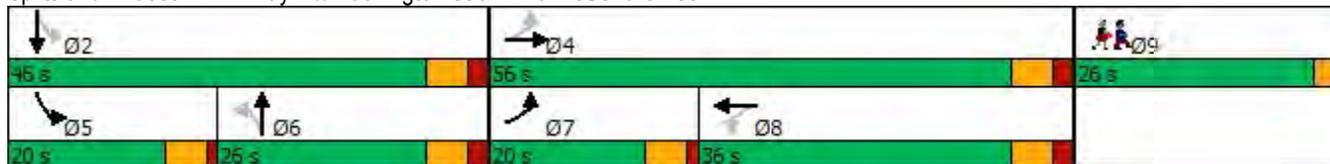
Cycle Length: 128
 Actuated Cycle Length: 88
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

APPENDIX N

**Preliminary Traffic Signal Needs Analysis
Washington Street at High Street**

Table 1
Summary of Hourly Volumes and Signal Needs Analysis
Washington Street at High Street, Canton

Hourly period starting	Washington Street (main street)		High Street (minor street)	Sum of main street	Maximum of minor street	Volumes above the required minimum on main/minor street		
	NB	SB	EB			Warrant 1	Warrant 2	Warrant 7
6:00	578	178	44	756	44			In the recent 12-month period in 2015, three crashes are considered correctable by a traffic signal.
7:00	786	378	93	1164	93	√	√	
8:00	740	539	102	1279	102	√	√	
9:00	622	537	84	1159	84	√	√	
10:00	622	618	86	1240	86	√	√	
11:00	621	684	102	1305	102	√	√	
12:00	744	763	124	1507	124	√	√	
13:00	685	773	106	1458	106	√	√	
14:00	674	836	116	1510	116	√	√	
15:00	694	981	130	1675	130	√	√	
16:00	669	1033	133	1702	133	√	√	
17:00	672	1040	128	1712	128	√	√	
18:00	549	815	81	1364	81	√	√	
19:00	399	494	50	893	50			

MET MET NOT MET

Note: The hourly volumes of the intersection approaches were obtained from the weekday average of Automatic Traffic Recorder (ATR) counts collected in the period of 11/29-12/3/2021 for this study.

Warrants 1, 2, and 7 in MUTCD Chapter 4C were applied to this intersection.

Warrant 1 (8-Hour Volume) is fulfilled under Condition B. It requires that the traffic conditions (observed vehicular volumes higher than the specified minimum volumes) exist for each of any 8 hours of an average day. The interruption of continuous traffic (Condition B) was applied in this case. The volume threshold for a major street (assuming one lane) is 750 vehicles per hour (vph) and for a minor street of one lane is 75 vph.

Warrant 2 (4-Hour Volume) is fulfilled. It requires that the traffic conditions (main street combined/minor street maximum volume falling above an applicable curve) exist for each of any 4 hours of an average day. The lower threshold volume for a minor street of one lane is 80 vph.

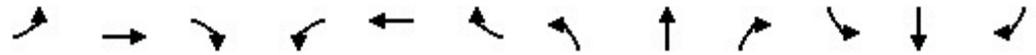
Warrant 7 (Crash Experience) is not fulfilled. Only 3 correctable crashes were observed between April 2016 and March 2017, the most recent 12 months for which data is available

APPENDIX O
Intersection Capacity Analyses
Weekday AM Peak Hour
2030 Projected Traffic Conditions with the Proposed Improvements

Intersection Capacity Analysis

1: Washington St & Sherman St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	55	58	35	63	151	180	47	591	44	27	301	36
Future Volume (vph)	55	58	35	63	151	180	47	591	44	27	301	36
Confl. Peds. (#/hr)	3		1	1		3	6		9	9		9
Peak Hour Factor	0.74	0.74	0.74	0.85	0.85	0.85	0.99	0.99	0.99	0.79	0.79	0.79
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	538	0	55	744	0	40	495	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	10.0		2.0	10.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		7.0	15.0		6.0	15.0	
Total Split (s)	28.0	28.0		28.0	28.0		7.0	34.0		6.0	33.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		7.8%	37.8%		6.7%	36.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.67			0.98		0.19	0.96		0.26	0.67	
Control Delay		33.3			60.5		13.6	48.8		17.3	25.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.3			60.5		13.6	48.8		17.3	25.1	
Queue Length 50th (ft)		75			202		10	286		7	159	
Queue Length 95th (ft)		#177			#521		43	#761		29	#351	
Internal Link Dist (ft)		308			288			525			214	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		346			547		287	771		153	738	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.67			0.98		0.19	0.96		0.26	0.67	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 70

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington St & Sherman St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
2: Washington St & Revere St/Driveway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	0	58	0	0	0	58	614	6	1	333	44
Future Volume (vph)	53	0	58	0	0	0	58	614	6	1	333	44
Confl. Peds. (#/hr)	5		6	6		5	10		19	19		
Peak Hour Factor	0.79	0.79	0.79	0.25	0.25	0.25	0.92	0.92	0.92	0.75	0.75	0.75
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	0	0	0	855	0	0	585	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Total Split (s)	12.0	12.0		12.0	12.0		59.0	59.0		59.0	59.0	
Total Split (%)	12.9%	12.9%		12.9%	12.9%		63.4%	63.4%		63.4%	63.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
v/c Ratio		0.71						0.78			0.49	
Control Delay		44.2						20.5			11.3	
Queue Delay		0.0						2.3			0.0	
Total Delay		44.2						22.8			11.3	
Queue Length 50th (ft)		57						236			114	
Queue Length 95th (ft)		#160						#686			214	
Internal Link Dist (ft)		383			46			533			146	
Turn Bay Length (ft)												
Base Capacity (vph)		231						1121			1217	
Starvation Cap Reductn		0						149			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.71						0.88			0.48	

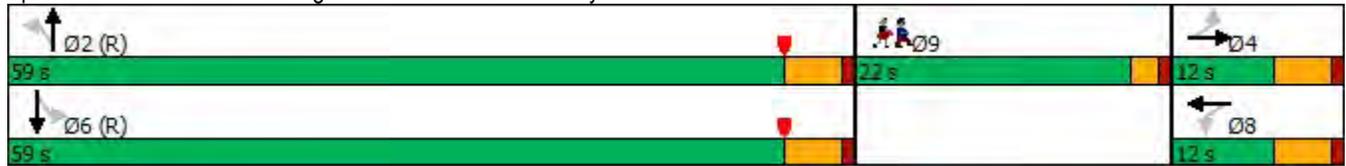
Intersection Summary

Cycle Length: 93
 Actuated Cycle Length: 93
 Offset: 47 (51%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 2: Washington St & Revere St/Driveway

08/22/2022

Splits and Phases: 2: Washington St & Revere St/Driveway



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

3: Washington St & Bolivar St

08/22/2022



Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø7
Lane Configurations							
Traffic Volume (vph)	166	130	557	89	77	313	
Future Volume (vph)	166	130	557	89	77	313	
Confl. Peds. (#/hr)	4			5	5		
Peak Hour Factor	0.91	0.91	0.90	0.90	0.72	0.72	
Growth Factor	116%	116%	116%	116%	116%	116%	
Heavy Vehicles (%)	5%	5%	2%	2%	4%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	212	166	833	0	124	504	
Turn Type	Prot	pt+ov	NA		pm+pt	NA	
Protected Phases	8	8 1	2		1	6	7
Permitted Phases					6		
Detector Phase	8	8 1	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0		10.0		2.0	10.0	7.0
Minimum Split (s)	10.5		15.5		7.5	15.5	20.0
Total Split (s)	17.0		43.0		10.0	53.0	20.0
Total Split (%)	18.9%		47.8%		11.1%	58.9%	22%
Yellow Time (s)	4.0		4.0		4.0	4.0	2.0
All-Red Time (s)	1.5		1.5		1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.5		5.5	5.5	
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		C-Min		Min	C-Min	None
v/c Ratio	0.66	0.36	0.79		0.41	0.40	
Control Delay	44.2	26.9	22.4		13.6	7.4	
Queue Delay	0.0	0.0	13.6		0.0	0.0	
Total Delay	44.2	26.9	35.9		13.6	7.4	
Queue Length 50th (ft)	113	74	342		20	106	
Queue Length 95th (ft)	180	123	#627		33	130	
Internal Link Dist (ft)	291		172			533	
Turn Bay Length (ft)		150			200		
Base Capacity (vph)	320	457	1056		305	1262	
Starvation Cap Reductn	0	0	217		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.66	0.36	0.99		0.41	0.40	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 22 (24%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

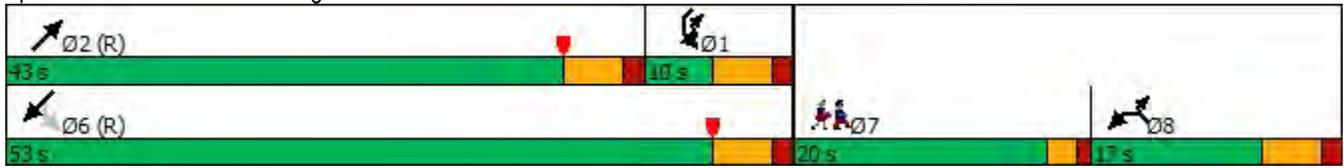
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection Capacity Analysis
3: Washington St & Bolivar St

08/22/2022

Splits and Phases: 3: Washington St & Bolivar St



Intersection Capacity Analysis (HCM 200 Unsignalized)

4: Washington St & Mechanic St/Wall St

08/22/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	12	1	1	37	0	38	2	599	37	23	443	7
Future Volume (Veh/h)	12	1	1	37	0	38	2	599	37	23	443	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.85	0.85	0.85	0.93	0.93	0.93	0.82	0.82	0.82
Hourly flow rate (vph)	24	2	2	50	0	52	2	747	46	33	627	10
Pedestrians		16			6			3			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								205			252	
pX, platoon unblocked	0.94	0.94	0.88	0.94	0.94	0.88	0.88			0.88		
vC, conflicting volume	1543	1517	651	1484	1499	779	653			799		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1266	1239	539	1204	1220	683	541			706		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	99	100	64	100	87	100			96		
cM capacity (veh/h)	112	156	474	139	157	390	894			779		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	28	102	795	670								
Volume Left	24	50	2	33								
Volume Right	2	52	46	10								
cSH	121	207	894	779								
Volume to Capacity	0.23	0.49	0.00	0.04								
Queue Length 95th (ft)	21	61	0	3								
Control Delay (s)	43.5	38.1	0.1	1.1								
Lane LOS	E	E	A	A								
Approach Delay (s)	43.5	38.1	0.1	1.1								
Approach LOS	E	E										
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			60.0%		ICU Level of Service					B		
Analysis Period (min)			15									

Intersection Capacity Analysis
5: Church St & Washington St

08/22/2022



Lane Group	EBL	EBR	NEL	NET	SWT	SWR	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	308	632	272	210				
Future Volume (vph)	0	0	308	632	272	210				
Confl. Peds. (#/hr)	2		7			7				
Peak Hour Factor	0.25	0.25	0.92	0.92	0.83	0.83				
Growth Factor	116%	116%	116%	116%	116%	116%				
Heavy Vehicles (%)	0%	0%	3%	3%	6%	6%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	388	797	673	0				
Turn Type			pm+pt	NA	NA					
Protected Phases			4 5	2 4 5	6		2	3	4	5
Permitted Phases			2 4 5							
Detector Phase			4 5	2 4 5	6					
Switch Phase										
Minimum Initial (s)				10.0	10.0	10.0	7.0	5.0	1.5	
Minimum Split (s)				15.5	15.5	15.5	21.0	24.0	7.0	
Total Split (s)				39.0	39.0	39.0	46.0	21.0	24.0	7.0
Total Split (%)				42.9%	42.9%	42.9%	51%	23%	26%	8%
Yellow Time (s)				4.0	4.0	4.0	2.0	4.0	4.0	
All-Red Time (s)				1.5	1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)				0.0	0.0	0.0				
Total Lost Time (s)				5.5	5.5	5.5				
Lead/Lag				Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode				C-Min	C-Min	C-Min	None	None	None	
v/c Ratio			0.51	0.46	0.73					
Control Delay			7.4	3.1	23.5					
Queue Delay			0.0	0.1	2.2					
Total Delay			7.4	3.2	25.7					
Queue Length 50th (ft)			0	0	246					
Queue Length 95th (ft)			141	298	#540					
Internal Link Dist (ft)	599			58	125					
Turn Bay Length (ft)										
Base Capacity (vph)			787	1718	926					
Starvation Cap Reductn			0	129	136					
Spillback Cap Reductn			0	0	0					
Storage Cap Reductn			0	0	0					
Reduced v/c Ratio			0.49	0.50	0.85					

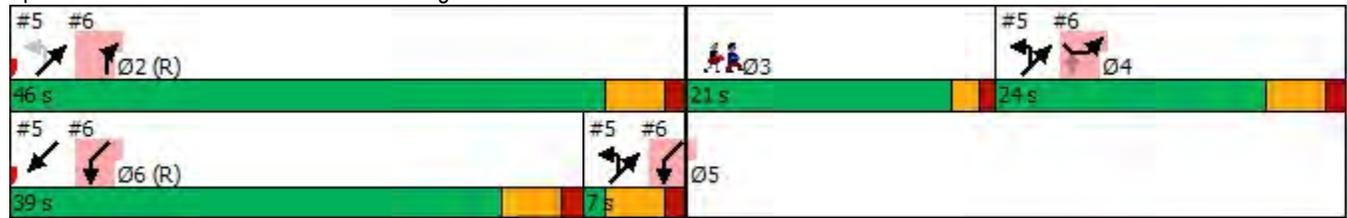
Intersection Summary

Cycle Length: 91
 Actuated Cycle Length: 91
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 5: Church St & Washington St

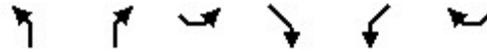
08/22/2022

Splits and Phases: 5: Church St & Washington St



Intersection Capacity Analysis
6: Washington St & Neponset St

08/22/2022



Lane Group	NBL	NBR	SEL	SER	SWL	SWR	Ø3	Ø5	Ø6
Lane Configurations		↗	↘	↘	↘				
Traffic Volume (vph)	0	740	163	251	285	0			
Future Volume (vph)	0	740	163	251	285	0			
Confl. Peds. (#/hr)	4			1		4			
Peak Hour Factor	0.89	0.89	0.84	0.84	0.75	0.75			
Growth Factor	116%	116%	116%	116%	116%	116%			
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	964	225	347	441	0			
Turn Type		Prot	Prot	Perm	Prot				
Protected Phases		2	4		5 6		3	5	6
Permitted Phases				4					
Detector Phase		2	4	4	5 6				
Switch Phase									
Minimum Initial (s)		10.0	5.0	5.0			7.0	1.5	10.0
Minimum Split (s)		15.5	24.0	24.0			21.0	7.0	15.5
Total Split (s)		46.0	24.0	24.0			21.0	7.0	39.0
Total Split (%)		50.5%	26.4%	26.4%			23%	8%	43%
Yellow Time (s)		4.0	4.0	4.0			2.0	4.0	4.0
All-Red Time (s)		1.5	1.5	1.5			1.0	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0					
Total Lost Time (s)		5.5	5.5	5.5					
Lead/Lag			Lag	Lag			Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes
Recall Mode		C-Min	None	None			None	None	C-Min
v/c Ratio		0.77	0.62	0.59	0.40				
Control Delay		10.3	39.9	7.9	12.5				
Queue Delay		0.0	0.0	0.0	1.1				
Total Delay		10.3	39.9	7.9	13.6				
Queue Length 50th (ft)		72	113	0	111				
Queue Length 95th (ft)		#494	181	53	212				
Internal Link Dist (ft)	644		531		158				
Turn Bay Length (ft)									
Base Capacity (vph)		1252	391	610	1098				
Starvation Cap Reductn		0	0	0	421				
Spillback Cap Reductn		0	0	0	0				
Storage Cap Reductn		0	0	0	0				
Reduced v/c Ratio		0.77	0.58	0.57	0.65				

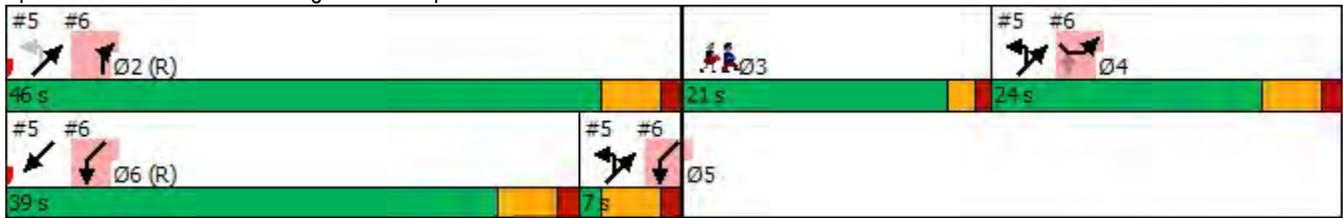
Intersection Summary

Cycle Length: 91
 Actuated Cycle Length: 91
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 6: Washington St & Neponset St

08/22/2022

Splits and Phases: 6: Washington St & Neponset St



Intersection Capacity Analysis

7: Washington St & High St

08/22/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	45	66	74	696	428	39	
Future Volume (vph)	45	66	74	696	428	39	
Confl. Peds. (#/hr)			4				
Peak Hour Factor	0.93	0.93	0.87	0.87	0.87	0.87	
Growth Factor	116%	116%	116%	116%	116%	116%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	56	82	99	928	623	0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA		
Protected Phases	4	5	5	2	6		3
Permitted Phases		4	2				
Detector Phase	4	5	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	4.0	4.0	5.0	5.0		3.0
Minimum Split (s)	10.0	8.0	8.0	10.0	10.0		23.0
Total Split (s)	12.0	8.0	8.0	55.0	47.0		23.0
Total Split (%)	13.3%	8.9%	8.9%	61.1%	52.2%		26%
Yellow Time (s)	4.0	3.0	3.0	4.0	4.0		2.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	4.0	4.0	5.0	5.0		
Lead/Lag	Lag	Lead	Lead		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	Min	Min	Min	None		None
v/c Ratio	0.20	0.20	0.22	0.64	0.66		
Control Delay	29.8	8.3	5.8	10.8	14.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	29.8	8.3	5.8	10.8	14.7		
Queue Length 50th (ft)	15	0	7	142	123		
Queue Length 95th (ft)	68	37	43	#651	365		
Internal Link Dist (ft)	418			1059	682		
Turn Bay Length (ft)	50						
Base Capacity (vph)	305	408	459	1665	1502		
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	0.18	0.20	0.22	0.56	0.41		

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 49.9

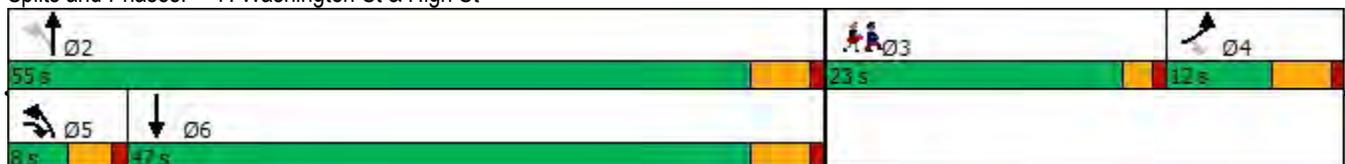
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Washington St & High St



Intersection Capacity Analysis
8: Washington St & Shoppes Village Driveway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	15	1	10	20	0	51	22	668	22	119	405	26
Future Volume (vph)	15	1	10	20	0	51	22	668	22	119	405	26
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.57	0.57	0.57	0.69	0.69	0.69	0.94	0.94	0.94	0.86	0.86	0.86
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	0%	0%	0%	5%	5%	5%	1%	1%	1%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	34	86	27	851	0	161	581	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Total Split (s)	12.0	12.0		12.0	12.0	12.0	7.0	48.0		9.0	50.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%	13.3%	7.8%	53.3%		10.0%	55.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.40			0.27	0.31	0.05	0.70		0.46	0.41	
Control Delay		37.0			44.3	2.9	2.2	8.7		12.8	8.2	
Queue Delay		0.0			0.0	0.0	0.0	0.9		0.0	0.0	
Total Delay		37.0			44.3	2.9	2.2	9.6		12.8	8.2	
Queue Length 50th (ft)		18			18	0	1	82		13	67	
Queue Length 95th (ft)		30			37	0	m3	m#680		#96	316	
Internal Link Dist (ft)		81			235			168			854	
Turn Bay Length (ft)										200		
Base Capacity (vph)		138			135	283	584	1212		352	1403	
Starvation Cap Reductn		0			0	0	0	146		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.38			0.25	0.30	0.05	0.80		0.46	0.41	

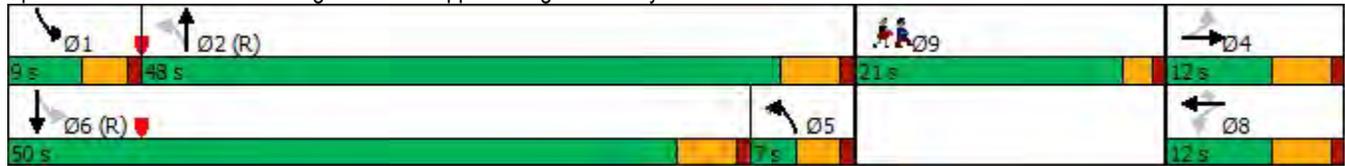
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 86 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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.

Intersection Capacity Analysis
 8: Washington St & Shoppes Village Driveway

08/22/2022

Splits and Phases: 8: Washington St & Shoppes Village Driveway



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 200 Unsignalized)

9: Washington St & Plaza Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	29	0	0	25	0	667	48	0	424	0
Future Volume (Veh/h)	0	0	29	0	0	25	0	667	48	0	424	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.77	0.77	0.77	0.94	0.94	0.94	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	54	0	0	38	0	823	59	0	512	0
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								201			248	
pX, platoon unblocked	0.62	0.62	0.87	0.62	0.62	0.56	0.87			0.56		
vC, conflicting volume	1404	1396	513	1420	1366	854	513			883		
vC1, stage 1 conf vol	513	513		854	854							
vC2, stage 2 conf vol	890	883		566	513							
vCu, unblocked vol	869	857	364	895	809	337	364			390		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	91	100	100	90	100			100		
cM capacity (veh/h)	289	311	589	318	327	392	1042			646		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	54	38	882	512								
Volume Left	0	0	0	0								
Volume Right	54	38	59	0								
cSH	589	392	1700	1700								
Volume to Capacity	0.09	0.10	0.52	0.30								
Queue Length 95th (ft)	8	8	0	0								
Control Delay (s)	11.7	15.2	0.0	0.0								
Lane LOS	B	C										
Approach Delay (s)	11.7	15.2	0.0	0.0								
Approach LOS	B	C										
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			54.1%		ICU Level of Service					A		
Analysis Period (min)			15									

Intersection Capacity Analysis
10: Washington St & Cobb Corner

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	34	4	3	58	4	75	81	677	71	78	353	7
Future Volume (vph)	34	4	3	58	4	75	81	677	71	78	353	7
Confl. Peds. (#/hr)							1		1	1		1
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.87	0.87	0.87	0.88	0.88	0.88
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	86	104	108	998	0	103	474	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Total Split (s)	13.0	13.0		13.0	13.0	13.0	9.0	49.0		7.0	47.0	
Total Split (%)	14.4%	14.4%		14.4%	14.4%	14.4%	10.0%	54.4%		7.8%	52.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.48			0.57	0.32	0.20	0.83		0.47	0.40	
Control Delay		48.3			54.4	3.9	8.1	21.6		18.4	6.3	
Queue Delay		0.0			0.0	0.0	0.0	31.7		0.0	0.2	
Total Delay		48.3			54.4	3.9	8.1	53.3		18.4	6.6	
Queue Length 50th (ft)		35			46	0	17	334		18	95	
Queue Length 95th (ft)		61			#107	3	57	#846		#46	75	
Internal Link Dist (ft)		38			134			131			121	
Turn Bay Length (ft)												
Base Capacity (vph)		147			156	326	548	1208		218	1189	
Starvation Cap Reductn		0			0	0	0	264		0	221	
Spillback Cap Reductn		0			0	2	0	28		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.46			0.55	0.32	0.20	1.06		0.47	0.49	

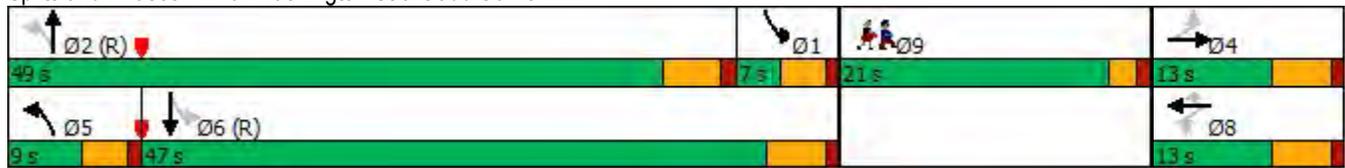
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 10: Washington St & Cobb Corner

08/22/2022

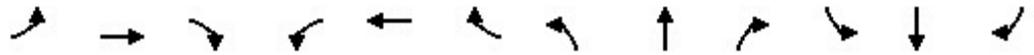
Splits and Phases: 10: Washington St & Cobb Corner



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	396	26	16	351	169	70	483	29	147	125	89
Future Volume (vph)	155	396	26	16	351	169	70	483	29	147	125	89
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.88	0.88	0.88	0.89	0.89	0.89
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	521	0	20	642	0	92	675	0	192	163	116
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		2
Detector Phase	7	4		3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0		3.0	10.0		3.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.0	15.0		7.0	15.0		7.0	15.0		9.0	15.0	15.0
Total Split (s)	16.0	37.0		10.0	31.0		8.0	45.0		10.0	47.0	47.0
Total Split (%)	12.5%	28.9%		7.8%	24.2%		6.3%	35.2%		7.8%	36.7%	36.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
v/c Ratio	0.87	0.97		0.15	0.91		0.16	0.97		0.60	0.19	0.14
Control Delay	68.4	76.1		31.7	62.8		17.9	67.5		34.2	22.9	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	68.4	76.1		31.7	62.8		17.9	67.5		34.2	22.9	2.7
Queue Length 50th (ft)	118	405		11	254		30	502		85	72	0
Queue Length 95th (ft)	#243	#729		30	#364		84	#874		#323	156	24
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)				125								
Base Capacity (vph)	221	539		133	709		562	693		319	853	802
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.86	0.97		0.15	0.91		0.16	0.97		0.60	0.19	0.14

Intersection Summary

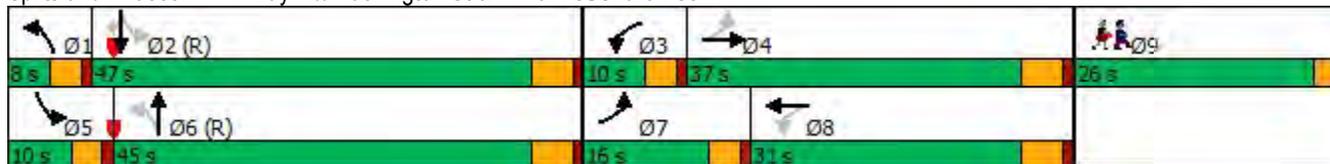
Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 200 Unsignalized)

12: Washington St & Starbucks Driveway

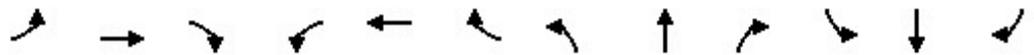
08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	0	0	32	0	0	22	0	777	42	0	352	18
Future Volume (Veh/h)	0	0	32	0	0	22	0	777	42	0	352	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.92	0.92	0.92	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	46	0	0	30	0	980	53	0	439	22
Pedestrians		3			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage (veh)												2
Upstream signal (ft)								212			211	
pX, platoon unblocked												
vC, conflicting volume	973	1489	234	1275	1474	520	464			1036		
vC1, stage 1 conf vol	453	453		1010	1010							
vC2, stage 2 conf vol	520	1036		266	464							
vCu, unblocked vol	973	1489	234	1275	1474	520	464			1036		
tC, single (s)	7.7	6.7	7.1	7.5	6.5	6.9	4.1			4.2		
tC, 2 stage (s)	6.7	5.7		6.5	5.5							
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	94	100	100	94	100			100		
cM capacity (veh/h)	382	268	748	247	290	505	1090			647		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	46	30	653	380	293	168						
Volume Left	0	0	0	0	0	0						
Volume Right	46	30	0	53	0	22						
cSH	748	505	1700	1700	1700	1700						
Volume to Capacity	0.06	0.06	0.38	0.22	0.17	0.10						
Queue Length 95th (ft)	5	5	0	0	0	0						
Control Delay (s)	10.1	12.6	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	10.1	12.6	0.0		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			36.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 200 Unsignalized)

13: Sharon St & Cobb orner Dr

08/22/2022

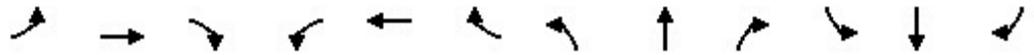


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔				↔
Traffic Volume (veh/h)	4	457	3	34	518	50	19	8	32	0	0	27
Future Volume (Veh/h)	4	457	3	34	518	50	19	8	32	0	0	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.82	0.82	0.82	0.80	0.80	0.80
Hourly flow rate (vph)	5	570	4	44	668	64	27	11	45	0	0	39
Pedestrians					3			3				5
Lane Width (ft)					12.0			12.0				12.0
Walking Speed (ft/s)					3.5			3.5				3.5
Percent Blockage					0			0				0
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		278			313							
pX, platoon unblocked	0.82			0.68			0.76	0.76	0.68	0.76	0.76	0.82
vC, conflicting volume	737			577			1380	1410	578	1396	1348	673
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	574			134			823	862	135	845	781	496
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			86	95	93	100	100	92
cM capacity (veh/h)	803			965			195	210	614	181	233	467
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	579	712	64	83	39							
Volume Left	5	44	0	27	0							
Volume Right	4	0	64	45	39							
cSH	803	965	1700	314	467							
Volume to Capacity	0.01	0.05	0.04	0.26	0.08							
Queue Length 95th (ft)	0	4	0	26	7							
Control Delay (s)	0.2	1.2	0.0	20.5	13.4							
Lane LOS	A	A		C	B							
Approach Delay (s)	0.2	1.1		20.5	13.4							
Approach LOS				C	B							
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			69.4%		ICU Level of Service				C			
Analysis Period (min)			15									

Intersection Capacity Analysis

14: Sharon St & Village Shoppes Dr

08/22/2022

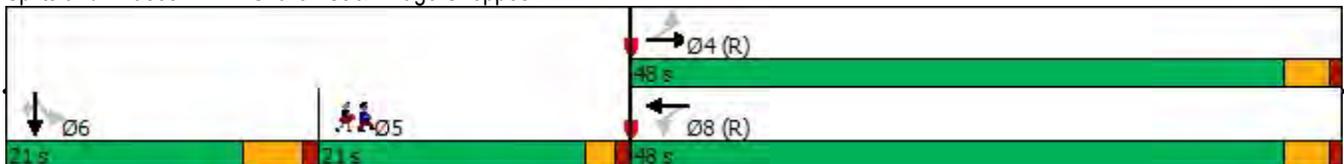


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	481	13	2	500	66	0	0	0	40	2	29
Future Volume (vph)	20	481	13	2	500	66	0	0	0	40	2	29
Confl. Peds. (#/hr)	3			3								
Peak Hour Factor	0.96	0.96	0.96	0.85	0.85	0.85	0.92	0.92	0.92	0.78	0.78	0.78
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	2%	2%	2%	1%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	597	0	0	775	0	0	0	0	0	62	43
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases	4			8						6		6
Detector Phase	4	4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	9.0	9.0		9.0	9.0					10.0	10.0	10.0
Total Split (s)	48.0	48.0		48.0	48.0					21.0	21.0	21.0
Total Split (%)	53.3%	53.3%		53.3%	53.3%					23.3%	23.3%	23.3%
Yellow Time (s)	3.0	3.0		3.0	3.0					4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0						5.0	5.0
Lead/Lag										Lead	Lead	Lead
Lead-Lag Optimize?										Yes	Yes	Yes
Recall Mode	C-Max	C-Max		C-Max	C-Max					Max	Max	Max
v/c Ratio	0.05	0.41			0.54						0.19	0.13
Control Delay	3.9	5.9			7.3						33.4	9.9
Queue Delay	0.0	0.5			0.0						0.0	0.0
Total Delay	3.9	6.4			7.3						33.4	9.9
Queue Length 50th (ft)	3	111			165						30	0
Queue Length 95th (ft)	10	162			216						56	19
Internal Link Dist (ft)		233			100			33			115	
Turn Bay Length (ft)	75											
Base Capacity (vph)	522	1461			1441						319	320
Starvation Cap Reductn	0	444			0						0	0
Spillback Cap Reductn	0	0			0						0	0
Storage Cap Reductn	0	0			0						0	0
Reduced v/c Ratio	0.05	0.59			0.54						0.19	0.13

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Sharon St & Village Shoppes Dr



Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

APPENDIX P
Intersection Capacity Analyses
Weekday PM Peak Hour
2030 Projected Traffic Conditions with the Proposed Improvements

Intersection Capacity Analysis

1: Washington St & Sherman St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	34	133	68	68	111	81	52	326	52	31	494	37
Future Volume (vph)	34	133	68	68	111	81	52	326	52	31	494	37
Confl. Peds. (#/hr)	5		3	3		5	5		6	6		5
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	333	0	0	328	0	65	475	0	38	646	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	10.0		2.0	10.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		7.0	15.0		6.0	15.0	
Total Split (s)	26.0	26.0		26.0	26.0		7.0	36.0		6.0	35.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%		7.8%	40.0%		6.7%	38.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.68			0.83		0.32	0.57		0.11	0.81	
Control Delay		31.6			43.3		15.2	19.4		11.8	30.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		31.6			43.3		15.2	19.4		11.8	30.2	
Queue Length 50th (ft)		112			116		11	135		7	220	
Queue Length 95th (ft)		#252			#349		45	339		30	#606	
Internal Link Dist (ft)		308			288			525			214	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		487			397		205	845		335	794	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.68			0.83		0.32	0.56		0.11	0.81	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 70.8

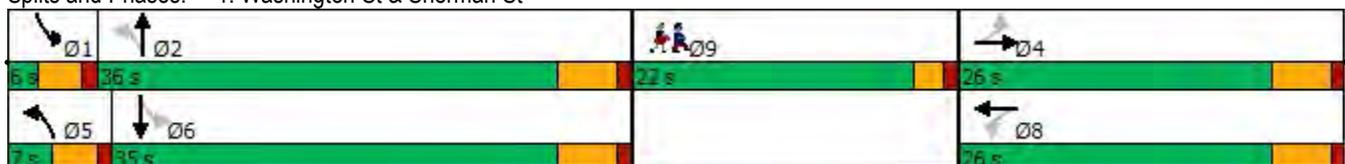
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

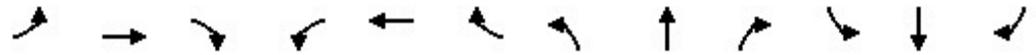
Splits and Phases: 1: Washington St & Sherman St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
2: Washington St & Revere St/Driveway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	55	0	102	3	0	2	69	447	2	0	562	48
Future Volume (vph)	55	0	102	3	0	2	69	447	2	0	562	48
Confl. Peds. (#/hr)	11		3	3		11	19		31	31		19
Peak Hour Factor	0.72	0.72	0.72	0.42	0.42	0.42	0.92	0.92	0.92	0.80	0.80	0.80
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	13	0	0	608	0	0	824	0
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		10.0	10.0		10.0		10.0
Minimum Split (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0		15.0
Total Split (s)	22.0	22.0		22.0	22.0		59.0	59.0		59.0		59.0
Total Split (%)	21.4%	21.4%		21.4%	21.4%		57.3%	57.3%		57.3%		57.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0				0.0
Total Lost Time (s)		5.0			5.0			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min		C-Min
v/c Ratio		0.90			0.06			0.75				0.67
Control Delay		64.7			0.4			23.4				17.3
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		64.7			0.4			23.4				17.3
Queue Length 50th (ft)		103			0			179				216
Queue Length 95th (ft)		134			0			#618				508
Internal Link Dist (ft)		383			46			533				146
Turn Bay Length (ft)												
Base Capacity (vph)		296			255			811				1235
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.80			0.05			0.75				0.67

Intersection Summary
 Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 23 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 2: Washington St & Revere St/Driveway

08/22/2022

Splits and Phases: 2: Washington St & Revere St/Driveway



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	21%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
3: Washington St & Bolivar St

08/22/2022



Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø7
Lane Configurations							
Traffic Volume (vph)	225	94	354	210	112	589	
Future Volume (vph)	225	94	354	210	112	589	
Confl. Peds. (#/hr)	7	11		27	27		
Peak Hour Factor	0.86	0.86	0.89	0.89	0.86	0.86	
Growth Factor	108%	108%	108%	108%	108%	108%	
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	283	118	685	0	141	740	
Turn Type	Prot	pt+ov	NA		pm+pt	NA	
Protected Phases	8	8 1	2		1	6	7
Permitted Phases					6		
Detector Phase	8	8 1	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0		10.0		2.0	10.0	7.0
Minimum Split (s)	10.5		15.5		7.5	15.5	20.0
Total Split (s)	21.0		50.0		9.0	59.0	20.0
Total Split (%)	21.0%		50.0%		9.0%	59.0%	20%
Yellow Time (s)	4.0		4.0		4.0	4.0	2.0
All-Red Time (s)	1.5		1.5		1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.5		5.5	5.5	
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		C-Min		None	C-Min	None
v/c Ratio	0.83	0.27	0.77		0.44	0.64	
Control Delay	61.4	27.9	29.1		20.7	16.9	
Queue Delay	0.0	0.0	13.6		0.0	1.5	
Total Delay	61.4	27.9	42.7		20.7	18.4	
Queue Length 50th (ft)	167	51	324		29	233	
Queue Length 95th (ft)	#330	76	#604		71	453	
Internal Link Dist (ft)	291		172			533	
Turn Bay Length (ft)		150			200		
Base Capacity (vph)	342	444	885		321	1162	
Starvation Cap Reductn	0	0	190		0	241	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.83	0.27	0.99		0.44	0.80	

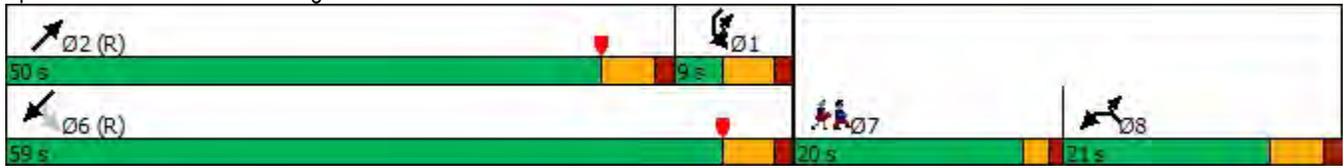
Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 2 (2%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
3: Washington St & Bolivar St

08/22/2022

Splits and Phases: 3: Washington St & Bolivar St



Intersection Capacity Analysis (HCM 200 Unsignalized)

4: Washington St & Mechanic St/Wall St

08/22/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	7	4	52	1	35	2	505	67	35	774	13
Future Volume (Veh/h)	7	7	4	52	1	35	2	505	67	35	774	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.64	0.64	0.71	0.71	0.71	0.86	0.86	0.86	0.91	0.91	0.91
Hourly flow rate (vph)	12	12	7	79	2	53	3	634	84	42	919	15
Pedestrians		22			8			4			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								205			252	
pX, platoon unblocked	0.77	0.77	0.73	0.77	0.77	0.92	0.73			0.92		
vC, conflicting volume	1770	1764	952	1718	1730	685	956			726		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1624	1618	750	1557	1573	617	755			661		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	84	98	0	97	88	100			95		
cM capacity (veh/h)	51	74	295	56	78	450	612			853		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	31	134	721	976								
Volume Left	12	79	3	42								
Volume Right	7	53	84	15								
cSH	73	87	612	853								
Volume to Capacity	0.42	1.55	0.00	0.05								
Queue Length 95th (ft)	42	266	0	4								
Control Delay (s)	86.1	379.8	0.1	1.4								
Lane LOS	F	F	A	A								
Approach Delay (s)	86.1	379.8	0.1	1.4								
Approach LOS	F	F										
Intersection Summary												
Average Delay				29.6								
Intersection Capacity Utilization			88.3%		ICU Level of Service				E			
Analysis Period (min)			15									

Intersection Capacity Analysis
5: Church St & Washington St

08/22/2022



Lane Group	EBL	EBR	NEL	NET	SWT	SWR	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	258	577	595	236				
Future Volume (vph)	0	0	258	577	595	236				
Confl. Peds. (#/hr)	3	4	9			9				
Peak Hour Factor	0.25	0.25	0.90	0.90	0.90	0.90				
Growth Factor	108%	108%	108%	108%	108%	108%				
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	310	692	997	0				
Turn Type			pm+pt	NA	NA					
Protected Phases			4 5	2 4 5	6		2	3	4	5
Permitted Phases			2 4 5							
Detector Phase			4 5	2 4 5	6					
Switch Phase										
Minimum Initial (s)				10.0	10.0	7.0	5.0	1.5		
Minimum Split (s)				15.5	50.0	21.0	10.5	7.0		
Total Split (s)				43.0	50.0	21.0	30.0	7.0		
Total Split (%)				42.6%	50%	21%	30%	7%		
Yellow Time (s)				4.0	4.0	2.0	4.0	4.0		
All-Red Time (s)				1.5	1.5	1.0	1.5	1.0		
Lost Time Adjust (s)				0.0						
Total Lost Time (s)				5.5						
Lead/Lag				Lead		Lead	Lag	Lag		
Lead-Lag Optimize?				Yes		Yes	Yes	Yes		
Recall Mode				C-Min	C-Min	None	None	None		
v/c Ratio			0.56	0.39	0.97					
Control Delay			24.5	2.4	44.4					
Queue Delay			23.3	0.1	41.8					
Total Delay			47.9	2.4	86.2					
Queue Length 50th (ft)			103	0	525					
Queue Length 95th (ft)			180	225	#1131					
Internal Link Dist (ft)	599			58	125					
Turn Bay Length (ft)										
Base Capacity (vph)			615	1752	1032					
Starvation Cap Reductn			300	170	173					
Spillback Cap Reductn			0	0	0					
Storage Cap Reductn			0	0	0					
Reduced v/c Ratio			0.98	0.44	1.16					

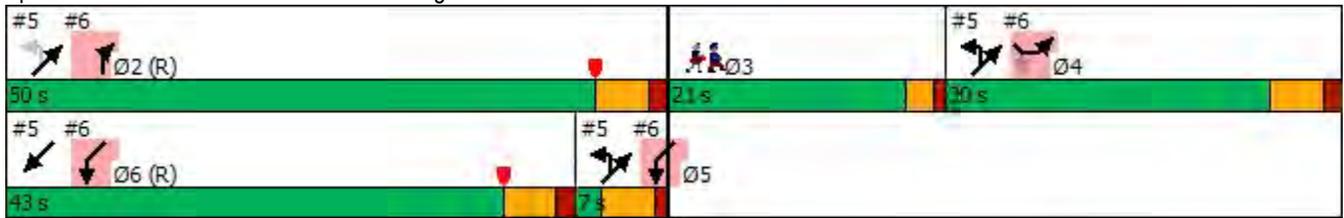
Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis 5: Church St & Washington St

08/22/2022

Splits and Phases: 5: Church St & Washington St



Intersection Capacity Analysis
6: Washington St & Neponset St

08/22/2022



Lane Group	NBL	NBR	SEL	SER	SWL	SWR	Ø3	Ø5	Ø6
Lane Configurations		↗	↘	↘	↗				
Traffic Volume (vph)	0	619	239	488	583	0			
Future Volume (vph)	0	619	239	488	583	0			
Confl. Peds. (#/hr)	8		4	1		8			
Peak Hour Factor	0.90	0.90	0.98	0.98	0.93	0.93			
Growth Factor	108%	108%	108%	108%	108%	108%			
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	743	263	538	677	0			
Turn Type		Prot	Prot	Perm	Prot				
Protected Phases		2	4		5 6		3	5	6
Permitted Phases				4					
Detector Phase		2	4	4	5 6				
Switch Phase									
Minimum Initial (s)		10.0	5.0	5.0			7.0	1.5	10.0
Minimum Split (s)		50.0	10.5	10.5			21.0	7.0	15.5
Total Split (s)		50.0	30.0	30.0			21.0	7.0	43.0
Total Split (%)		49.5%	29.7%	29.7%			21%	7%	43%
Yellow Time (s)		4.0	4.0	4.0			2.0	4.0	4.0
All-Red Time (s)		1.5	1.5	1.5			1.0	1.0	1.5
Lost Time Adjust (s)		0.0	0.0	0.0					
Total Lost Time (s)		5.5	5.5	5.5					
Lead/Lag			Lag	Lag			Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes
Recall Mode		C-Min	None	None			None	None	C-Min
v/c Ratio		0.59	0.70	0.80	0.59				
Control Delay		5.0	47.0	16.9	16.3				
Queue Delay		0.0	0.0	0.0	5.4				
Total Delay		5.0	47.0	16.9	21.6				
Queue Length 50th (ft)		27	155	52	205				
Queue Length 95th (ft)		178	236	184	#596				
Internal Link Dist (ft)	644		531		158				
Turn Bay Length (ft)									
Base Capacity (vph)		1262	441	718	1152				
Starvation Cap Reductn		0	0	0	404				
Spillback Cap Reductn		0	0	0	0				
Storage Cap Reductn		0	0	0	0				
Reduced v/c Ratio		0.59	0.60	0.75	0.91				

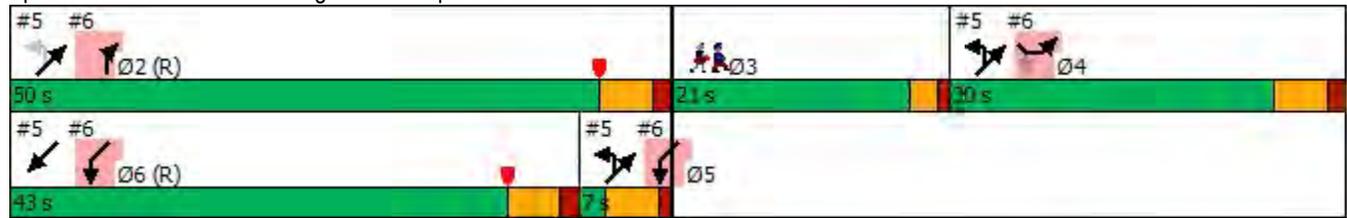
Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
6: Washington St & Neponset St

08/22/2022

Splits and Phases: 6: Washington St & Neponset St



Intersection Capacity Analysis
7: Washington St & High St

08/22/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	36	120	119	544	994	74	
Future Volume (vph)	36	120	119	544	994	74	
Confl. Peds. (#/hr)		1	1			1	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.96	0.96	
Growth Factor	108%	108%	108%	108%	108%	108%	
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	45	149	137	625	1201	0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA		
Protected Phases	4	5	5	2	6		3
Permitted Phases		4	2				
Detector Phase	4	5	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	2.0	2.0	3.0	5.0		3.0
Minimum Split (s)	10.0	7.0	7.0	8.0	10.0		23.0
Total Split (s)	12.0	8.0	8.0	55.0	47.0		23.0
Total Split (%)	13.3%	8.9%	8.9%	61.1%	52.2%		26%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		2.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0		
Lead/Lag	Lag	Lead	Lead		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	None	None	Min	None		None
v/c Ratio	0.27	0.51	0.74	0.41	0.97		
Control Delay	36.2	12.1	36.4	5.8	37.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	36.2	12.1	36.4	5.8	37.2		
Queue Length 50th (ft)	17	0	11	65	~486		
Queue Length 95th (ft)	56	45	#117	299	#1137		
Internal Link Dist (ft)	418			1059	682		
Turn Bay Length (ft)	50						
Base Capacity (vph)	182	293	185	1543	1234		
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	0.25	0.51	0.74	0.41	0.97		

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 69.4

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

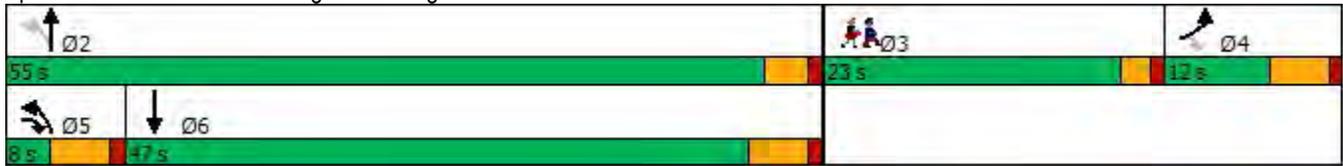
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection Capacity Analysis
7: Washington St & High St

08/22/2022

Splits and Phases: 7: Washington St & High St



Intersection Capacity Analysis
 8: Washington St & Shoppes Village Driveway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	18	4	13	73	0	204	25	469	48	247	778	25
Future Volume (vph)	18	4	13	73	0	204	25	469	48	247	778	25
Confl. Peds. (#/hr)										1		
Peak Hour Factor	0.73	0.73	0.73	0.95	0.95	0.95	0.90	0.90	0.90	0.98	0.98	0.98
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	83	232	30	621	0	272	885	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	6.0		3.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Total Split (s)	15.0	15.0		15.0	15.0	15.0	7.0	40.0		14.0	47.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%	16.7%	7.8%	44.4%		15.6%	52.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.33			0.51	0.63	0.12	0.55		0.50	0.67	
Control Delay		31.8			49.1	13.5	3.8	9.0		13.3	14.8	
Queue Delay		0.7			1.6	0.0	0.0	0.2		0.0	0.1	
Total Delay		32.5			50.7	13.5	3.8	9.2		13.3	14.8	
Queue Length 50th (ft)		17			45	0	1	63		29	233	
Queue Length 95th (ft)		40			91	66	m7	#486		122	#755	
Internal Link Dist (ft)		81			235			168			854	
Turn Bay Length (ft)										200		
Base Capacity (vph)		176			183	387	249	1125		568	1319	
Starvation Cap Reductn		0			0	0	0	83		0	0	
Spillback Cap Reductn		27			29	0	0	0		0	19	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.35			0.54	0.60	0.12	0.60		0.48	0.68	

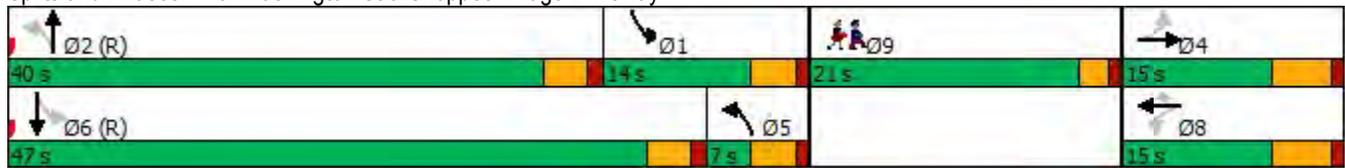
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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.

Intersection Capacity Analysis
 8: Washington St & Shoppes Village Driveway

08/22/2022

Splits and Phases: 8: Washington St & Shoppes Village Driveway



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 200 Unsignalized)

9: Washington St & Plaza Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	38	0	0	52	0	487	93	0	829	0
Future Volume (Veh/h)	0	0	38	0	0	52	0	487	93	0	829	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.67	0.67	0.91	0.91	0.91	0.93	0.93	0.93	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	61	0	0	62	0	566	108	0	914	0
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)								201			248	
pX, platoon unblocked	0.77	0.77	0.68	0.77	0.77	0.81	0.68			0.81		
vC, conflicting volume	1597	1590	915	1596	1536	621	915			675		
vC1, stage 1 conf vol	915	915		621	621							
vC2, stage 2 conf vol	682	675		975	915							
vCu, unblocked vol	1083	1074	637	1081	1004	420	637			486		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	81	100	100	88	100			100		
cM capacity (veh/h)	268	287	322	218	297	517	644			875		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	61	62	674	914								
Volume Left	0	0	0	0								
Volume Right	61	62	108	0								
cSH	322	517	1700	1700								
Volume to Capacity	0.19	0.12	0.40	0.54								
Queue Length 95th (ft)	17	10	0	0								
Control Delay (s)	18.8	12.9	0.0	0.0								
Lane LOS	C	B										
Approach Delay (s)	18.8	12.9	0.0	0.0								
Approach LOS	C	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			57.1%		ICU Level of Service				B			
Analysis Period (min)			15									

Intersection Capacity Analysis
10: Washington St & Cobb Corner

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	29	2	11	79	6	60	41	476	39	88	826	32
Future Volume (vph)	29	2	11	79	6	60	41	476	39	88	826	32
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.73	0.73	0.73	0.78	0.78	0.78	0.97	0.97	0.97	0.96	0.96	0.96
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	117	83	46	573	0	99	965	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Total Split (s)	16.0	16.0		16.0	16.0	16.0	7.0	43.0		10.0	46.0	
Total Split (%)	17.8%	17.8%		17.8%	17.8%	17.8%	7.8%	47.8%		11.1%	51.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.36			0.64	0.28	0.19	0.50		0.19	0.80	
Control Delay		34.3			54.0	6.8	8.0	14.1		7.7	18.6	
Queue Delay		0.0			0.0	0.0	0.0	1.2		0.0	0.4	
Total Delay		34.3			54.0	6.8	8.0	15.3		7.7	19.0	
Queue Length 50th (ft)		24			63	0	5	157		11	219	
Queue Length 95th (ft)		49			#106	16	27	389		m46	#865	
Internal Link Dist (ft)		38			134			131			121	
Turn Bay Length (ft)												
Base Capacity (vph)		180			195	311	237	1156		518	1210	
Starvation Cap Reductn		0			0	0	0	350		0	37	
Spillback Cap Reductn		0			0	1	0	22		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.34			0.60	0.27	0.19	0.71		0.19	0.82	

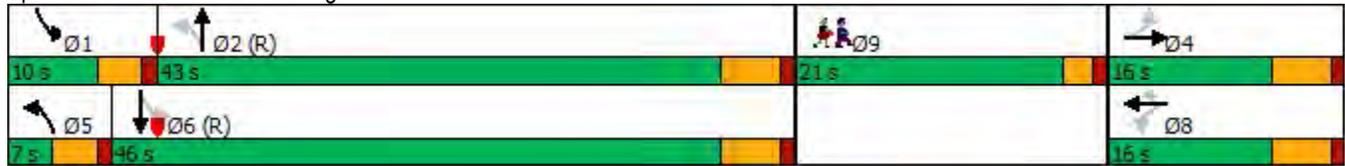
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 81 (90%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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.

Intersection Capacity Analysis
 10: Washington St & Cobb Corner

08/22/2022

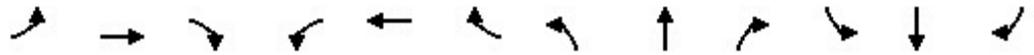
Splits and Phases: 10: Washington St & Cobb Corner



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	397	70	98	445	133	42	286	31	267	470	166
Future Volume (vph)	150	397	70	98	445	133	42	286	31	267	470	166
Confl. Peds. (#/hr)	1		2	2		1	1		2	2		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.91	0.91	0.91
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	536	0	113	664	0	51	385	0	317	558	197
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		2
Detector Phase	7	4		3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0		3.0	10.0		3.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.0	15.0		7.0	15.0		7.0	15.0		9.0	15.0	15.0
Total Split (s)	12.0	43.0		10.0	41.0		7.0	28.0		21.0	42.0	42.0
Total Split (%)	9.4%	33.6%		7.8%	32.0%		5.5%	21.9%		16.4%	32.8%	32.8%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
v/c Ratio	0.77	0.99		0.80	0.68		0.24	0.79		0.80	0.72	0.27
Control Delay	52.6	79.9		65.9	43.0		30.5	56.9		43.2	41.1	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	52.9	0.0
Total Delay	52.6	79.9		65.9	43.0		30.5	56.9		43.2	94.1	9.7
Queue Length 50th (ft)	97	438		61	246		19	267		143	348	19
Queue Length 95th (ft)	#185	#675		#142	315		57	#565		#416	#717	88
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)				125								
Base Capacity (vph)	223	543		142	979		214	489		396	771	737
Starvation Cap Reductn	0	0		0	0		0	0		0	270	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.77	0.99		0.80	0.68		0.24	0.79		0.80	1.11	0.27

Intersection Summary

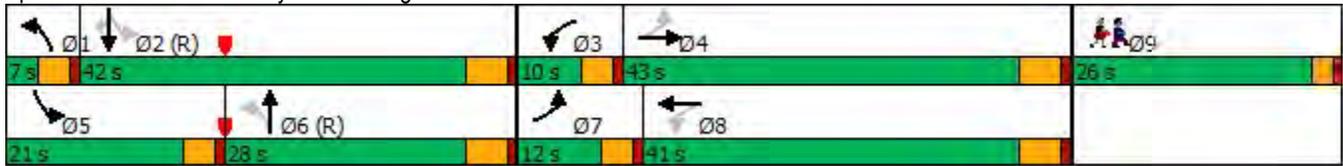
Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 200 Unsignalized)

12: Washington St & Starbucks Driveway

08/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↗			↕↗	
Traffic Volume (veh/h)	0	0	38	0	0	15	0	574	21	0	801	4
Future Volume (Veh/h)	0	0	38	0	0	15	0	574	21	0	801	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	59	0	0	23	0	674	25	0	920	5
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh												2
Upstream signal (ft)								212				211
pX, platoon unblocked												
vC, conflicting volume	1284	1624	464	1206	1614	350	926			700		
vC1, stage 1 conf vol	924	924		688	688							
vC2, stage 2 conf vol	360	700		519	926							
vCu, unblocked vol	1284	1624	464	1206	1614	350	926			700		
tC, single (s)	7.7	6.7	7.1	7.6	6.6	7.0	4.1			4.1		
tC, 2 stage (s)	6.7	5.7		6.6	5.6							
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	89	100	100	96	100			100		
cM capacity (veh/h)	255	268	524	312	280	639	733			892		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	59	23	449	250	613	312						
Volume Left	0	0	0	0	0	0						
Volume Right	59	23	0	25	0	5						
cSH	524	639	1700	1700	1700	1700						
Volume to Capacity	0.11	0.04	0.26	0.15	0.36	0.18						
Queue Length 95th (ft)	9	3	0	0	0	0						
Control Delay (s)	12.7	10.8	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	12.7	10.8	0.0		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			34.1%		ICU Level of Service					A		
Analysis Period (min)			15									

Intersection Capacity Analysis (HCM 200 Unsignalized)

13: Sharon St & Cobb orner Dr

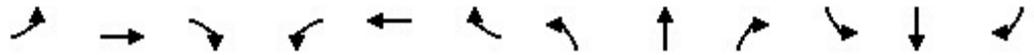
08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	627	4	38	594	20	26	4	37	0	0	27
Future Volume (Veh/h)	8	627	4	38	594	20	26	4	37	0	0	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.88	0.88	0.88	0.70	0.70	0.70
Hourly flow rate (vph)	9	744	5	46	721	24	32	5	45	0	0	42
Pedestrians												1
Lane Width (ft)												12.0
Walking Speed (ft/s)												3.5
Percent Blockage												0
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		278			313							
pX, platoon unblocked	0.74			0.59			0.72	0.72	0.59	0.72	0.72	0.74
vC, conflicting volume	746			749			1620	1602	746	1626	1581	722
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	477			231			846	823	227	855	793	444
tC, single (s)	4.1			4.1			7.2	6.6	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	99			94			81	98	91	100	100	91
cM capacity (veh/h)	795			788			172	205	475	169	216	452
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	758	767	24	82	42							
Volume Left	9	46	0	32	0							
Volume Right	5	0	24	45	42							
cSH	795	788	1700	269	452							
Volume to Capacity	0.01	0.06	0.01	0.30	0.09							
Queue Length 95th (ft)	1	5	0	31	8							
Control Delay (s)	0.3	1.5	0.0	24.1	13.8							
Lane LOS	A	A		C	B							
Approach Delay (s)	0.3	1.5		24.1	13.8							
Approach LOS				C	B							
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			69.5%		ICU Level of Service				C			
Analysis Period (min)			15									

Intersection Capacity Analysis

14: Sharon St & Village Shoppes Dr

08/22/2022

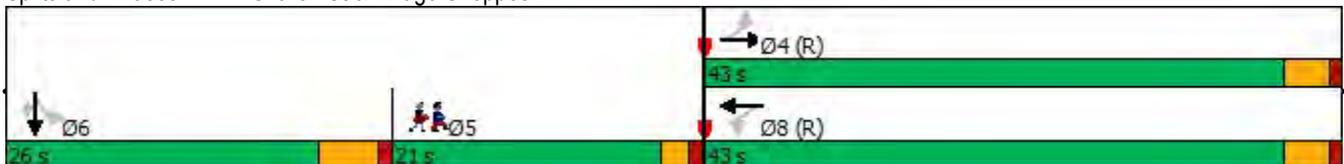


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	647	32	11	557	121	0	0	0	125	1	102
Future Volume (vph)	18	647	32	11	557	121	0	0	0	125	1	102
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	806	0	0	809	0	0	0	0	0	174	141
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases	4			8						6		6
Detector Phase	4	4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	9.0	9.0		9.0	9.0					10.0	10.0	10.0
Total Split (s)	43.0	43.0		43.0	43.0					26.0	26.0	26.0
Total Split (%)	47.8%	47.8%		47.8%	47.8%					28.9%	28.9%	28.9%
Yellow Time (s)	3.0	3.0		3.0	3.0					4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0						5.0	5.0
Lead/Lag										Lead	Lead	Lead
Lead-Lag Optimize?										Yes	Yes	Yes
Recall Mode	C-Max	C-Max		C-Max	C-Max					Max	Max	Max
v/c Ratio	0.05	0.62			0.64						0.42	0.30
Control Delay	10.6	15.7			16.1						33.0	6.9
Queue Delay	0.0	1.1			0.0						0.0	0.0
Total Delay	10.6	16.8			16.1						33.0	6.9
Queue Length 50th (ft)	4	217			219						84	0
Queue Length 95th (ft)	22	#642			#656						123	30
Internal Link Dist (ft)		233			100			33			115	
Turn Bay Length (ft)	75											
Base Capacity (vph)	392	1300			1265						414	477
Starvation Cap Reductn	0	262			0						0	0
Spillback Cap Reductn	0	0			0						0	0
Storage Cap Reductn	0	0			0						0	0
Reduced v/c Ratio	0.05	0.78			0.64						0.42	0.30

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Sharon St & Village Shoppes Dr



Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Growth Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

APPENDIX Q
Intersection Capacity Analyses
Saturday Peak Hour
2030 Projected Traffic Conditions with the Proposed Improvements

Intersection Capacity Analysis

1: Washington St & Sherman St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (vph)	32	71	58	65	87	36	74	407	67	21	406	19
Future Volume (vph)	32	71	58	65	87	36	74	407	67	21	406	19
Confl. Peds. (#/hr)	3		8	8		3	16		9	9		16
Peak Hour Factor	0.75	0.75	0.75	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	242	0	87	559	0	26	535	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	10.0		2.0	10.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		7.0	15.5		6.0	15.5	
Total Split (s)	25.0	25.0		25.0	25.0		7.0	37.0		6.0	36.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		7.8%	41.1%		6.7%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.50			0.58		0.31	0.69		0.10	0.76	
Control Delay		23.1			28.1		14.3	21.8		11.6	26.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		23.1			28.1		14.3	21.8		11.6	26.9	
Queue Length 50th (ft)		56			63		14	124		4	154	
Queue Length 95th (ft)		148			#223		57	#471		23	#445	
Internal Link Dist (ft)		308			288			525			214	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		627			544		278	1123		256	1096	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.38			0.44		0.31	0.50		0.10	0.49	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 58.6

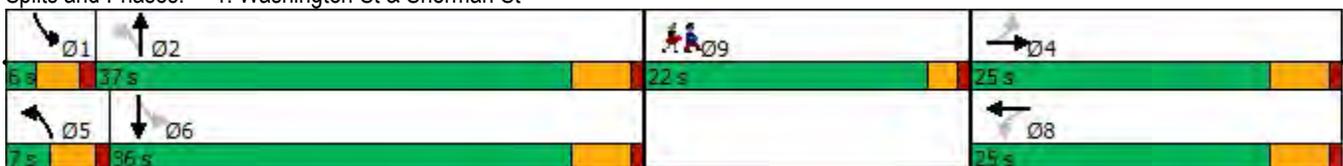
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington St & Sherman St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis

2: Washington St & Revere St/Driveway

08/22/2022

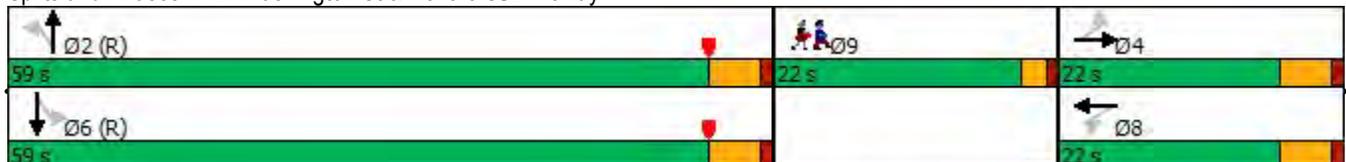


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	44	0	80	2	1	2	66	486	3	4	506	32
Future Volume (vph)	44	0	80	2	1	2	66	486	3	4	506	32
Confl. Peds. (#/hr)	14		10	10		14	26		36	36		26
Peak Hour Factor	0.72	0.72	0.72	0.42	0.42	0.42	0.92	0.92	0.92	0.96	0.96	0.96
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	13	0	0	652	0	0	610	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		22.0	22.0		59.0	59.0		59.0	59.0	
Total Split (%)	21.4%	21.4%		21.4%	21.4%		57.3%	57.3%		57.3%	57.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
v/c Ratio		0.84			0.08			0.57			0.46	
Control Delay		55.1			30.6			14.2			11.6	
Queue Delay		0.0			0.0			0.8			0.0	
Total Delay		55.1			30.6			15.1			11.6	
Queue Length 50th (ft)		71			5			121			99	
Queue Length 95th (ft)		98			8			485			386	
Internal Link Dist (ft)		383			46			533			146	
Turn Bay Length (ft)												
Base Capacity (vph)		296			234			1145			1312	
Starvation Cap Reductn		0			0			233			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.06			0.71			0.46	

Intersection Summary

Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 23 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Washington St & Revere St/Driveway



Intersection Capacity Analysis
 2: Washington St & Revere St/Driveway

08/22/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	21%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
3: Washington St & Bolivar St

08/22/2022



Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø7
Lane Configurations							
Traffic Volume (vph)	197	119	453	161	99	492	
Future Volume (vph)	197	119	453	161	99	492	
Confl. Peds. (#/hr)	14	25		58	58		
Peak Hour Factor	0.83	0.83	0.97	0.97	0.95	0.95	
Growth Factor	108%	108%	108%	108%	108%	108%	
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	256	155	683	0	113	559	
Turn Type	Prot	pt+ov	NA		pm+pt	NA	
Protected Phases	8	8 1	2		1	6	7
Permitted Phases					6		
Detector Phase	8	8 1	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0		10.0		2.0	10.0	7.0
Minimum Split (s)	10.5		15.5		7.5	15.5	20.0
Total Split (s)	21.0		50.0		9.0	59.0	20.0
Total Split (%)	21.0%		50.0%		9.0%	59.0%	20%
Yellow Time (s)	4.0		4.0		4.0	4.0	2.0
All-Red Time (s)	1.5		1.5		1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.5		5.5	5.5	
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		C-Min		None	C-Min	None
v/c Ratio	0.91	0.42	0.76		0.36	0.49	
Control Delay	78.9	32.5	29.2		18.9	14.6	
Queue Delay	0.0	0.0	3.6		0.0	0.3	
Total Delay	78.9	32.5	32.8		18.9	14.9	
Queue Length 50th (ft)	163	58	390		34	225	
Queue Length 95th (ft)	#276	93	#603		62	325	
Internal Link Dist (ft)	291		172			533	
Turn Bay Length (ft)		150			200		
Base Capacity (vph)	284	370	899		314	1139	
Starvation Cap Reductn	0	0	137		0	160	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.90	0.42	0.90		0.36	0.57	

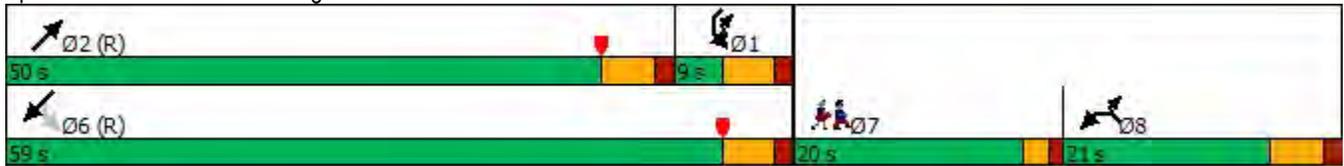
Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 2 (2%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
3: Washington St & Bolivar St

08/22/2022

Splits and Phases: 3: Washington St & Bolivar St



Intersection Capacity Analysis (HCM 200 Unsignalized)

4: Washington St & Mechanic St/Wall St

08/22/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	0	0	46	2	33	5	553	43	30	664	3
Future Volume (Veh/h)	6	0	0	46	2	33	5	553	43	30	664	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	54	2	39	6	629	49	35	779	4
Pedestrians		9			32			10			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			3			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								205			252	
pX, platoon unblocked	0.86	0.86	0.82	0.86	0.86	0.93	0.82			0.93		
vC, conflicting volume	1568	1582	800	1558	1560	688	792			710		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1386	1401	648	1374	1375	624	639			647		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	100	44	98	91	99			96		
cM capacity (veh/h)	87	111	382	96	115	438	774			847		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	11	95	684	818								
Volume Left	11	54	6	35								
Volume Right	0	39	49	4								
cSH	87	142	774	847								
Volume to Capacity	0.13	0.67	0.01	0.04								
Queue Length 95th (ft)	10	93	1	3								
Control Delay (s)	52.4	71.1	0.2	1.1								
Lane LOS	F	F	A	A								
Approach Delay (s)	52.4	71.1	0.2	1.1								
Approach LOS	F	F										
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			72.0%		ICU Level of Service					C		
Analysis Period (min)			15									

Intersection Capacity Analysis
5: Church St & Washington St

08/22/2022



Lane Group	EBL	EBR	NEL	NET	SWT	SWR	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	319	601	491	227				
Future Volume (vph)	0	0	319	601	491	227				
Confl. Peds. (#/hr)	4		6			6				
Peak Hour Factor	0.90	0.90	0.96	0.96	0.93	0.93				
Growth Factor	108%	108%	108%	108%	108%	108%				
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	359	676	834	0				
Turn Type			pm+pt	NA	NA					
Protected Phases			4 5	2 4 5	6		2	3	4	5
Permitted Phases			2 4 5							
Detector Phase			4 5	2 4 5	6					
Switch Phase										
Minimum Initial (s)					10.0		10.0	7.0	5.0	1.5
Minimum Split (s)					15.5		50.0	21.0	10.5	7.0
Total Split (s)					43.0		50.0	21.0	30.0	7.0
Total Split (%)					42.6%		50%	21%	30%	7%
Yellow Time (s)					4.0		4.0	2.0	4.0	4.0
All-Red Time (s)					1.5		1.5	1.0	1.5	1.0
Lost Time Adjust (s)					0.0					
Total Lost Time (s)					5.5					
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode					C-Min		C-Min	None	None	None
v/c Ratio			0.55	0.38	0.80					
Control Delay			13.1	2.3	26.3					
Queue Delay			4.0	0.1	14.8					
Total Delay			17.1	2.4	41.1					
Queue Length 50th (ft)			38	0	351					
Queue Length 95th (ft)			162	217	#896					
Internal Link Dist (ft)	599			58	125					
Turn Bay Length (ft)										
Base Capacity (vph)			725	1756	1049					
Starvation Cap Reductn			279	173	214					
Spillback Cap Reductn			0	0	0					
Storage Cap Reductn			0	0	0					
Reduced v/c Ratio			0.80	0.43	1.00					

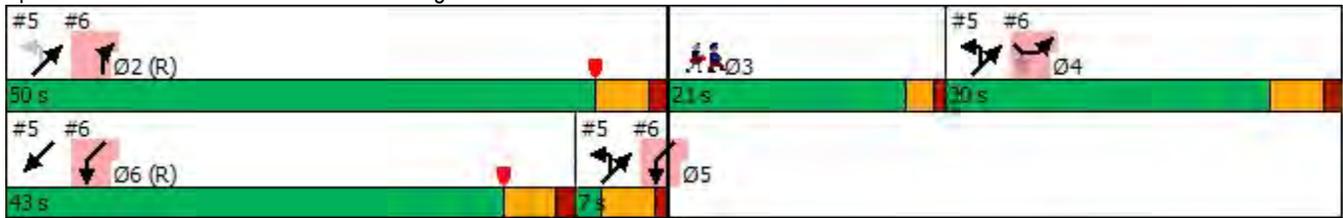
Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
5: Church St & Washington St

08/22/2022

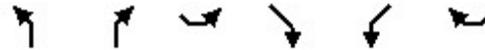
Splits and Phases: 5: Church St & Washington St



Intersection Capacity Analysis

6: Washington St & Neponset St

08/22/2022

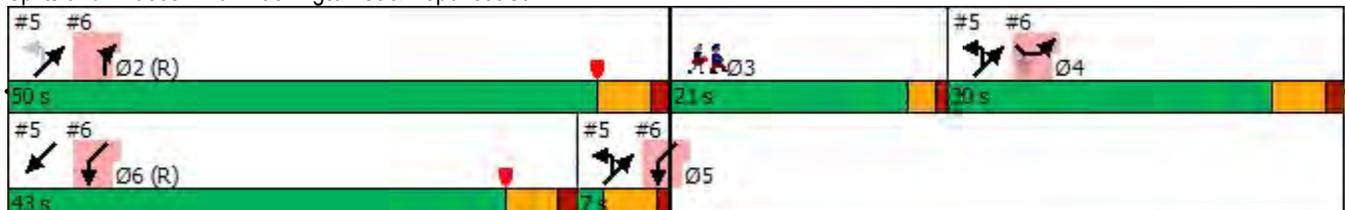


Lane Group	NBL	NBR	SEL	SER	SWL	SWR	Ø3	Ø5	Ø6
Lane Configurations		↗	↖	↗	↖				
Traffic Volume (vph)	0	729	192	360	481	0			
Future Volume (vph)	0	729	192	360	481	0			
Confl. Peds. (#/hr)	2		8	6		2			
Peak Hour Factor	0.91	0.91	0.96	0.96	0.92	0.92			
Growth Factor	108%	108%	108%	108%	108%	108%			
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	865	216	405	565	0			
Turn Type		Prot	Prot	Perm	Prot				
Protected Phases		2	4		5 6		3	5	6
Permitted Phases				4					
Detector Phase		2	4	4	5 6				
Switch Phase									
Minimum Initial (s)		10.0	5.0	5.0			7.0	1.5	10.0
Minimum Split (s)		50.0	10.5	10.5			21.0	7.0	15.5
Total Split (s)		50.0	30.0	30.0			21.0	7.0	43.0
Total Split (%)		49.5%	29.7%	29.7%			21%	7%	43%
Yellow Time (s)		4.0	4.0	4.0			2.0	4.0	4.0
All-Red Time (s)		1.5	1.5	1.5			1.0	1.0	1.5
Lost Time Adjust (s)		0.0	0.0	0.0					
Total Lost Time (s)		5.5	5.5	5.5					
Lead/Lag			Lag	Lag			Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes
Recall Mode		C-Min	None	None			None	None	C-Min
v/c Ratio		0.67	0.62	0.64	0.48				
Control Delay		7.0	43.9	8.5	13.6				
Queue Delay		0.0	0.0	0.0	2.3				
Total Delay		7.0	43.9	8.5	15.9				
Queue Length 50th (ft)		46	126	0	149				
Queue Length 95th (ft)		306	194	79	417				
Internal Link Dist (ft)	644		531		158				
Turn Bay Length (ft)									
Base Capacity (vph)		1285	434	681	1172				
Starvation Cap Reductn		0	0	0	456				
Spillback Cap Reductn		0	0	0	0				
Storage Cap Reductn		0	0	0	0				
Reduced v/c Ratio		0.67	0.50	0.59	0.79				

Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Washington St & Neponset St



Intersection Capacity Analysis

7: Washington St & High St

08/22/2022

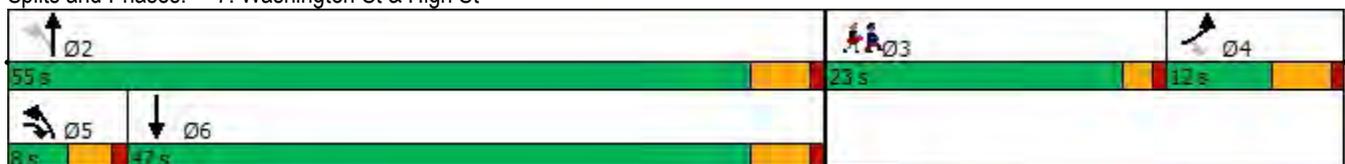


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	29	112	121	676	764	57	
Future Volume (vph)	29	112	121	676	764	57	
Confl. Peds. (#/hr)		1					
Peak Hour Factor	0.71	0.71	0.98	0.98	0.96	0.96	
Growth Factor	108%	108%	108%	108%	108%	108%	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	44	170	133	745	924	0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA		
Protected Phases	4	5	5	2	6		3
Permitted Phases		4	2				
Detector Phase	4	5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0	3.0	3.0	5.0	5.0		3.0
Minimum Split (s)	12.0	7.0	7.0	10.0	10.0		23.0
Total Split (s)	12.0	8.0	8.0	55.0	47.0		23.0
Total Split (%)	13.3%	8.9%	8.9%	61.1%	52.2%		26%
Yellow Time (s)	4.0	3.0	3.0	4.0	4.0		2.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	4.0	4.0	5.0	5.0		
Lead/Lag	Lag	Lead	Lead		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	Min	Min	Min	None		None
v/c Ratio	0.23	0.49	0.46	0.49	0.76		
Control Delay	35.0	10.2	11.1	7.2	17.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	35.0	10.2	11.1	7.2	17.7		
Queue Length 50th (ft)	17	0	10	94	241		
Queue Length 95th (ft)	44	23	#66	408	#791		
Internal Link Dist (ft)	418			1059	682		
Turn Bay Length (ft)	50						
Base Capacity (vph)	194	350	291	1527	1216		
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	0.23	0.49	0.46	0.49	0.76		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 66.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Washington St & High St



Intersection Capacity Analysis

8: Washington St & Shoppes Village Driveway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	19	3	32	78	0	216	27	599	63	308	538	30
Future Volume (vph)	19	3	32	78	0	216	27	599	63	308	538	30
Confl. Peds. (#/hr)							1		1	1		1
Peak Hour Factor	0.80	0.80	0.80	0.96	0.96	0.96	0.98	0.98	0.98	0.91	0.91	0.91
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	88	243	30	729	0	366	675	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Total Split (s)	15.0	15.0		15.0	15.0	15.0	7.0	36.0		18.0	47.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%	16.7%	7.8%	40.0%		20.0%	52.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.38			0.56	0.63	0.07	0.81		0.81	0.53	
Control Delay		24.5			52.3	13.0	7.1	23.5		36.2	11.9	
Queue Delay		0.0			0.0	0.0	0.0	1.7		0.0	0.1	
Total Delay		24.6			52.3	13.0	7.1	25.3		36.2	12.0	
Queue Length 50th (ft)		16			48	0	5	337		133	159	
Queue Length 95th (ft)		48			#104	68	m8	#686		#372	455	
Internal Link Dist (ft)		81			235			168			854	
Turn Bay Length (ft)										200		
Base Capacity (vph)		208			171	402	412	898		454	1282	
Starvation Cap Reductn		0			0	0	0	66		0	0	
Spillback Cap Reductn		1			0	0	0	0		0	45	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.35			0.51	0.60	0.07	0.88		0.81	0.55	

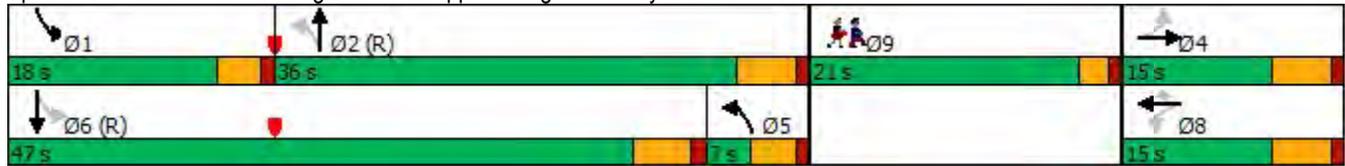
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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.

Intersection Capacity Analysis
 8: Washington St & Shoppes Village Driveway

08/22/2022

Splits and Phases: 8: Washington St & Shoppes Village Driveway



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 200 Unsignalized)

9: Washington St & Plaza Driveway

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	43	0	0	62	0	620	108	0	597	0
Future Volume (Veh/h)	0	0	43	0	0	62	0	620	108	0	597	0
Sign Control	Stop			Stop				Free			Free	
Grade	0%			0%				0%			0%	
Peak Hour Factor	0.73	0.73	0.73	0.96	0.96	0.96	0.99	0.99	0.99	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	64	0	0	70	0	676	118	0	701	0
Pedestrians	1			3								
Lane Width (ft)	12.0			12.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	0			0								
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)							201			248		
pX, platoon unblocked	0.80	0.80	0.80	0.80	0.80	0.70	0.80			0.70		
vC, conflicting volume	1507	1499	702	1503	1440	738	702			797		
vC1, stage 1 conf vol	702	702		738	738							
vC2, stage 2 conf vol	805	797		765	702							
vCu, unblocked vol	946	936	502	941	863	416	502			500		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	86	100	100	84	100			100		
cM capacity (veh/h)	290	333	458	300	353	448	849			750		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	64	70	794	701								
Volume Left	0	0	0	0								
Volume Right	64	70	118	0								
cSH	458	448	1700	1700								
Volume to Capacity	0.14	0.16	0.47	0.41								
Queue Length 95th (ft)	12	14	0	0								
Control Delay (s)	14.1	14.5	0.0	0.0								
Lane LOS	B	B										
Approach Delay (s)	14.1	14.5	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			53.2%		ICU Level of Service			A				
Analysis Period (min)			15									

Intersection Capacity Analysis
10: Washington St & Cobb Corner

08/22/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	5	5	126	5	113	55	553	90	89	582	27
Future Volume (vph)	38	5	5	126	5	113	55	553	90	89	582	27
Confl. Peds. (#/hr)	2					2	3					3
Peak Hour Factor	0.70	0.70	0.70	0.98	0.98	0.98	0.91	0.91	0.91	0.95	0.95	0.95
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	145	125	65	763	0	101	693	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Total Split (s)	23.0	23.0		23.0	23.0	23.0	7.0	39.0		7.0	39.0	
Total Split (%)	25.6%	25.6%		25.6%	25.6%	25.6%	7.8%	43.3%		7.8%	43.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.42			0.67	0.36	0.18	0.68		0.33	0.60	
Control Delay		37.5			50.5	9.0	10.5	19.4		8.1	13.4	
Queue Delay		0.0			0.0	0.0	0.0	5.1		0.0	0.2	
Total Delay		37.5			50.5	9.1	10.5	24.6		8.1	13.7	
Queue Length 50th (ft)		35			78	0	8	229		8	120	
Queue Length 95th (ft)		56			135	45	42	#713		29	#605	
Internal Link Dist (ft)		38			134			131			121	
Turn Bay Length (ft)												
Base Capacity (vph)		228			276	415	360	1122		307	1163	
Starvation Cap Reductn		0			0	0	0	290		0	95	
Spillback Cap Reductn		0			0	4	0	77		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.33			0.53	0.30	0.18	0.92		0.33	0.65	

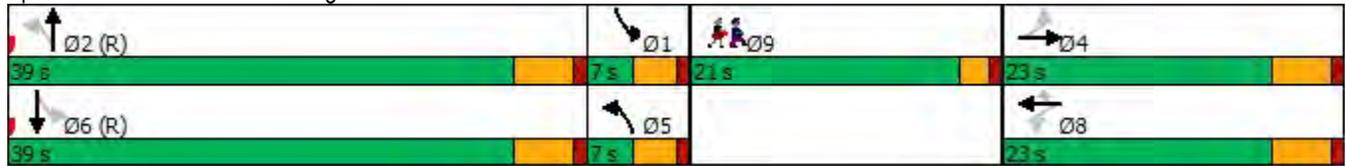
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 78 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis
 10: Washington St & Cobb Corner

08/22/2022

Splits and Phases: 10: Washington St & Cobb Corner



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis
 11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	270	35	90	329	90	33	309	46	249	255	148
Future Volume (vph)	183	270	35	90	329	90	33	309	46	249	255	148
Confl. Peds. (#/hr)			1	1			3					3
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.86	0.86	0.86	0.93	0.93	0.93
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	358	0	103	481	0	41	446	0	289	296	172
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		2
Detector Phase	7	4		3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0		3.0	10.0		4.0	10.0	10.0
Minimum Split (s)	7.0	15.0		9.0	15.0		7.0	15.0		9.0	15.0	15.0
Total Split (s)	17.0	35.0		10.0	28.0		7.0	37.0		20.0	50.0	50.0
Total Split (%)	13.3%	27.3%		7.8%	21.9%		5.5%	28.9%		15.6%	39.1%	39.1%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
v/c Ratio	0.90	0.91		0.70	0.84		0.09	0.68		0.66	0.32	0.20
Control Delay	74.1	75.0		60.3	62.7		21.3	43.7		29.2	24.8	4.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	1.3	0.0
Total Delay	74.1	75.0		60.3	62.7		21.3	43.7		29.2	26.1	4.7
Queue Length 50th (ft)	138	282		62	192		12	288		104	132	0
Queue Length 95th (ft)	#263	#437		#125	254		42	#531		#294	273	48
Internal Link Dist (ft)		217			198			180			132	
Turn Bay Length (ft)				125								
Base Capacity (vph)	240	431		147	641		458	653		436	928	865
Starvation Cap Reductn	0	0		0	0		0	0		0	431	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.90	0.83		0.70	0.75		0.09	0.68		0.66	0.60	0.20

Intersection Summary

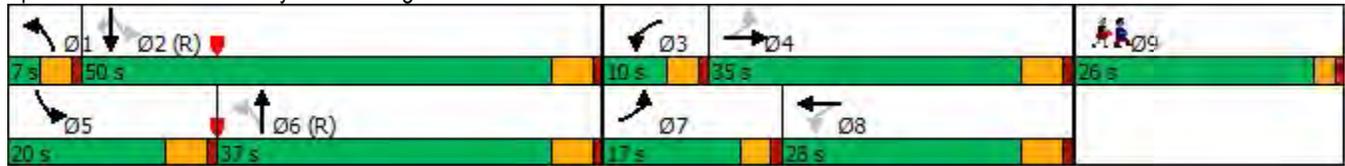
Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green, Master Intersection
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis

11: Bay Rd/Washington St & N Main St/Sharon St

08/22/2022

Splits and Phases: 11: Bay Rd/Washington St & N Main St/Sharon St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Analysis (HCM 200 Unsignalized)

12: Washington St & Starbucks Driveway

08/22/2022

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	0	30	0	0	40	0	612	40	0	577	15	
Future Volume (Veh/h)	0	0	30	0	0	40	0	612	40	0	577	15	
Sign Control	Stop			Stop				Free			Free		
Grade	0%			0%				0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.92	0.92	0.92	0.96	0.96	0.96	0.84	0.84	0.84	
Hourly flow rate (vph)	0	0	46	0	0	47	0	688	45	0	742	19	
Pedestrians	2												
Lane Width (ft)	12.0												
Walking Speed (ft/s)	3.5												
Percent Blockage	0												
Right turn flare (veh)													
Median type							None	TWLTL					
Median storage (veh)								2					
Upstream signal (ft)							212	211					
pX, platoon unblocked													
vC, conflicting volume	1144	1486	382	1128	1474	366	763					733	
vC1, stage 1 conf vol	754	754		710	710								
vC2, stage 2 conf vol	391	733		417	763								
vCu, unblocked vol	1144	1486	382	1128	1474	366	763					733	
tC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.2					4.2	
tC, 2 stage (s)	6.6	5.6		6.5	5.5								
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2	
p0 queue free %	100	100	92	100	100	93	100					100	
cM capacity (veh/h)	322	311	612	336	315	630	837					861	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	46	47	459	274	495	266							
Volume Left	0	0	0	0	0	0							
Volume Right	46	47	0	45	0	19							
cSH	612	630	1700	1700	1700	1700							
Volume to Capacity	0.08	0.07	0.27	0.16	0.29	0.16							
Queue Length 95th (ft)	6	6	0	0	0	0							
Control Delay (s)	11.4	11.2	0.0	0.0	0.0	0.0							
Lane LOS	B	B											
Approach Delay (s)	11.4	11.2	0.0	0.0									
Approach LOS	B	B											
Intersection Summary													
Average Delay			0.7										
Intersection Capacity Utilization			29.6%	ICU Level of Service				A					
Analysis Period (min)			15										

Intersection Capacity Analysis (HCM 200 Unsignalized)

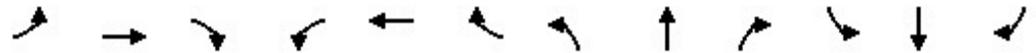
13: Sharon St & Cobb orner Dr

08/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	538	62	15	506	1	44	4	48	0	0	37
Future Volume (Veh/h)	34	538	62	15	506	1	44	4	48	0	0	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.85	0.85	0.85	0.84	0.84	0.84
Hourly flow rate (vph)	42	660	76	17	581	1	56	5	61	0	0	48
Pedestrians												1
Lane Width (ft)												12.0
Walking Speed (ft/s)												3.5
Percent Blockage												0
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		278			313							
pX, platoon unblocked	0.77			0.71			0.83	0.83	0.71	0.83	0.83	0.77
vC, conflicting volume	583			736			1445	1399	698	1462	1436	582
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	313			430			816	760	377	836	805	312
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			74	98	87	100	100	91
cM capacity (veh/h)	963			810			212	259	477	195	246	564
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	778	598	1	122	48							
Volume Left	42	17	0	56	0							
Volume Right	76	0	1	61	48							
cSH	963	810	1700	297	564							
Volume to Capacity	0.04	0.02	0.00	0.41	0.09							
Queue Length 95th (ft)	3	2	0	48	7							
Control Delay (s)	1.1	0.6	0.0	25.4	12.0							
Lane LOS	A	A		D	B							
Approach Delay (s)	1.1	0.6		25.4	12.0							
Approach LOS				D	B							
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			77.8%		ICU Level of Service				D			
Analysis Period (min)			15									

Intersection Capacity Analysis
 14: Sharon St & Village Shoppes Dr

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	536	40	15	531	151	0	0	0	165	1	105
Future Volume (vph)	5	536	40	15	531	151	0	0	0	165	1	105
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.92	0.92	0.92	0.87	0.87	0.87
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	707	0	0	800	0	0	0	0	0	206	130
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases	4			8						6		6
Detector Phase	4	4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	9.0	9.0		9.0	9.0					10.0	10.0	10.0
Total Split (s)	43.0	43.0		43.0	43.0					26.0	26.0	26.0
Total Split (%)	47.8%	47.8%		47.8%	47.8%					28.9%	28.9%	28.9%
Yellow Time (s)	3.0	3.0		3.0	3.0					4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0						5.0	5.0
Lead/Lag										Lead	Lead	Lead
Lead-Lag Optimize?										Yes	Yes	Yes
Recall Mode	C-Max	C-Max		C-Max	C-Max					Max	Max	Max
v/c Ratio	0.02	0.55			0.63						0.49	0.27
Control Delay	10.8	13.8			15.9						34.5	7.0
Queue Delay	0.0	0.7			0.0						0.0	0.0
Total Delay	10.8	14.6			15.9						34.5	7.0
Queue Length 50th (ft)	1	177			214						102	0
Queue Length 95th (ft)	9	460			#642						163	40
Internal Link Dist (ft)		233			100			33			115	
Turn Bay Length (ft)	75											
Base Capacity (vph)	397	1296			1262						422	476
Starvation Cap Reductn	0	280			0						0	0
Spillback Cap Reductn	0	0			0						0	0
Storage Cap Reductn	0	0			0						0	0
Reduced v/c Ratio	0.02	0.70			0.63						0.49	0.27

Intersection Summary

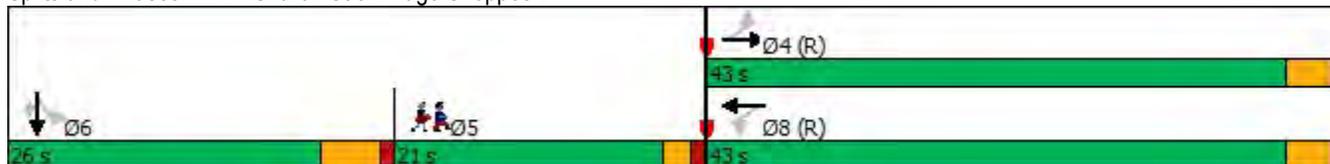
Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection Capacity Analysis

14: Sharon St & Village Shoppes Dr

08/22/2022

Splits and Phases: 14: Sharon St & Village Shoppes Dr



Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

APPENDIX R
MassDOT Project Development Process

Overview of the Project Development Process

Transportation decision-making is complex and can be influenced by legislative mandates, environmental regulations, financial limitations, agency programmatic commitments, and partnering opportunities. Decision-makers and reviewing agencies, when consulted early and often throughout the project development process, can ensure that all participants understand the potential impact these factors can have on project implementation. Project development is the process that takes a transportation improvement from concept through construction.

The MassDOT Highway Division has developed a comprehensive project development process which is contained in Chapter 2 of the *MassDOT Highway Division's Project Development and Design Guide*. The eight-step process covers a range of activities extending from identification of a project need, through completion of a set of finished contract plans, to construction of the project. The sequence of decisions made through the project development process progressively narrows the project focus and, ultimately, leads to a project that addresses the identified needs. The descriptions provided below are focused on the process for a highway project, but the same basic process will need to be followed for non-highway projects as well.

1. Needs Identification

For each of the locations at which an improvement is to be implemented, MassDOT leads an effort to define the problem, establishes project goals and objectives, and defines the scope of the planning needed for implementation. To that end, it has to complete a Project Need Form (PNF), which states in general terms the deficiencies or needs related to the transportation facility or location. The PNF documents the problems and explains why corrective action is needed. For this study, the information defining the need for the project will be drawn primarily, perhaps exclusively, from the present report. Also, at this point in the process, MassDOT meets with potential participants, such as the Metropolitan Planning Organization (MPO) and community members, to allow for an informal review of the project.

The PNF is reviewed by the MassDOT Highway Division district office whose jurisdiction includes the location of the proposed project. MassDOT also sends the PNF to the MPO, for informational purposes. The outcome of this step determines whether the project requires further planning, whether it is already well supported by prior planning studies, and, therefore, whether it is ready to move forward into the design phase, or whether it should be dismissed from further consideration.

2. Planning

This phase will likely not be required for the implementation of the improvements proposed in this planning study, as this planning report should constitute the outcome of this step. However, in general, the purpose of this implementation step is for the project proponent to identify issues, impacts, and approvals that may need to be obtained, so that the subsequent design and permitting processes are understood.

The level of planning needed will vary widely, based on the complexity of the project. Typical tasks include: define the existing context, confirm project need, establish goals and objectives, initiate public outreach, define the project, collect data, develop and analyze alternatives, make

recommendations, and provide documentation. Likely outcomes include consensus on the project definition to enable it to move forward into environmental documentation (if needed) and design, or a recommendation to delay the project or dismiss it from further consideration.

3. Project Initiation

At this point in the process, the proponent, MassDOT Highway Division, fills out a Project Initiation Form (PIF) for each improvement, which is reviewed by its Project Review Committee (PRC) and the MPO. The PRC is composed of the Chief Engineer, each District Highway Director, and representatives of the Project Management, Environmental, Planning, Right-of-Way, Traffic, and Bridge departments, and the MassDOT Federal Aid Program Office (FAPO). The PIF documents the project type and description, summarizes the project planning process, identifies likely funding and project management responsibility, and defines a plan for interagency and public participation. First the PRC reviews and evaluates the proposed project based on the MassDOT's statewide priorities and criteria. If the result is positive, MassDOT Highway Division moves the project forward to the design phase, and to programming review by the MPO. The PRC may provide a Project Management Plan to define roles and responsibilities for subsequent steps. The MPO review includes project evaluation based on the MPO's regional priorities and criteria. The MPO may assign project evaluation criteria score, a Transportation Improvement Program (TIP) year, a tentative project category, and a tentative funding category.

4. Environmental Permitting, Design, and Right-of-Way Process

This step has four distinct but closely integrated elements: public outreach, environmental documentation and permitting (if required), design, and right-of-way acquisition (if required). The outcome of this step is a fully designed and permitted project ready for construction. However, a project does not have to be fully designed in order for the MPO to program it in the TIP. The sections below provide more detailed information on the four elements of this step of the project development process.

Public Outreach

Continued public outreach in the design and environmental process is essential to maintain public support for the project and to seek meaningful input on the design elements. The public outreach is often in the form of required public hearings, but can also include less formal dialogues with those interested in and affected by a proposed project.

Environmental Documentation and Permitting

The project proponent, in coordination with the Environmental Services section of the MassDOT Highway Division, will be responsible for identifying and complying with all applicable federal, state, and local environmental laws and requirements. This includes determining the appropriate project category for both the Massachusetts Environmental Protection Act (MEPA) and the National Environmental Protection Act (NEPA). Environmental documentation and permitting is often completed in conjunction with the **Preliminary Design** phase described below.

Design

There are three major phases of design. The first is **Preliminary Design**, which is also referred to as the 25-percent submission. The major components of this phase include full survey of the project area, preparation of base plans, development of basic geometric layout, development of preliminary cost estimates, and submission of a functional design report. Preliminary Design, although not required to, is often completed in conjunction with the Environmental Documentation and Permitting. The next phase is **Final Design**, which is also referred to as the 75-percent and 100-percent submission. The major components of this phase include preparation of a subsurface exploratory plan (if required), coordination of utility relocations, development of traffic management plans through construction zones, development of final cost estimates, and refinement and finalization of the construction plans. Once Final Design is complete, a full set of **Plans, Specifications, and Estimates (PS&E)** is developed for the project.

Right-of-Way Acquisition

A separate set of Right-of-Way plans are required for any project that requires land acquisition or easements. The plans must identify the existing and proposed layout lines, easements, property lines, names of property owners, and the dimensions and areas of estimated takings and easements.

5. Programming (Identification of Funding)

Programming, which typically begins during the design phase, can actually occur at any time during the process, from planning to design. In this step, which is distinct from project initiation, the proponent requests that the MPO place the project in the region's Transportation Improvement Program (TIP). The proponent requesting the project's listing on the TIP can be the community or it can be one of the MPO member agencies (the Regional Planning Agency, MassDOT, and the Regional Transit Authority). The MPO then considers the project in terms of state and regional needs, evaluation criteria, and compliance with the regional Transportation Plan and decides whether to place it in the draft TIP for public review and then in the final TIP.

6. Procurement

Following project design and programming of a highway project, the MassDOT Highway Division publishes a request for proposals. It then reviews the bids and awards the contract to the qualified bidder with the lowest bid.

7. Construction

After a construction contract is awarded, MassDOT Highway Division and the contractor develop a public participation plan and a management plan for the construction process.

8. Project Assessment

The purpose of this step is to receive constituents' comments on the project development process and the project's design elements. MassDOT Highway Division can apply what is learned in this process to future projects.

Project Development Schematic Timetable

Description	Schedule Influence	Typical Duration
<p>Step I: Problem/Need/Opportunity Identification The proponent completes a Project Need Form (PNF). This form is then reviewed by the MassDOT Highway District office which provides guidance to the proponent on the subsequent steps of the process.</p>	<p>The Project Need Form has been developed so that it can be prepared quickly by the proponent, including any supporting data that is readily available. The District office shall return comments to the proponent within one month of PNF submission.</p>	<p>1 to 3 months</p>
<p>Step II: Planning Project planning can range from agreement that the problem should be addressed through a clear solution to a detailed analysis of alternatives and their impacts.</p>	<p>For some projects, no planning beyond preparation of the Project Need Form is required. Some projects require a planning study centered on specific project issues associated with the proposed solution or a narrow family of alternatives. More complex projects will likely require a detailed alternatives analysis.</p>	<p>Project Planning Report: 3 to 24+ months</p>
<p>Step III: Project Initiation The proponent prepares and submits a Project Initiation Form (PIF) and a Transportation Evaluation Criteria (TEC) form in this step. The PIF and TEC are informally reviewed by the Metropolitan Planning Organization (MPO) and MassDOT Highway District office, and formally reviewed by the PRC.</p>	<p>The PIF includes refinement of the preliminary information contained in the PNF. Additional information summarizing the results of the planning process, such as the Project Planning Report, are included with the PIF and TEC. The schedule is determined by PRC staff review (dependent on project complexity) and meeting schedule.</p>	<p>1 to 4 months</p>
<p>Step IV: Design, Environmental, and Right of Way The proponent completes the project design. Concurrently, the proponent completes necessary environmental permitting analyses and files applications for permits. Any right of way needed for the project is identified and the acquisition process begins.</p>	<p>The schedule for this step is dependent upon the size of the project and the complexity of the design, permitting, and right-of-way issues. Design review by the MassDOT Highway district and appropriate sections is completed in this step.</p>	<p>3 to 48+ months</p>
<p>Step V: Programming The MPO considers the project in terms of its regional priorities and determines whether or not to include the project in the draft Regional Transportation Improvement Program (TIP) which is then made available for public comment. The TIP includes a project description and funding source.</p>	<p>The schedule for this step is subject to each MPO's programming cycle and meeting schedule. It is also possible that the MPO will not include a project in its Draft TIP based on its review and approval procedures.</p>	<p>3 to 12+ months</p>
<p>Step VI: Procurement The project is advertised for construction and a contract awarded.</p>	<p>Administration of competing projects can influence the advertising schedule.</p>	<p>1 to 12 months</p>
<p>Step VII: Construction The construction process is initiated including public notification and any anticipated public involvement. Construction continues to project completion.</p>	<p>The duration for this step is entirely dependent upon project complexity and phasing.</p>	<p>3 to 60+ months</p>
<p>Step VIII: Project Assessment The construction period is complete and project elements and processes are evaluated on a voluntary basis.</p>	<p>The duration for this step is dependent upon the proponent's approach to this step and any follow-up required.</p>	<p>1 month</p>

Source: MassDOT Highway Division Project Development and Design Guide