



Ref.: 16001

January 25, 2018

Ms. Emily Wentworth, Senior Planner
Town of Hingham
210 Central Street
Hingham, MA 02043

Reg.: Response to Peer Review Comments
River Stone Condominiums, Hingham, MA

Dear Ms. Wentworth:

Ron Müller & Associates (RMA) has prepared this letter to respond to the traffic peer review comments by Vanasse & Associates, Inc. (VAI) in their letter dated January 4, 2018. Specifically, this letter addresses the comments regarding the Traffic Impact and Access Study submitted by this office for the project. The comments regarding the Comprehensive Permit Plan will be addressed under separate cover by McKenzie Engineering Group, Inc. The traffic-related comments are re-written below for ease of reading, followed by our responses.

Comment 1: “The April 2016 TIAS was prepared in a professional manner and following the applicable standards of care, and was stamped and signed by the Professional Engineer in responsible charge for the preparation of the document as required pursuant to Massachusetts General Law. The study will need to be revised to reflect the current development plan for the Project which now includes a connection to Autumn Circle.”

Response 1: Peak period traffic counts were collected at the High Street and Autumn Circle intersection in January 2018 during the weekday AM peak period (7:00 to 9:00 AM) and the weekday PM peak period (4:00 to 6:00 PM). The traffic counts are attached to this letter. Consistent with the seasonal adjustment data supplied in the original traffic study, the counted volumes were upwardly adjusted by a factor of 1.09 to reflect annual average-month conditions. To represent future 2023 No-Build volume conditions, the through volumes along High Street were increased by a factor of 1.104, representing a 2.0 percent annual growth rate applied over 5 years.

The trip-generation and distribution assumptions for the project were revised to reflect the current development plan including the connection to Autumn Circle. The trip generation estimates were also revised to reflect the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*.¹ The trip-generation worksheet and the revised site assignment and Build volume networks are attached to this letter. The capacity analyses were revised to include the additional study intersection and revised trip generation and distribution assumptions and the results are summarized in the revised Table 6. The level of service summary table and the analysis worksheets are attached to this letter. It should be noted that vehicle queue lengths were calculated using the SimTraffic simulation software as this program produces more realistic results for unsignalized intersections. The results show that the project will not have a significant impact on traffic operations at any of the study area intersections. In fact, traffic operations will be better than previously reported due to the reduction in the number of units and the second point of access to the site.

Comment 2: “... the addition of the connection between Viking Lane and Autumn Circle that is shown on the current version of the Comprehensive Permit Plan necessitates that the study area be expanded to include Autumn Circle and the intersection of High Street at Autumn Circle, with a particular emphasis on pedestrian accommodations and safety for the residents of Autumn Circle.”

Response 2: See Responses 1, 9, and 10. During the traffic counting period, there were no pedestrians observed to cross any of the High Street/Autumn Circle intersection approaches.

Comment 3: “Additional traffic counts and field measurements are required for Autumn Circle and the intersection of High Street at Autumn Circle.”

Response 3: See Responses 1, 6, 9, and 10.

Comment 4: “The Applicant’s engineer should provide a description (narrative and/or graphic) of existing and planned future pedestrian and bicycle accommodations within the study area in order to ascertain the relationship of such accommodations to the Project site, particularly the accommodations that are available within the Autumn Circle neighborhood and how these accommodations will be impacted by the Project.”

¹ *Trip Generation Manual, 10th Edition*; Institute of Transportation Engineers; Washington DC; 2017.

Response 4: Sidewalks are currently provided along the following study roadways:

- Ward Street - east side
- Cushing Street - east/south side
- High Street - north side
- French Street - west side

At the High Street/French Street/Ward Street intersection, pedestrian crosswalks are painted across French Street and the High Street west leg of the intersection connecting the existing sidewalks along these streets. At the High Street and Autumn Circle intersection, a crosswalk is painted across the High Street west leg of the intersection, although no sidewalks exist along Autumn Circle. At the Ward Street and Cushing Street intersection, a sidewalk is painted across the Cushing Street west leg of the intersection. No specific bicycle accommodations exist along any of the study area roadways. Based on discussions with the Hingham Engineering Department, there are no pedestrian or bicycle improvements planned within the study area.

Comment 5: “The Applicant’s engineer should provide a description of public transportation services within the study area and that serve the Town of Hingham and adjacent communities that may be accessed by residents of the Project.”

Response 5: The only public transportation available in the project vicinity is MBTA Bus Route 222 that connects East Weymouth with the Quincy Center commuter rail station. The closest bus stop to the project site is located at the intersection of High Street/Ward Street/French Street and is easily accessible by residents of the proposed River Stone Condominiums. As described above, a sidewalk exists along Ward Street connecting the site with the nearest bus stop. The bus runs daily from 5:40 AM to 12:30 AM with headways generally between 20 and 30 minutes during peak periods.

Comment 6: “1. The crash analysis should be updated and expanded to include the most recent crash data that is available from MassDOT for the existing and expanded study area and should include a review of the statewide High Crash Location List; 2. Motor vehicle crash data should be obtained from the Town of Hingham Police Department for the most recent 3-year period available; and 3. A motor vehicle collision diagram should be prepared for the High Street/Ward Street/French Street intersection in order to ascertain motor vehicle crash patterns at the intersection.”

Response 6: Motor vehicle crash data for the High Street/Ward Street/French Street intersection were obtained from Hingham Police Department records for the latest three full years of available data (2015 through 2017). Crash records for the High Street Autumn Circle intersection were obtained from MassDOT records for the latest three years of available data (2013 through 2015). A summary of this accident research is provided in Table 1 below and the accident data along with the crash rate worksheets are attached to this letter. In addition, a collision diagram was prepared for the High Street/Ward Street/French Street intersection and is attached to this letter.

**Table 1
Accident Summary**

Location	Number of Accidents			Severity ^a			Accident Type ^b					
	Total	Avg./Year	Accident Rate ^c	PD	PI	F	CM	RE	HO	FO	Ped	Other
High Street at Ward Street and French Street	16	5.3	1.48	14	2	0	16	0	0	0	0	0
High Street at Autumn Circle	0	0	0.00	0	0	0	0	0	0	0	0	0

Source: Hingham Police Department 2015 - 2017 and MassDOT Traffic Operations Safety Management System 2013 - 2015.

^aPD = property damage only; PI = personal injury; F = fatality.

^bCM = cross movement/angle; RE = rear end; HO = head on; FO = fixed object; Ped = pedestrian.

^cMeasured in accidents per million entering vehicles.

As shown in this table, the High Street/Ward Street/French Street intersection experienced an average of just over 5 accidents per year and a calculated crash rate of 1.48 accidents per million entering vehicles (acc/mev), which is significantly higher than the statewide and district-wide average of 0.58 acc/mev for unsignalized intersections. However, the intersection is not listed as a top crash location in the MassDOT database of Highway Safety Improvement Program (HSIP) eligible clusters. An HSIP eligible cluster is one in which the total number of “equivalent property damage only” crashes in the cluster is within the top 5 percent of all clusters in that region. “Equivalent property damage only” is a method of combining the number of crashes with the severity of crashes based on a weighted scale where a fatal crash is worth 10, an injury crash is worth 5 and a property damage only crash is worth 1. As shown in Table 1, 85 percent of the accidents involved only property damage and no fatalities were reported.

However, there is a clear trend in accident incidence as shown on the attached collision diagram. All of the accidents were angle collisions between vehicles exiting either Ward Street or French Street and half of the accidents occurred between northbound Ward Street vehicles and eastbound High Street vehicles. As documented in the original traffic study, sight distance limitations on both the Ward Street and French Street approaches may be contributing factors to these crashes.

Based on MassDOT records, there were no reported collisions at the High Street and Autumn Circle intersection between 2013 and 2015, the latest three years of available data.

Comment 7: “The Applicant’s engineer should consult with MassDOT and the Town of Hingham Engineering Department in order to determine if there are any planned roadway improvement projects within the study area that would impact traffic volumes, trip patterns or operating conditions.”

Response 7: Based on discussions with the Hingham Engineering Department, there are no roadway or safety improvements proposed within the study area.

Comment 8: “The Applicant’s engineer should review and revise the trip distribution pattern, trip assignment and Build condition traffic volume networks to reflect the extension of Viking Lane to intersect Autumn Circle.”

Response 8: See Response 1.

Comment 9: “The Applicant’s engineer should provide an assessment of Project-related impacts along Autumn Circle and at the Autumn Circle/High Street intersection. This assessment should include a discussion on how motorist delays at the High Street/Ward Street/French Street intersection may induce cut-through traffic through the Autumn Circle neighborhood.”

Response 9: As documented in response to Comment 1, the project will have an insignificant impact on traffic operations at all of the study area intersections. In fact, traffic operations will be better than previously reported due to the reduction in the number of units and the second point of access to the site. The High Street and Autumn Circle intersection will continue to operate at desirable levels (LOS B) by the 2023 design year, with or without the added site traffic. Based on the expected distribution of site traffic, the project will add only 3 vehicles along

Autumn Circle during the critical peak hours. Smaller increases in traffic would be expected during all other hours of the day.

The site connection with Autumn Circle is not expected to induce cut-through traffic from High Street to Ward Street. It is shorter to stay on High Street and Ward Street (1,780 feet vs. 1,830 feet through the Autumn Circle neighborhood) and there is only one left turn that needs to be made at the High Street and Ward Street intersection that operates at LOS A. Cutting through the neighborhood would require three left turns to be made.

Motorists traveling from Ward Street to High Street east, however, could be induced to cut through the neighborhood due to the delays and queues experienced on the Ward Street northbound approach to High Street that sometimes block access to the channelized right turn. Based on the queue calculations for projected Build volume conditions, average queues on this approach range from 114 to 138 feet during peak hours. These queues would not block access to the channelized right turn lane. However, 95th percentile queues range from 204 to 235 feet and would block the channelized lane. Based on these results, the number of people that would actually use the Autumn Circle connection to avoid the High Street/Ward Street/French Street intersection is expected to be minimal as queues at the High Street intersection do not, on average, block access to the channelized right-turn lane and the cut-through route is longer and requires three turns as opposed to one. However, to discourage potential cut-through traffic, it is recommended that speed humps be installed along Viking Lane. One such location could be at the proposed crosswalk across Viking Lane by making this crosswalk raised. This would also enhance the safety of the crosswalk for pedestrians. Another location for a speed hump could be just prior to the Autumn Circle cul-de-sac.

Comment 10: “The Applicant’s engineer should provide both the measured stopping sight distance and intersection sight distance for the Ward Street/Viking Lane intersection as it is not clear which measurements are presented in Table 4 of the April 2016 TIAS. In addition, sight distance measurements should also be provided for the High Street/Autumn Circle intersection and for the High Street/Ward Street/French Street intersection given that lines of sight at the intersection may be a contributing factor to the motor vehicle crashes that are occurring at the intersection.”

Response 10: The sight distance measurements shown in Table 4 of the traffic study represent the available intersection sight distances for vehicles exiting Viking Lane. The minimum requirements shown in that table represent the stopping sight distances (SSD) based on the observed speeds while the desirable distances

represent the intersection sight distances (ISD) based on the posted speed limit. The measured distances exceed both minimum requirements and desirable distance.

RMA conducted additional measurements of the available stopping sight distances at the Viking Lane intersection with Ward Street in accordance with the requirements of the American Association of State Highway and Transportation Officials (AASHTO). These measurements revealed that northbound Ward Street motorists have 360 feet of SSD and southbound vehicles have in excess of 400 feet of SSD. The minimum requirements are 235 feet northbound and 215 feet southbound, as documented in the traffic study.

Sight distance measurements were also taken at the Autumn Circle intersection with High Street. These measurements revealed that motorists exiting Autumn Circle have 420 feet of ISD to the east and in excess of 500 feet of ISD to the west. Based on a speed study conducted on High Street by the Hingham Police Department (attached), the 85th percentile speeds are 41 miles per hour. Using AASHTO standards, the minimum required sight distance based on these speeds is 315 feet (SSD). Accordingly, more than adequate sight distance is provided to allow safe operation of this existing intersection.

As discussed in Response 6, half of the accidents at the High Street/Ward Street/French Street intersection occurred between northbound Ward Street and eastbound High Street vehicles. Sight distance measurements on this approach reveal that approximately 320 feet of ISD is available in this direction, exceeding the minimum requirement of 315 feet, although several trees partially block the line of sight. To the east of Ward Street, more than 500 feet of sight distance is provided. On the French Street approach, ISD to the east is limited to approximately 190 feet by the horizontal and vertical curvature of High Street and landscaping located in the corner of that intersection. This distance is far less than the minimum requirement of 315 feet. However, only 2 accidents were reported between southbound French Street and westbound High Street vehicles. To the west of French Street, more than 500 feet of ISD is provided.

Comment 11: “We are in agreement with the infrastructure commitments that were outlined by the Applicant’s engineer; however, given the documented crash history at the High Street/Ward Street/French Street intersection, the Applicant should commit to the following measures:

- 1. Facilitate (fund) the completion of a Road Safety Audit (RSA) to identify both short and long-term improvements to improve safety at the intersection;*

2. *Pending completion of the RSA, design and construct the short-term improvements identified as a part of the RSA. Said improvements to be constructed prior to the issuance of any Certificate of Occupancy for the Project subject to receipt of all necessary rights, permits and approvals.*

In addition, the Applicant's engineer should provide recommendations for traffic control, pedestrian accommodations and safety along Autumn Circle. These recommendations should include measures to reduce the potential for cut-through traffic between High Street and Ward Street, moderate travel speeds through the neighborhood and enhance pedestrian safety."

Response 11: Although the project will add only 6 to 7 peak hour vehicles through the High Street/Ward Street/French Street intersection, the applicant has agreed to conduct a Road Safety Audit of the intersection in an effort to aid the Town of Hingham in developing improvement measures to reduce the incidence of traffic accidents. However, as the extent to which any improvements may be identified through this study are not known at this time, the applicant cannot agree to implement any of the recommended improvements.

As described in Response 9, the applicant will install a raised crosswalk and a speed hump along Viking Lane in an effort to reduce the potential for cut-through traffic through the Autumn Circle neighborhood and reduce vehicle speeds. The raised crosswalk will also enhance pedestrian safety.

Please feel free to contact me if you have any questions or comments regarding this additional information.

Sincerely,

Ron Müller & Associates



Ronald Müller, P.E.
Principal

Enclosures

cc: Brian Murphy
Brad McKenzie
Warren Baker

Table 6 - Revised
Level-of-Service Analysis Summary

Location/Peak Hour	Existing				No-Build				Build				
	Movement	v/c ^a	Del. ^b	LOS ^c	Queue ^d	v/c	Del.	LOS	Queue	v/c	Del.	LOS	Queue
High Street at Ward Street and French Street													
<i>Weekday AM Peak</i>													
NB All	0.84	47.5	E	126	1.20	NA ^e	F	191	1.25	NA	F	204	
EB Left	0.01	8.2	A	15	0.02	8.4	A	30	0.02	8.4	A	35	
WB Left	0.03	7.7	A	19	0.03	7.8	A	37	0.03	7.8	A	37	
SB All	0.29	18.1	C	62	0.40	23.6	C	97	0.40	23.6	C	97	
<i>Weekday PM Peak</i>													
NB All	0.91	60.9	F	150	1.51	NA	F	213	1.54	NA	F	235	
EB Left	0.02	7.7	A	45	0.02	7.8	A	35	0.02	7.8	A	69	
WB Left	0.07	8.2	A	90	0.09	8.4	A	67	0.09	8.4	A	95	
SB All	0.54	32.5	D	87	0.79	65.2	F	164	0.80	65.9	F	164	
Ward Street at Ward Street Extension													
<i>Weekday AM Peak</i>													
EB Left	0.01	11.6	B	15	0.02	12.2	B	15	0.02	12.3	B	19	
EB Right	0.05	9.1	A	24	0.05	9.2	A	26	0.06	9.3	A	34	
<i>Weekday PM Peak</i>													
EB Left	0.02	16.0	C	13	0.03	18.1	C	17	0.03	18.3	C	17	
EB Right	0.16	11.4	B	27	0.19	12.2	B	32	0.20	12.3	B	45	
Cushing Street at Ward Street													
<i>Weekday AM Peak</i>													
EB Left	0.18	8.6	A	87	0.21	8.9	A	119	0.21	9.0	A	119	
SB Left/Right	0.28	13.8	B	66	0.36	16.2	C	77	0.37	16.5	C	89	
<i>Weekday PM Peak</i>													
EB Left	0.22	8.5	A	76	0.26	8.8	A	106	0.26	8.9	A	121	
SB Left/Right	0.61	22.3	C	101	0.82	41.5	E	274	0.83	42.7	E	274	
High Street at Autumn Circle													
<i>Weekday AM Peak</i>													
NB Left/Right	0.04	13.6	B	38	0.05	14.6	B	41	0.05	14.2	B	51	
WB Left	0.00	7.9	A	0	0.00	7.9	A	15	0.00	8.0	A	15	
<i>Weekday PM Peak</i>													
NB Left/Right	0.02	13.2	B	15	0.02	14.0	B	22	0.02	13.7	B	36	
WB Left	0.00	8.2	A	0	0.00	8.3	A	0	0.00	8.3	A	10	
Ward Street at Viking Lane (Site Drive)													
<i>Weekday AM Peak</i>													
WB Left/Right	---	---	---	---	---	---	---	---	0.02	11.1	B	32	
SB Left	---	---	---	---	---	---	---	---	0.00	8.0	A	0	
<i>Weekday PM Peak</i>													
WB Left/Right	---	---	---	---	---	---	---	---	0.02	12.2	B	21	
SB Left	---	---	---	---	---	---	---	---	0.01	8.1	A	15	

^a Volume-to-capacity ratio

^b Average control delay in seconds per vehicle

^c Level of service

^d 95th percentile queue in feet (assuming 25 feet per vehicle) calculated using SimTraffic

^e NA = Delay meaningless at v/c ratios < 1.20.

File Name : 16001 High Street-Autumn Circ AM

Site Code : 16001

Start Date : 1/18/2018

Page No : 1

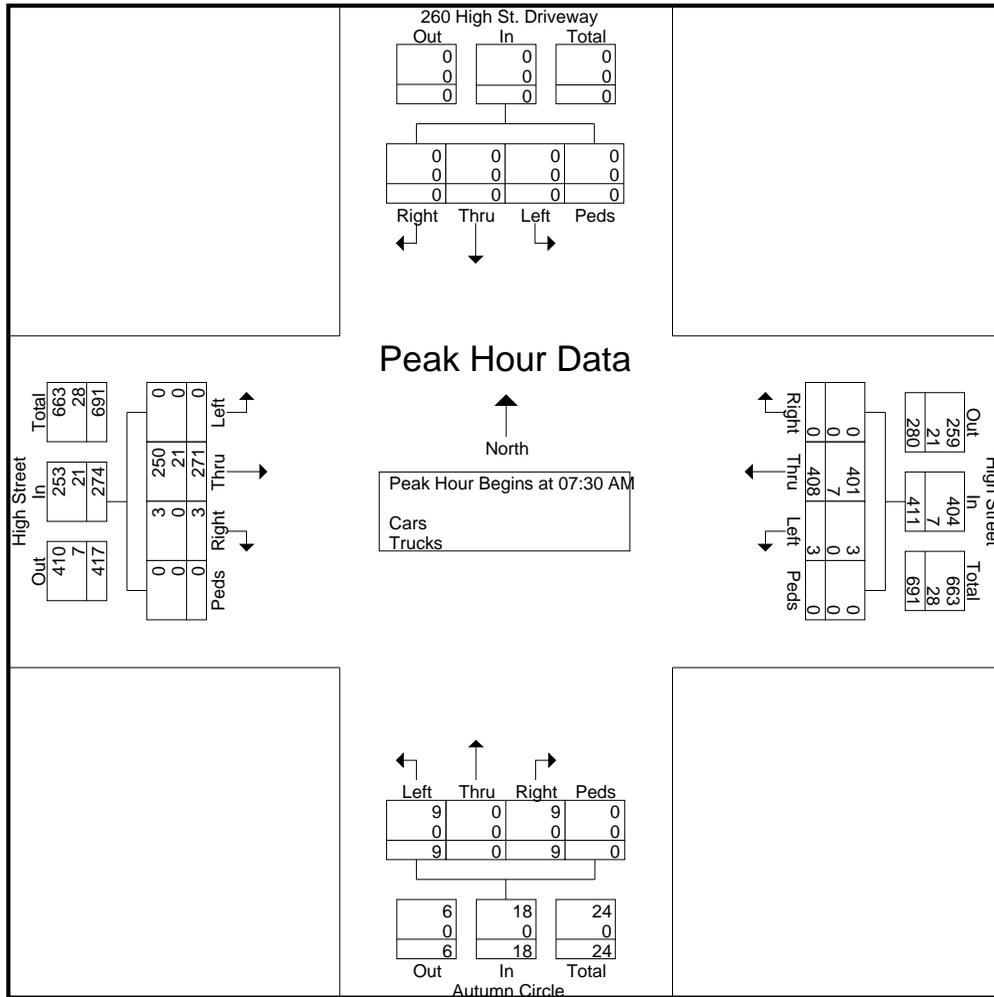
E-W Street: High Street
N-S Street: Autumn Circle

Groups Printed- Cars - Trucks

Start Time	260 High St. Driveway From North					High Street From East					Autumn Circle From South					High Street From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	67	0	0	67	1	0	0	0	1	1	40	0	0	41	109
07:15 AM	0	0	0	0	0	1	106	0	0	107	3	0	0	0	3	0	57	0	0	57	167
07:30 AM	0	0	0	0	0	0	94	0	0	94	3	0	1	0	4	0	72	2	0	74	172
07:45 AM	0	0	0	0	0	0	100	0	0	100	4	0	1	0	5	0	64	0	0	64	169
Total	0	0	0	0	0	1	367	0	0	368	11	0	2	0	13	1	233	2	0	236	617
08:00 AM	0	0	0	0	0	2	119	0	0	121	0	0	5	0	5	0	60	0	0	60	186
08:15 AM	0	0	0	0	0	1	95	0	0	96	2	0	2	0	4	0	75	1	0	76	176
08:30 AM	0	0	0	0	0	0	79	0	0	79	2	0	0	0	2	0	58	3	0	61	142
08:45 AM	0	0	0	0	0	1	86	0	0	87	0	0	1	0	1	0	40	0	0	40	128
Total	0	0	0	0	0	4	379	0	0	383	4	0	8	0	12	0	233	4	0	237	632
Grand Total	0	0	0	0	0	5	746	0	0	751	15	0	10	0	25	1	466	6	0	473	1249
Apprch %	0	0	0	0		0.7	99.3	0	0		60	0	40	0		0.2	98.5	1.3	0		
Total %	0	0	0	0	0	0.4	59.7	0	0	60.1	1.2	0	0.8	0	2	0.1	37.3	0.5	0	37.9	
Cars	0	0	0	0	0	5	732	0	0	737	15	0	10	0	25	1	440	6	0	447	1209
% Cars	0	0	0	0	0	100	98.1	0	0	98.1	100	0	100	0	100	100	94.4	100	0	94.5	96.8
Trucks	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	26	0	0	26	40
% Trucks	0	0	0	0	0	0	1.9	0	0	1.9	0	0	0	0	0	0	5.6	0	0	5.5	3.2

E-W Street: High Street
N-S Street: Autumn Circle

Start Time	260 High St. Driveway From North					High Street From East					Autumn Circle From South					High Street From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	94	0	0	94	3	0	1	0	4	0	72	2	0	74	172
07:45 AM	0	0	0	0	0	0	100	0	0	100	4	0	1	0	5	0	64	0	0	64	169
08:00 AM	0	0	0	0	0	2	119	0	0	121	0	0	5	0	5	0	60	0	0	60	186
08:15 AM	0	0	0	0	0	1	95	0	0	96	2	0	2	0	4	0	75	1	0	76	176
Total Volume	0	0	0	0	0	3	408	0	0	411	9	0	9	0	18	0	271	3	0	274	703
% App. Total	0	0	0	0	0	0.7	99.3	0	0	98.3	50	0	50	0	0	0	98.9	1.1	0	0	
PHF	.000	.000	.000	.000	.000	.375	.857	.000	.000	.849	.563	.000	.450	.000	.900	.000	.903	.375	.000	.901	.945
Cars	0	0	0	0	0	3	401	0	0	404	9	0	9	0	18	0	250	3	0	253	675
% Cars	0	0	0	0	0	100	98.3	0	0	98.3	100	0	100	0	100	0	92.3	100	0	92.3	96.0
Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	21	0	0	21	28
% Trucks	0	0	0	0	0	0	1.7	0	0	1.7	0	0	0	0	0	0	7.7	0	0	7.7	4.0



File Name : 16001 High Street-Autumn Circ PM

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Start Date : 1/16/2018

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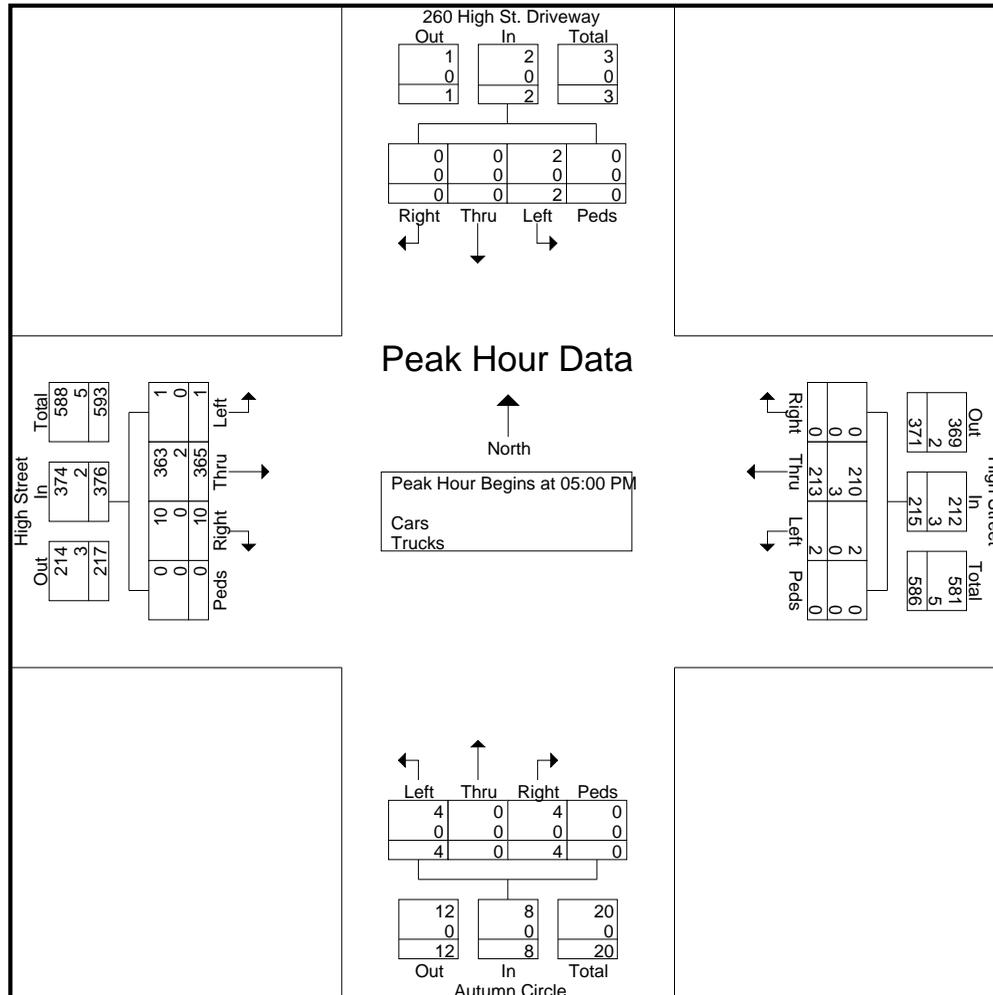
E-W Street: High Street
N-S Street: Autumn Circle

Groups Printed- Cars - Trucks

Start Time	260 High St. Driveway From North					High Street From East					Autumn Circle From South					High Street From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	45	0	0	45	2	0	0	0	2	0	74	2	0	76	123
04:15 PM	0	0	1	0	1	3	37	0	0	40	1	0	1	0	2	0	75	0	0	75	118
04:30 PM	0	0	0	0	0	0	57	0	0	57	1	0	1	0	2	2	72	3	0	77	136
04:45 PM	0	0	0	0	0	1	47	0	0	48	2	0	0	0	2	0	77	2	0	79	129
Total	0	0	1	0	1	4	186	0	0	190	6	0	2	0	8	2	298	7	0	307	506
05:00 PM	0	0	0	0	0	0	48	0	0	48	1	0	1	0	2	0	85	2	0	87	137
05:15 PM	1	0	0	0	1	1	53	0	0	54	1	0	1	0	2	1	102	3	0	106	163
05:30 PM	0	0	0	0	0	0	57	0	0	57	2	0	2	0	4	0	102	3	0	105	166
05:45 PM	1	0	0	0	1	1	55	0	0	56	0	0	0	0	0	0	76	2	0	78	135
Total	2	0	0	0	2	2	213	0	0	215	4	0	4	0	8	1	365	10	0	376	601
Grand Total	2	0	1	0	3	6	399	0	0	405	10	0	6	0	16	3	663	17	0	683	1107
Apprch %	66.7	0	33.3	0		1.5	98.5	0	0		62.5	0	37.5	0		0.4	97.1	2.5	0		
Total %	0.2	0	0.1	0	0.3	0.5	36	0	0	36.6	0.9	0	0.5	0	1.4	0.3	59.9	1.5	0	61.7	
Cars	2	0	1	0	3	6	392	0	0	398	10	0	6	0	16	3	659	17	0	679	1096
% Cars	100	0	100	0	100	100	98.2	0	0	98.3	100	0	100	0	100	100	99.4	100	0	99.4	99
Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
% Trucks	0	0	0	0	0	0	1.8	0	0	1.7	0	0	0	0	0	0	0.6	0	0	0.6	1

E-W Street: High Street
N-S Street: Autumn Circle

Start Time	260 High St. Driveway From North					High Street From East					Autumn Circle From South					High Street From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	48	0	0	48	1	0	1	0	2	0	85	2	0	87	137
05:15 PM	1	0	0	0	1	1	53	0	0	54	1	0	1	0	2	1	102	3	0	106	163
05:30 PM	0	0	0	0	0	0	57	0	0	57	2	0	2	0	4	0	102	3	0	105	166
05:45 PM	1	0	0	0	1	1	55	0	0	56	0	0	0	0	0	0	76	2	0	78	135
Total Volume	2	0	0	0	2	2	213	0	0	215	4	0	4	0	8	1	365	10	0	376	601
% App. Total	100	0	0	0	0	0.9	99.1	0	0	98.6	50	0	50	0	0	0.3	97.1	2.7	0	0	
PHF	.500	.000	.000	.000	.500	.500	.934	.000	.000	.943	.500	.000	.500	.000	.500	.250	.895	.833	.000	.887	.905
Cars	2	0	0	0	2	2	210	0	0	212	4	0	4	0	8	1	363	10	0	374	596
% Cars	100	0	0	0	100	100	98.6	0	0	98.6	100	0	100	0	100	100	99.5	100	0	99.5	99.2
Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Trucks	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0	0.5	0	0	0.5	0.8



Institute of Transportation Engineers (ITE); 10th Edition
Land Use Code (LUC) 220 - Multifamily Housing (Low-Rise)

Average Vehicle Trips Ends vs: Dwelling Units
 Independent Variable (X): 32

AVERAGE WEEKDAY DAILY (8-585 Units)

$T = 7.56 * (X) - 40.86$
 $T = 201.06$
 $T = 200$ vehicle trips
 with 50% (100 vpd) entering and 50% (100 vpd) exiting.

Weekday Daily Average Rate

$T = 7.32 * (X)$
 $T = 234.24$
 $T = 230$ vehicle trips
 with 115 vpd entering and 115 vpd exiting.

WEEKDAY AM PEAK HOUR OF ADJACENT STREET TRAFFIC (8-689 Units)

$\text{Ln } T = 0.95 \text{ Ln } (X) - 0.51$
 $\text{Ln } T = 2.78$
 $T = 16.16$
 $T = 16$ vehicle trips
 with 23% (4 vph) entering and 77% (12 vph) exiting.

Weekday AM Peak Hour Average Rate

$T = 0.46 * (X)$
 $T = 14.72$
 $T = 15$ vehicle trips
 with 3 vph entering and 12 vph exiting.

WEEKDAY PM PEAK HOUR OF ADJACENT STREET TRAFFIC (8-689 Units)

$\text{Ln } T = 0.89 \text{ Ln } (X) - 0.02$
 $\text{Ln } T = 3.06$
 $T = 21.42$
 $T = 21$ vehicle trips
 with 63% (13 vph) entering and 37% (8 vph) exiting.

Weekday PM Peak Hour Average Rate

$T = 0.56 * (X)$
 $T = 17.92$
 $T = 18$ vehicle trips
 with 11 vph entering and 7 vph exiting.

SATURDAY DAILY (48-147 Units)

$T = 14.01 * (X) - 521.69$
 $T = -73.37$
 $T = -70$ vehicle trips
 with 50% (-35 vpd) entering and 50% (-35 vpd) exiting.

Saturday Daily Average Rate

$T = 8.14 * (X)$
 $T = 260.48$
 $T = 260$ vehicle trips
 with 130 vpd entering and 130 vpd exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR (48-147 Units)

$T = 1.08 * (X) - 33.24$
 $T = 1.32$
 $T = 1$ vehicle trips
 with 50% (1 vph) entering and 50% (0 vph) exiting.

Saturday Midday Peak Hour Average Rate

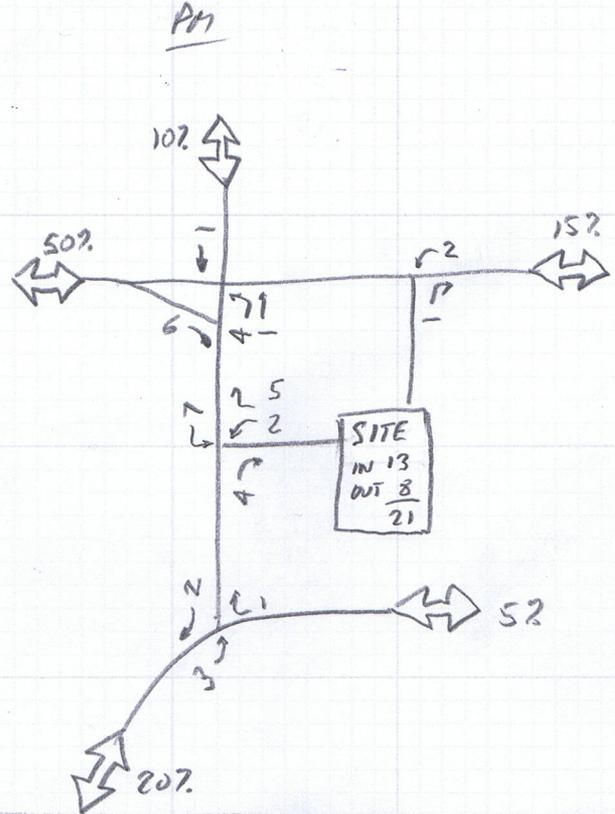
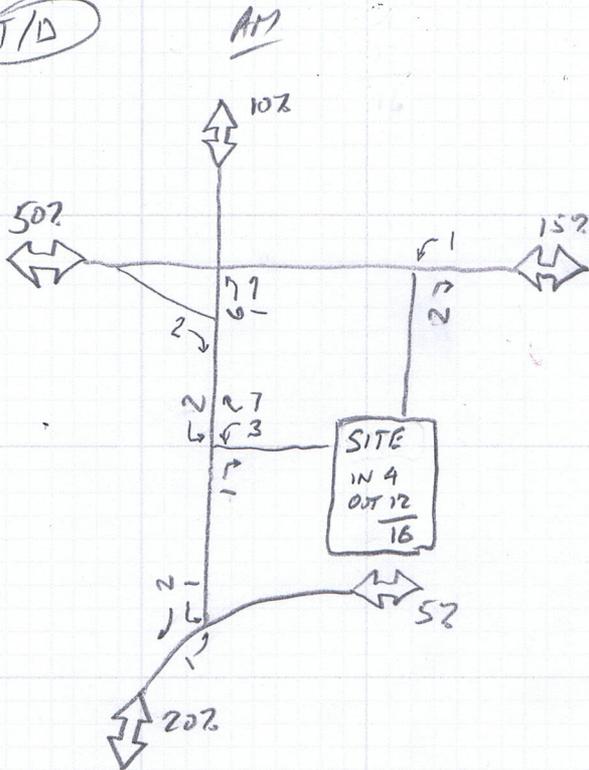
$T = 0.70 * (X)$
 $T = 22.40$
 $T = 22$ vehicle trips
 with 11 vph entering and 11 vph exiting.

Ron Müller & Associates

Traffic Engineering and Consulting Services
 56 Teresa Road, Hopkinton, MA 01748
 Tel. (508) 395-1576

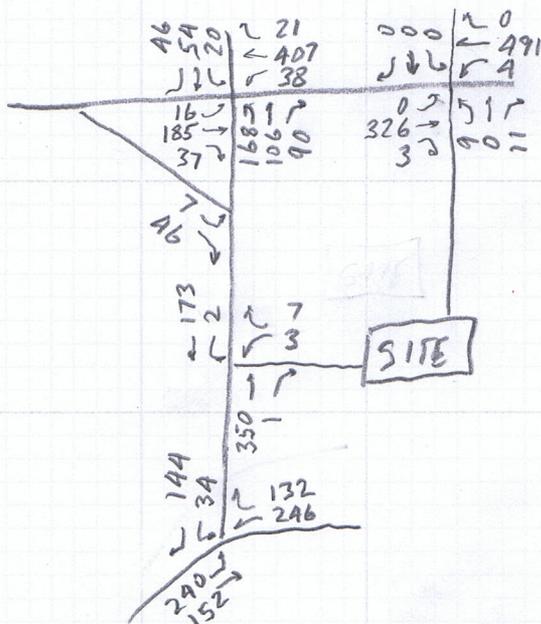
Project: 16001 / Hingham
 Calc. By: RM Date: 1/23/18
 Title: _____
 Sheet: _____ Of: _____

T/D

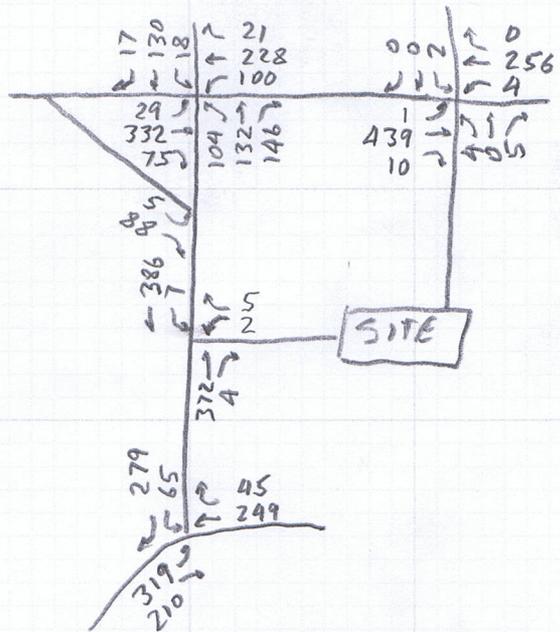


2023 BUILD

AM



PM



Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	295	3	3	445	0	9	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	311	3	3	468	0	9	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	468	0	0	314	0	0	787	787	312	792	789	468
Stage 1	-	-	-	-	-	-	312	312	-	475	475	-
Stage 2	-	-	-	-	-	-	475	475	-	317	314	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1104	-	-	1258	-	-	312	326	733	309	325	599
Stage 1	-	-	-	-	-	-	703	661	-	574	561	-
Stage 2	-	-	-	-	-	-	574	561	-	698	660	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1104	-	-	1258	-	-	311	325	733	304	324	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	325	-	304	324	-
Stage 1	-	-	-	-	-	-	703	661	-	574	559	-
Stage 2	-	-	-	-	-	-	572	559	-	689	660	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.6	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	437	1104	-	-	1258	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.003	-	-	-
HCM Control Delay (s)	13.6	0	-	-	7.9	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection: 2: Cushing St. & Ward St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	99	22	76
Average Queue (ft)	53	2	40
95th Queue (ft)	87	13	66
Link Distance (ft)	371	413	650
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Ward St./French St. & High St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	31	186	76
Average Queue (ft)	2	3	70	39
95th Queue (ft)	15	19	126	62
Link Distance (ft)	184	784	249	237
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Autumn Circle & High Street

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	30
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	325
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Ward St. Ext. & Ward St.

Movement	SE	SE
Directions Served	L	R
Maximum Queue (ft)	23	46
Average Queue (ft)	3	10
95th Queue (ft)	15	24
Link Distance (ft)		212
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Network Summary

Network wide Queuing Penalty: 0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	398	10	2	232	0	4	0	4	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	1	437	11	2	255	0	4	0	4	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	448	0	0	704	704	443	706	710	255
Stage 1	-	-	-	-	-	-	445	445	-	259	259	-
Stage 2	-	-	-	-	-	-	259	259	-	447	451	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1322	-	-	1123	-	-	354	364	619	353	361	789
Stage 1	-	-	-	-	-	-	596	578	-	750	697	-
Stage 2	-	-	-	-	-	-	750	697	-	595	574	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1322	-	-	1123	-	-	353	363	619	350	360	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	363	-	350	360	-
Stage 1	-	-	-	-	-	-	595	577	-	749	696	-
Stage 2	-	-	-	-	-	-	749	696	-	590	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.2	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1322	-	-	1123	-	-	350
HCM Lane V/C Ratio	0.02	0.001	-	-	0.002	-	-	0.006
HCM Control Delay (s)	13.2	7.7	0	-	8.2	0	-	15.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection: 2: Cushing St. & Ward St.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	98	117
Average Queue (ft)	39	62
95th Queue (ft)	76	101
Link Distance (ft)	371	650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Ward St./French St. & High St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	120	244	116
Average Queue (ft)	12	36	71	55
95th Queue (ft)	45	90	150	87
Link Distance (ft)	184	721	249	237
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Autumn Circle & High Street

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	31
Average Queue (ft)	0	2
95th Queue (ft)	0	15
Link Distance (ft)	577	304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Ward St. Ext. & Ward St.

Movement	SE	SE
Directions Served	L	R
Maximum Queue (ft)	22	35
Average Queue (ft)	2	11
95th Queue (ft)	13	27
Link Distance (ft)		212
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Network Summary

Network wide Queuing Penalty: 0

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	326	3	3	491	0	9	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	343	3	3	517	0	9	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	346	0	0	868	868	345	872	869	517
Stage 1	-	-	-	-	-	-	345	345	-	523	523	-
Stage 2	-	-	-	-	-	-	523	523	-	349	346	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1059	-	-	1224	-	-	275	293	702	273	292	562
Stage 1	-	-	-	-	-	-	675	640	-	541	534	-
Stage 2	-	-	-	-	-	-	541	534	-	671	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1059	-	-	1224	-	-	274	292	702	269	291	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	292	-	269	291	-
Stage 1	-	-	-	-	-	-	675	640	-	541	532	-
Stage 2	-	-	-	-	-	-	539	532	-	662	639	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.6	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	394	1059	-	-	1224	-	-	-
HCM Lane V/C Ratio	0.048	-	-	-	0.003	-	-	-
HCM Control Delay (s)	14.6	0	-	-	7.9	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection: 2: Cushing St. & Ward St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	183	32	103
Average Queue (ft)	62	3	44
95th Queue (ft)	119	15	77
Link Distance (ft)	371	413	650
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Ward St./French St. & High St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	55	249	114
Average Queue (ft)	7	11	98	55
95th Queue (ft)	30	37	191	97
Link Distance (ft)	184	740	249	237
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Autumn Circle & High Street

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	31
Average Queue (ft)	2	17
95th Queue (ft)	15	41
Link Distance (ft)	478	296
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Ward St. Ext. & Ward St.

Movement	NB	SE	SE
Directions Served	T	L	R
Maximum Queue (ft)	31	21	57
Average Queue (ft)	1	2	8
95th Queue (ft)	11	13	26
Link Distance (ft)	175		212
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Network Summary

Network wide Queuing Penalty: 0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	439	10	2	256	0	4	0	4	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	1	482	11	2	281	0	4	0	4	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	281	0	0	493	0	0	776	776	488	778	782	281
Stage 1	-	-	-	-	-	-	490	490	-	286	286	-
Stage 2	-	-	-	-	-	-	286	286	-	492	496	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1293	-	-	1081	-	-	317	331	584	316	328	763
Stage 1	-	-	-	-	-	-	564	552	-	726	679	-
Stage 2	-	-	-	-	-	-	726	679	-	562	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1293	-	-	1081	-	-	316	330	584	313	327	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	316	330	-	313	327	-
Stage 1	-	-	-	-	-	-	563	551	-	725	678	-
Stage 2	-	-	-	-	-	-	725	678	-	557	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14	16.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	1293	-	-	1081	-	-	313
HCM Lane V/C Ratio	0.021	0.001	-	-	0.002	-	-	0.007
HCM Control Delay (s)	14	7.8	0	-	8.3	0	-	16.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection: 2: Cushing St. & Ward St.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	116	435
Average Queue (ft)	62	110
95th Queue (ft)	106	274
Link Distance (ft)	371	650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Ward St./French St. & High St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	55	75	263	182
Average Queue (ft)	9	35	112	76
95th Queue (ft)	35	67	213	164
Link Distance (ft)	184	731	249	237
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			11	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Autumn Circle & High Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	29	31	31
Average Queue (ft)	0	4	4
95th Queue (ft)	0	22	20
Link Distance (ft)	602	349	267
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Ward St. Ext. & Ward St.

Movement	NB	B10	SE	SE
Directions Served	T	T	L	R
Maximum Queue (ft)	246	123	21	52
Average Queue (ft)	14	4	4	12
95th Queue (ft)	99	42	17	32
Link Distance (ft)	175	650		212
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	4			
Storage Bay Dist (ft)			50	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Network Summary

Network wide Queuing Penalty: 15

Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	240	152	246	132	34	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	2	2	1	1
Mvmt Flow	247	157	254	136	35	148

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	390	0	974
Stage 1	-	-	322
Stage 2	-	-	652
Critical Hdwy	4.14	-	6.41
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.236	-	3.509
Pot Cap-1 Maneuver	1158	-	280
Stage 1	-	-	737
Stage 2	-	-	520
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1158	-	214
Mov Cap-2 Maneuver	-	-	214
Stage 1	-	-	737
Stage 2	-	-	398

Approach	EB	WB	SB
HCM Control Delay, s	5.5	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1158	-	-	-	496
HCM Lane V/C Ratio	0.214	-	-	-	0.37
HCM Control Delay (s)	9	0	-	-	16.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	1.7

Intersection

Int Delay, s/veh 55.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	185	37	38	407	21	168	106	90	20	54	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	3	3	3	4	4	4	2	2	2
Mvmt Flow	17	199	40	41	438	23	181	114	97	22	58	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	239	0	0	837	795	219	841	804	449
Stage 1	-	-	-	-	-	-	253	253	-	531	531	-
Stage 2	-	-	-	-	-	-	584	542	-	310	273	-
Critical Hdwy	4.15	-	-	4.13	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.227	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1085	-	-	1322	-	-	284	318	816	284	316	610
Stage 1	-	-	-	-	-	-	747	694	-	532	526	-
Stage 2	-	-	-	-	-	-	494	517	-	700	684	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1085	-	-	1322	-	-	212	299	816	169	297	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	299	-	169	297	-
Stage 1	-	-	-	-	-	-	734	682	-	522	504	-
Stage 2	-	-	-	-	-	-	385	495	-	505	672	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	172.8	23.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	1085	-	-	1322	-	-	320
HCM Lane V/C Ratio	1.254	0.016	-	-	0.031	-	-	0.403
HCM Control Delay (s)	172.8	8.4	0	-	7.8	0	-	23.6
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	18.1	0	-	-	0.1	-	-	1.9

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	326	3	4	491	0	9	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	343	3	4	517	0	9	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	346	0	0	870	870	345	876	871	517
Stage 1	-	-	-	-	-	-	345	345	-	525	525	-
Stage 2	-	-	-	-	-	-	525	525	-	351	346	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1059	-	-	1224	-	-	274	292	702	272	291	562
Stage 1	-	-	-	-	-	-	675	640	-	540	533	-
Stage 2	-	-	-	-	-	-	540	533	-	670	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1059	-	-	1224	-	-	273	291	702	266	290	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	291	-	266	290	-
Stage 1	-	-	-	-	-	-	675	640	-	540	530	-
Stage 2	-	-	-	-	-	-	537	530	-	659	639	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14.2	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	411	1059	-	-	1224	-	-	-
HCM Lane V/C Ratio	0.051	-	-	-	0.003	-	-	-
HCM Control Delay (s)	14.2	0	-	-	8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh	1					
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Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	0	357	129	0	7	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	2	0	7	7
Mvmt Flow	0	388	140	0	8	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	140	0	140
Stage 1	-	-	140
Stage 2	-	-	388
Critical Hdwy	4.1	-	6.27
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	2.2	-	3.363
Pot Cap-1 Maneuver	1456	-	895
Stage 1	-	-	875
Stage 2	-	-	675
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1456	-	895
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	875
Stage 2	-	-	675

Approach	NB	SB	SE
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1456	-	502	895	-	-
HCM Lane V/C Ratio	-	-	0.015	0.056	-	-
HCM Control Delay (s)	0	-	12.3	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.2	-	-

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	3	7	350	1	2	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	3	8	380	1	2	188

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	573	381	0	0	382	0
Stage 1	381	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	484	671	-	-	1188	-
Stage 1	695	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	483	671	-	-	1188	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11.1		0		0.1
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	601	1188	-
HCM Lane V/C Ratio	-	-	0.018	0.002	-
HCM Control Delay (s)	-	-	11.1	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection: 2: Cushing St. & Ward St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	115	40	135
Average Queue (ft)	56	5	50
95th Queue (ft)	103	21	89
Link Distance (ft)	371	413	646
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Ward St./French St. & High St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	53	249	74
Average Queue (ft)	9	12	114	40
95th Queue (ft)	35	37	204	61
Link Distance (ft)	184	842	249	237
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			1	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Autumn Circle & High Street

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	73
Average Queue (ft)	2	19
95th Queue (ft)	15	51
Link Distance (ft)	276	394
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Ward St. Ext. & Ward St.

Movement	NB	SE	SE
Directions Served	T	L	R
Maximum Queue (ft)	53	22	68
Average Queue (ft)	0	5	12
95th Queue (ft)	0	19	34
Link Distance (ft)	182		212
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 10: Ward St. & Viking Ln.

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	519
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1

Intersection

Int Delay, s/veh 15

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	319	210	249	45	65	279
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	332	219	259	47	68	291

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	306	0	1166
Stage 1	-	-	283
Stage 2	-	-	883
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1266	-	216
Stage 1	-	-	770
Stage 2	-	-	408
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1266	-	151
Mov Cap-2 Maneuver	-	-	151
Stage 1	-	-	770
Stage 2	-	-	286

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	42.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1266	-	-	-	432
HCM Lane V/C Ratio	0.262	-	-	-	0.829
HCM Control Delay (s)	8.9	0	-	-	42.7
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	1.1	-	-	-	7.9

Intersection

Int Delay, s/veh 94.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	29	332	75	100	228	21	104	132	146	18	130	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	0	0	0
Mvmt Flow	30	342	77	103	235	22	107	136	151	19	134	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	420	0	0	969	904	381	961	931	246
Stage 1	-	-	-	-	-	-	441	441	-	452	452	-
Stage 2	-	-	-	-	-	-	528	463	-	509	479	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.11	6.51	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.509	4.009	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	1320	-	-	1150	-	-	234	278	668	238	269	798
Stage 1	-	-	-	-	-	-	597	579	-	591	574	-
Stage 2	-	-	-	-	-	-	536	566	-	550	558	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1320	-	-	1150	-	-	114	241	668	93	234	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	241	-	93	234	-
Stage 1	-	-	-	-	-	-	579	562	-	573	514	-
Stage 2	-	-	-	-	-	-	347	507	-	313	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	2.4	299.1	65.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	255	1320	-	-	1150	-	-	214
HCM Lane V/C Ratio	1.544	0.023	-	-	0.09	-	-	0.795
HCM Control Delay (s)	299.1	7.8	0	-	8.4	0	-	65.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	23.6	0.1	-	-	0.3	-	-	5.7

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	439	10	4	256	0	4	0	5	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	1	482	11	4	281	0	4	0	5	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	281	0	0	493	0	0	780	780	488	783	786	281
Stage 1	-	-	-	-	-	-	490	490	-	290	290	-
Stage 2	-	-	-	-	-	-	290	290	-	493	496	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1293	-	-	1081	-	-	315	329	584	314	326	763
Stage 1	-	-	-	-	-	-	564	552	-	722	676	-
Stage 2	-	-	-	-	-	-	722	676	-	562	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1293	-	-	1081	-	-	314	327	584	310	324	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	314	327	-	310	324	-
Stage 1	-	-	-	-	-	-	563	551	-	721	673	-
Stage 2	-	-	-	-	-	-	719	673	-	556	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.7	16.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	423	1293	-	-	1081	-	-	310
HCM Lane V/C Ratio	0.023	0.001	-	-	0.004	-	-	0.007
HCM Control Delay (s)	13.7	7.8	0	-	8.3	0	-	16.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh	1.5					
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Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	0	377	305	0	5	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	1	0	0	3	3
Mvmt Flow	0	539	436	0	7	126

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	436	0	436
Stage 1	-	-	436
Stage 2	-	-	539
Critical Hdwy	4.1	-	6.23
Critical Hdwy Stg 1	-	-	5.43
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	2.2	-	3.327
Pot Cap-1 Maneuver	1134	-	618
Stage 1	-	-	650
Stage 2	-	-	583
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1134	-	618
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	650
Stage 2	-	-	583

Approach	NB	SB	SE
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1134	-	278	618	-	-
HCM Lane V/C Ratio	-	-	0.026	0.203	-	-
HCM Control Delay (s)	0	-	18.3	12.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.8	-	-

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	5	372	4	7	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	5	404	4	8	420

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	842	407	0	0	409	0
Stage 1	407	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	337	648	-	-	1161	-
Stage 1	676	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	334	648	-	-	1161	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.2		0		0.1
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	1161	-
HCM Lane V/C Ratio	-	-	0.015	0.007	-
HCM Control Delay (s)	-	-	12.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection: 2: Cushing St. & Ward St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	214	20	329
Average Queue (ft)	63	0	140
95th Queue (ft)	121	0	252
Link Distance (ft)	371	413	646
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Ward St./French St. & High St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	102	164	266	118
Average Queue (ft)	25	37	138	60
95th Queue (ft)	69	95	235	107
Link Distance (ft)	184	757	249	237
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			10	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Autumn Circle & High Street

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	32
Average Queue (ft)	1	12
95th Queue (ft)	10	36
Link Distance (ft)	464	439
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Ward St. Ext. & Ward St.

Movement	NB	SE	SE
Directions Served	T	L	R
Maximum Queue (ft)	138	21	71
Average Queue (ft)	12	1	18
95th Queue (ft)	71	7	45
Link Distance (ft)	182		212
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 10: Ward St. & Viking Ln.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	52
Average Queue (ft)	4	2
95th Queue (ft)	21	15
Link Distance (ft)	519	182
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 10

Crash Date	Action	Collision Type	Primary Causes	Minor Injuries	Serious Injuries	No. Veh. Inv.	No. Veh. Towed
1 Thursday, April 16, 2015	N bound veh. on French St drove into W bound Veh on High pushing it into S bound veh. on French	Angle	Fail to yield	0	0	3	1
2 Friday, May 29, 2015	N bound veh. On French St. drove into the path of E bound veh. On High St.	Angle	Fail to yield, Signal confusion	0	0	2	1
3 Monday, July 06, 2015	N bound veh. On French St. drove into the side of E bound veh. On High St.	Angle	Fail to yield	0	0	2	0
4 Monday, August 29, 2016	N bound veh. On French St drove into the rear quarter of W bound Veh. On High St	Angle	Failed to stop at stop sign, Fail to Yield, Distracted by GPS	0	0	2	0
5 Monday, October 26, 2015	N bound veh. On French St. drove into the path of E bound veh. On High St.	Angle	Fail to Yield	2	0	2	2
6 Sunday, December 20, 2015	N bound veh. On French St drove into the side of W bound veh. On High St	Angle	Fail to yield	0	0	2	1
Total	6 Crashes in 2015			2	0	13	5

160000030

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 0 Speed Limit 30 State Police Local Police MBTA Police Other

01/17/2016 15:40 ^{24H}_R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

South FRENCH ST

Route# Direction Name of Roadway/Street
At

West HIGH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Address# Name of Roadway/Street
Feet **NSEW** of _____ or _____
Mile Marker Exit Number

Feet **NSEW** of _____
Route# Intersecting Roadway/Street
Feet **NSEW** of _____
Landmark

Route# Direction Name of Intersecting Roadway/Street
Please Select One of the Following: Vehicle 1 Hit/Run Moped

160000030

License# _____ St **NY** DOB/Age _____ Reg# **BKT9432** Reg Type **PAS** Reg State **NY**
Sex **F** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions **1** ²⁰ CDL _____ Veh Year **2008** Veh Make **JEEP** Veh Config. **2** ²¹

Operator _____ Owner _____
Last First Middle
Address _____ Address _____
City _____ City _____ State _____ Zip _____

Insurance Company **ALLSTATE FIRE AND CASUALTY** Vehicle Action Prior to Crash **1** ²² Damaged Area Code: **2** ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: ²⁸

Citation # (if Issued) **R6882598** Most Harmful Event **1** ²⁴ Type of Test: ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **19** ²⁵ ²⁵ BAC Test Result: ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by ²⁶ Susp. Alcohol: ³¹ Susp. Drug: ³²

Towed from scene? ³³

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA
			F	3	99	4	0	0	5	1	NA
			F	6	99	4	0	0	5	1	NA

Please Select One of the Following: Vehicle 2 Non-Motorist Type ¹⁵ Action ¹⁶ Location ¹⁷ Condition ¹⁸ Hit/Run Moped

License# _____ St **MA** DOB/Age _____ Reg# **9007JR** Reg Type **PAN** Reg State **MA**
Sex **F** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions **1** ²⁰ CDL _____ Veh Year **2004** Veh Make **TOYT** Veh Config. **1** ²¹

Operator _____ Owner _____
Last First Middle
Address _____ Address _____
City _____ City _____ State _____ Zip _____

Insurance Company **NORFOLK DEDHAM MUTUAL** Vehicle Action Prior to Crash **1** ²² Damaged Area Code: **3** ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: ²⁸

Citation # (if Issued) _____ Most Harmful Event **1** ²⁴ Type of Test: ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **1** ²⁵ ²⁵ BAC Test Result: ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by ²⁶ Susp. Alcohol: ³¹ Susp. Drug: ³²

Towed from scene? **1** ³³

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA

➔ = Direction

1 = Vehicle 1

2 = Vehicle 2

⤴ = Pedestrian

🚲 = Bicycle

1600000030

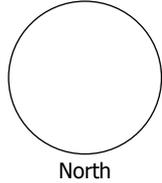
Crash Diagram:

ie: ➔ 1 ➔ 2 ➔ ⤴ ➔ 🚲

Crash diagram area for drawing the scene.

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

V1 was at the stop sign on French St at High St. V1 entered the intersection at an unsafe time and struck V2 which was travelling on High St. V1 sustained moderate damage on the front passenger side of the vehicle. V2 sustained moderate damage on the front passenger side quarter panel area and had to be towed. All parties declined medical treatment. The operator of V1 was cited. Photos were taken

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ State _____ Zip _____

USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____

Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45

Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

NICHOLAS SMITH

NS/76 HINGHAM PD

1/18/2016

Police Officer Name (Please Print) Signature
00000001 Last Mod: 1/25/2016 9:11 AM

ID/Badge# Department Precinct/Barracks
Page 2

Date

<https://www.crashlogic.com>

160000153

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 1 Speed Limit 30 State Police Local Police MBTA Police Other

04/23/2016 21:23 ^{24H}_R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

HIGH ST.

Route# Direction Name of Roadway/Street
At

FRENCH ST.

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street
Feet **NSEW** of _____ or _____
Mile Marker Exit Number

Feet **NSEW** of _____
Route# Intersecting Roadway/Street
Feet **NSEW** of _____
Landmark

Please Select One of the Following: Vehicle 1 3 #Occupants Hit/Run Moped

160000153

License# _____ St **MA** DOB/Age _____ Reg# **FWL680** Reg Type **PAS** Reg State **MA**
Sex **M** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions ²⁰ CDL _____ Veh Year **2003** Veh Make **JEEP** Veh Config. ²¹ **2**

Operator _____ Address _____ City _____
Owner _____ Address _____ City _____

Insurance Company **COMMERCE INS** Vehicle Action Prior to Crash ⁶ ²² ²² Damaged Area Code: ² ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence ¹ ²³ ²³ ²³ ²³ Test Status: ²⁸

Citation # (if Issued) **R7142605** Most Harmful Event ¹ ²⁴ Type of Test: ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code ⁴ ²⁵ ²⁵ BAC Test Result: ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by ²⁶ Susp. Alcohol: ³¹ Susp. Drug: ³²

Towed from scene? ¹ ³³

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
<i>Operator</i>	<i>See Above</i>	-	-	1	99	4	0	0	5	1	
SOGOMONIAN, ENRICO	27 PLYMOUTH RIVER RD, HINGHAM MA 02043		M	3	99	4	0	0	5	1	
FORBES, FRANK W	20 SUNSET LN, HINGHAM MA 02043		M	6	99	4	0	0	5	1	

Please Select One of the Following: Vehicle 2 1 #Occupants Non-Motorist Type ¹⁵ Action ¹⁶ Location ¹⁷ Condition ¹⁸ Hit/Run Moped

License# _____ St **MA** DOB/Age _____ Reg# **777EB6** Reg Type **PAN** Reg State **MA**
Sex **F** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions ²⁰ CDL _____ Veh Year **2001** Veh Make **HYUN** Veh Config. ²¹ **1**

Operator _____ Address _____ City _____
Owner _____ Address _____ City _____

Insurance Company **ARBELLA MUTUAL** Vehicle Action Prior to Crash ¹ ²² Damaged Area Code: ³ ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence ¹ ²³ ²³ ²³ ²³ Test Status: ²⁸

Citation # (if Issued) _____ Most Harmful Event ¹ ²⁴ Type of Test: ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code ¹ ²⁵ ²⁵ BAC Test Result: ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by ²⁶ Susp. Alcohol: ³¹ Susp. Drug: ³²

Towed from scene? ³³

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
<i>Operator</i>	<i>See Above</i>	-	-	1	1	4	0	0	4	2	SO_SHORE

➔ = Direction 1 = Vehicle 1 2 = Vehicle 2 ♂ = Pedestrian 🚲 = Bicycle

160000153

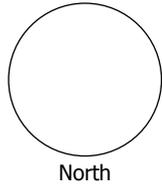
Crash Diagram:

ie: ➔ 1 ➔ 2 ➔ ♂ ➔ 🚲

Crash Diagram area (empty for drawing)

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

Oper 1 advised me that he came to a stop on French Street at High Street. He said he was placing a call to Sub Galley with his cell phone when he started to proceed forward. MV 2 was approaching from Weymouth on High Street when she said she was struck on her passenger s side rear. As a result of the impact, MV 2 was spun around and came to rest in the center of the road way facing the opposite direction (towards Weymouth). Photos Taken

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement
[Redacted]	[Redacted]		

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ State _____ Zip _____

USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____

Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45

Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

JEFFREY KILROY

JK/64 HINGHAM PD

4/23/2016

Police Officer Name (Please Print) Signature
0000001 Last Mod: 4/28/2016 2:21 PM

ID/Badge# Department Precinct/Barracks
Page 2

Date

<https://www.crashlogic.com>

160000250

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 0 Speed Limit 30 State Police Local Police MBTA Police Other

06/22/2016 11:11^{24H} R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

FRENCH ST

Route# Direction Name of Roadway/Street
At

HIGH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street

Feet **NSEW** of _____ or _____
Mile Marker Exit Number

Feet **NSEW** of _____
Route# Intersecting Roadway/Street

Feet **NSEW** of _____
Landmark

Please Select One of the Following: Vehicle 1 **1** #Occupants Hit/Run Moped

160000250

License# _____ St **MA** DOB/Age _____ Reg# **28CS13** Reg Type **PAN** Reg State **MA**

Sex **M** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions **2** ²⁰ CDL _____ Veh Year **2016** Veh Make **FORD** Veh Config. **2** ²¹

Operator _____ Owner _____

Address _____ Address _____

City _____ City _____ **296**

Insurance Company **LIBERTY MUTUAL INS** Vehicle Action Prior to Crash **1** ²² Damaged Area Code: **1** ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: _____ ²⁸

Citation # (if Issued) **R7153882** Most Harmful Event **1** ²⁴ Type of Test: _____ ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **19** ²⁵ ²⁵ BAC Test Result: _____ ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by _____ ²⁶ Susp. Alcohol: _____ ³¹ Susp. Drug: _____ ³²

Towed from scene? _____ ³³

Please fill out for operator and all occupants											
Name (Last First Middle)	Address	DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
<i>Operator</i>	<i>See Above</i>	-	-	1	99	4	0	0	5	1	NA

Please Select One of the Following: Vehicle 2 **1** #Occupants Non-Motorist Type ¹⁵ Action ¹⁶ Location ¹⁷ Condition ¹⁸ Hit/Run Moped

License# _____ St **MA** DOB/Age _____ Reg# **3WT845** Reg Type **PAN** Reg State **MA**

Sex **F** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions **1** ²⁰ CDL _____ Veh Year **2007** Veh Make **FORD** Veh Config. **1** ²¹

Operator _____ Owner _____

Address _____ Address _____

City _____ City _____ **227**

Insurance Company **COMMERCE INSURANCE** Vehicle Action Prior to Crash **1** ²² Damaged Area Code: **2** ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: _____ ²⁸

Citation # (if Issued) _____ Most Harmful Event **1** ²⁴ Type of Test: _____ ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **1** ²⁵ ²⁵ BAC Test Result: _____ ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by _____ ²⁶ Susp. Alcohol: _____ ³¹ Susp. Drug: _____ ³²

Towed from scene? _____ ³³

Please fill out for operator and all occupants											
Name (Last First Middle)	Address	DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
<i>Operator</i>	<i>See Above</i>	-	-	1	99	4	0	0	5	1	NA

➔ = Direction

1 = Vehicle 1

2 = Vehicle 2

⊠ = Pedestrian

🚲 = Bicycle

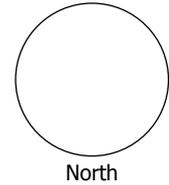
160000250

Crash Diagram:

ie: ➔ 1 ➔ 2 ➔ ⊠ ➔ 🚲

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

V1 was at the stop sign on Ward St at High St. V2 was on High St heading east bound from Weymouth. V1 entered the intersection at an unsafe time and struck the front passenger side corner of V2. I observed minor damage to the front of V1 and moderate damage to the front passenger side of V2. All parties declined medical treatment. The operator of V1 was cited. Photos were taken.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42
 Address _____ City _____ State _____ Zip _____
 USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____
 Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45
 Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

NICHOLAS SMITH

NS/76 HINGHAM PD

6/23/2016

Police Officer Name (Please Print) Signature
 0000001 Last Mod: 6/28/2016 9:12 AM

ID/Badge# Department Precinct/Barracks
 Page 2

Date

<https://www.crashlogic.com>

160000411

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 1 Speed Limit 30 State Police Local Police MBTA Police Other

10/05/2016 09:48 ^{24H}_R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

North FRENCH ST

Route# Direction Name of Roadway/Street
At

East HIGH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street
Feet NSEW of or Mile Marker Exit Number

Feet NSEW of Route# Intersecting Roadway/Street
Feet NSEW of Landmark

Please Select One of the Following: Vehicle 1 1 #Occupants Hit/Run Moped

160000411

License# St MA DOB/Age Reg# 724JM5 Reg Type PAN Reg State MA
Sex F Lic. Class D 19 19 Lic. Restrictions 1 20 CDL Veh Year 2010 Veh Make JEEP Veh Config. 2 21

Operator Address City Insurance Company COMMERCE
Vehicle Action Prior to Crash 1 22 Damaged Area Code: 1 27 2 27 8 27
Event Sequence 1 23 23 23 23 Test Status: 28
Type of Test: 29
BAC Test Result: 30

Citation # (if Issued) R7826406
Viol. 1 (Ch/Sec/Sub) Viol. 2 (Ch/Sec/Sub)
Viol. 3: Ch/Sec/Sub Viol. 4 (Ch/Sec/Sub)
Driver Contributing Code 4 25 25
Driver Distracted by 26
Susp. Alcohol: 31 Susp. Drug: 32
Towed from scene? 1 33

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	4	0	0	5	1	

Please Select One of the Following: Vehicle 2 1 #Occupants Non-Motorist Type Action Location Condition Hit/Run Moped

License# St MA DOB/Age Reg# CL1240 Reg Type PAS Reg State MA
Sex F Lic. Class D 19 19 Lic. Restrictions 20 CDL Veh Year 2004 Veh Make TOYT Veh Config. 1 21

Operator Address City Insurance Company SAFETY INSURANCE
Vehicle Action Prior to Crash 1 22 Damaged Area Code: 2 27 3 27 4 27
Event Sequence 1 23 23 23 23 Test Status: 28
Type of Test: 29
BAC Test Result: 30

Citation # (if Issued)
Viol. 1 (Ch/Sec/Sub) Viol. 2 (Ch/Sec/Sub)
Viol. 3: Ch/Sec/Sub Viol. 4 (Ch/Sec/Sub)
Driver Contributing Code 1 25 25
Driver Distracted by 26
Susp. Alcohol: 31 Susp. Drug: 32
Towed from scene? 1 33

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	4	0	0	4	2	SOUTH SHORE

➔ = Direction

1 = Vehicle 1

2 = Vehicle 2

⊠ = Pedestrian

🚲 = Bicycle

1600000411

Crash Diagram:

ie: ➔

1

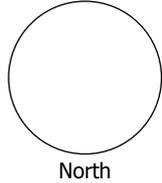
➔ 2

➔ ⊠

➔ 🚲

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

Upon arrival at said location, I observed two vehicles with substantial damage. V1 (MA Reg 724JM5) was stopped on the shoulder of French St, and V2 (MA Reg CL1240) was stopped sideways in the middle of Eastbound traffic on High St. Both vehicles were unable to move due to damage. The operator of V1 stated no injuries and was out of the vehicle, the operator of V2 remained in the front left seat and complained of upper body pain. V1 was crossing High St from Ward St to French St. Upon crossing High St, V1 struck V2 on the passenger side. V2 was spun sideways on stopped on High St. Photos were taken.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ State _____ Zip _____

USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____

Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45

Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

JOEL SALITURI

JS/81 HINGHAM PD

10/5/2016

Police Officer Name (Please Print) Signature
00000001 Last Mod: 10/19/2016 2:06 PM

ID/Badge# Department Precinct/Barracks
Page 2

Date
https://www.crashlogic.com

170000021

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 0 Speed Limit 30 State Police Local Police MBTA Police Other

01/17/2017 15:17 ^{24H}_R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

FRENCH ST

Route# Direction Name of Roadway/Street
At

HIGH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

WARD ST

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street
Feet **NSEW** of _____ or _____
Mile Marker Exit Number

Feet **NSEW** of _____
Route# Intersecting Roadway/Street
Feet **NSEW** of _____
Landmark

Please Select One of the Following: Vehicle 1 #Occupants Hit/Run Moped

170000021

License# _____ St **MA** DOB/Age _____ Reg# **AE20759** Reg Type **CON** Reg State **CT**
Sex **M** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions **1** ²⁰ CDL _____ Veh Year **2016** Veh Make **FORD** Veh Config. **2** ²¹

Operator _____ Owner _____
Address _____ Address _____
City _____ City _____

Insurance Company _____ Vehicle Action Prior to Crash **6** ²² Damaged Area Code: **1** ²⁷ **2** ²⁷ **8** ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: _____ ²⁸

Citation # (if Issued) **R8035595** Most Harmful Event **1** ²⁴ Type of Test: _____ ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **4** ²⁵ ²⁵ BAC Test Result: _____ ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by _____ ²⁶ Susp. Alcohol: _____ ³¹ Susp. Drug: _____ ³²

Towed from scene? **1** ³³

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	4	0	0	5	1	

Please Select One of the Following: Vehicle 2 #Occupants Non-Motorist Type _____ ¹⁵ Action _____ ¹⁶ Location _____ ¹⁷ Condition _____ ¹⁸ Hit/Run Moped

License# _____ St **MA** DOB/Age _____ Reg# **2RH526** Reg Type **PAN** Reg State **MA**
Sex **M** Lic. Class **A** ¹⁹ ¹⁹ Lic. Restrictions **1** ²⁰ CDL _____ Veh Year **1996** Veh Make **FORD** Veh Config. **2** ²¹

Operator _____ Owner _____
Address _____ Address _____
City _____ City _____

Insurance Company _____ Vehicle Action Prior to Crash **1** ²² Damaged Area Code: **1** ²⁷ **2** ²⁷ **8** ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: _____ ²⁸

Citation # (if Issued) _____ Most Harmful Event **1** ²⁴ Type of Test: _____ ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **1** ²⁵ ²⁵ BAC Test Result: _____ ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by _____ ²⁶ Susp. Alcohol: _____ ³¹ Susp. Drug: _____ ³²

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	1	0	0	5	1	

➔ = Direction 1 = Vehicle 1 2 = Vehicle 2 ♂ = Pedestrian 🚲 = Bicycle

1700000021

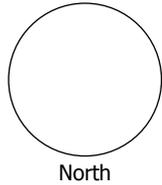
Crash Diagram:

ie: ➔ 1 ➔ 2 ➔ ♂ ➔ 🚲

Crash diagram area for drawing the scene.

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

Upon arrival at said location I observed two vehicles in the middle of the intersection of High St, Ward St, and French St. V1 (CT Reg# AE20759) and V2 (MA Reg # 2RH526) both had significant front end damage. Both operators stated that V1 attempted to cross High St when V2 collided with same. Photos were taken.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ State _____ Zip _____

USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____

Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45

Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

JOEL SALITURI

JS/81 HINGHAM PD

1/17/2017

Police Officer Name (Please Print) Signature
00000001 Last Mod: 1/23/2017 8:55 AM

ID/Badge# Department Precinct/Barracks
Page 2

Date
<https://www.crashlogic.com>

170000293

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

07/28/2017 15:18 ^{24H}_R Hingham

Motor Vehicle Crash

Police Report

Number Vehicles 2 Number Injured 0 Speed Limit 30 State Police Local Police MBTA Police Other

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

South FRENCH ST

Route# Direction Name of Roadway/Street
At

East HIGH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street
Feet **NSEW** of _____ or _____
Mile Marker Exit Number

Feet **NSEW** of _____
Route# Intersecting Roadway/Street
Feet **NSEW** of _____
Landmark

Please Select One of the Following: Vehicle 1 Hit/Run Moped

170000293

License# _____ St **MA** DOB/Age _____ Reg# **7NB261** Reg Type **PAN** Reg State **MA**
Sex **F** Lic. Class **D** Lic. Restrictions **1** CDL _____ Veh Year **2002** Veh Make **BMW** Veh Config. **2**

Operator _____ Owner _____
Address _____ Address _____
City _____ City _____

Insurance Company **CITIZENS INSURANCE** Vehicle Action Prior to Crash **6** Damaged Area Code: **27 27 27**

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1 23 23 23 23** Test Status: **28**

Citation # (if Issued) **R8745704** Most Harmful Event **1** Type of Test: **29**

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **19 25 25** BAC Test Result: **30**

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by **26** Susp. Alcohol: **31** Susp. Drug: **32**

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA

Please Select One of the Following: Vehicle 2 Non-Motorist Type **15** Action **16** Location **17** Condition **18** Hit/Run Moped

License# _____ St **MA** DOB/Age _____ Reg# **R52623** Reg Type **CON** Reg State **MA**
Sex **M** Lic. Class **D** Lic. Restrictions **1** CDL _____ Veh Year **2009** Veh Make **FORD** Veh Config. **2**

Operator _____ Owner _____
Address _____ Address _____
City _____ City _____ State _____ Zip _____

Insurance Company **FIREMANS INS CO** Vehicle Action Prior to Crash **1** Damaged Area Code: **27 27 27**

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1 23 23 23 23** Test Status: **28**

Citation # (if Issued) _____ Most Harmful Event **1** Type of Test: **29**

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **1 25 25** BAC Test Result: **30**

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by **26** Susp. Alcohol: **31** Susp. Drug: **32**

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA

➔ = Direction

1 = Vehicle 1

2 = Vehicle 2

⋈ = Pedestrian

🚲 = Bicycle

1700000293

Crash Diagram:

ie: ➔

1

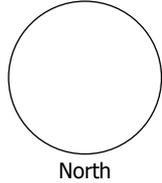
➔ 2

➔ ⋈

➔ 🚲

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

V1 was on French St at the intersection with High St. V1 entered the intersection at an unsafe time and struck V2 which was travelling east on High St. Operator of V1 stated she thought it was safe to go and did not see V2. Operator of V2 stated V1 pulled out in front of him and he tried to swerve to the right to avoid a collision but was unable to. I observed moderate damage to the front of V1 and driver s side of V2. All parties declined medical treatment. Photos were taken. Operator of V1 was mailed a citation, as she had to leave for a medical appointment.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ State _____ Zip _____

USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____

Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45

Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

NICHOLAS SMITH

NS/76 HINGHAM PD

7/29/2017

Police Officer Name (Please Print) Signature
00000001 Last Mod: 8/2/2017 10:27 AM

ID/Badge# Department Precinct/Barracks
Page 2

Date
<https://www.crashlogic.com>

170000296

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

07/30/2017 19:26 ^{24H}_R Hingham

Motor Vehicle Crash

Police Report

Number Vehicles 2 Number Injured 0

Speed Limit 30 State Police Lat. Local Police Lon. MBTA Police Other

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

HIGH ST

Route# Direction Name of Roadway/Street
At

FRENCH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street
Feet **NSEW** of Mile Marker Exit Number

Feet **NSEW** of Route# Intersecting Roadway/Street
Feet **NSEW** of Landmark

Please Select One of the Following: Vehicle 1 **1** #Occupants Hit/Run Moped

170000296

License# St **MA** DOB/Age Reg# **4225YA** Reg Type **PAN** Reg State **MA**
Sex **M** Lic. Class **D** Lic. Restrictions **10** CDL Veh Year **2002** Veh Make **NISS** Veh Config. **1**

Operator Address City Insurance Company **AMICA MUTUAL** Vehicle Action Prior to Crash **1** Damaged Area Code: **27 27 27**
Address City **216** Test Status: **28**
City **216** Type of Test: **29**

Vehicle Travel Direction **NSEW** Responding to Emergency? **1** Event Sequence **1 23 23 23 23** BAC Test Result: **30**
Citation # (if Issued) **R8745743** Most Harmful Event **1** Driver Contributing Code **4 25 19 25** Susp. Alcohol: **31** Susp. Drug: **32**
Viol. 1 (Ch/Sec/Sub) Viol. 2 (Ch/Sec/Sub) Driver Distracted by **26** Towed from scene? **33**
Viol. 3: Ch/Sec/Sub Viol. 4 (Ch/Sec/Sub)

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	4	0	0	5	1	

Please Select One of the Following: Vehicle 2 **3** #Occupants Non-Motorist Type **15** Action **16** Location **17** Condition **18** Hit/Run Moped

License# St **MA** DOB/Age Reg# **4DM458** Reg Type **PAN** Reg State **MA**
Sex **F** Lic. Class **D** Lic. Restrictions **10** CDL Veh Year **2015** Veh Make **TOYT** Veh Config. **1**

Operator Address City Insurance Company **COMMERCE INSURANCE** Vehicle Action Prior to Crash **4** Damaged Area Code: **27 27 27**
Address City **216** Test Status: **28**
City **216** Type of Test: **29**

Vehicle Travel Direction **NSEW** Responding to Emergency? **1** Event Sequence **1 23 23 23 23** BAC Test Result: **30**
Citation # (if Issued) Most Harmful Event **1** Driver Contributing Code **1 25 25** Susp. Alcohol: **31** Susp. Drug: **32**
Viol. 1 (Ch/Sec/Sub) Viol. 2 (Ch/Sec/Sub) Driver Distracted by **26** Towed from scene? **33**
Viol. 3: Ch/Sec/Sub Viol. 4 (Ch/Sec/Sub)

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	4	0	0	5	1	
LEWIECKI, KYLE	370 GARDNER ST, HINGHAM MA 02043-383		M	3	1	4	0	0	5	1	
SALEM, NICHOLAS	12 PINECREST RD, HINGHAM MA 02043		M	4	1	4	0	0	5	1	

➔ = Direction

1 = Vehicle 1

2 = Vehicle 2

⊠ = Pedestrian

🚲 = Bicycle

1700000296

Crash Diagram:

ie: ➔

1

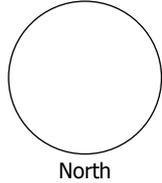
➔ 2

➔ ⊠

➔ 🚲

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

OPER 1 said he looked to his right and saw MV 2 approaching him but he believed they were continuing straight into Weymouth. As a result, believing that MV 2 had passed him, OPER 1 started to pull out and make his turn. However, MV 2 had actually slowed down so they could make the left onto French Street/Ward St. As a result, the vehicles collided and each sustained damage.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ State _____ Zip _____

USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____

Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45

Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

JEFFREY KILROY

JK/64 HINGHAM PD

7/30/2017

Police Officer Name (Please Print) Signature
00000001 Last Mod: 8/2/2017 10:27 AM

ID/Badge# Department Precinct/Barracks
Page 2

Date
<https://www.crashlogic.com>

170000367

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 0 Speed Limit 30 State Police Local Police MBTA Police Other

09/21/2017 20:34 ^{24H}_R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

FRENCH ST

Route# Direction Name of Roadway/Street
At

HIGH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street

Feet **NSEW** of _____ or _____
Mile Marker Exit Number

Feet **NSEW** of _____
Route# Intersecting Roadway/Street

Feet **NSEW** of _____
Landmark

Please Select One of the Following: Vehicle 1 **1** #Occupants Hit/Run Moped

170000367

License# _____ St **OT** DOB/Age _____ Reg# **435SM8** Reg Type **PAN** Reg State **MA**

Sex **F** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions **1** ²⁰ CDL _____ Veh Year **2011** Veh Make **FORD** Veh Config. **2** ²¹

Operator _____ Owner _____

Address _____ Address _____

City _____ City _____ **-345**

Insurance Company **USAA CASUALTY** Vehicle Action Prior to Crash **1** ²² Damaged Area Code: ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: ²⁸

Citation # (if Issued) **T0326553** Most Harmful Event **1** ²⁴ Type of Test: ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **19** **3** ²⁵ ²⁵ BAC Test Result: ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by ²⁶ Susp. Alcohol: ³¹ Susp. Drug: ³²

Towed from scene? **1** ³³

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	4	0	0	5	1	

Please Select One of the Following: Vehicle 2 **1** #Occupants Non-Motorist Type ¹⁵ Action ¹⁶ Location ¹⁷ Condition ¹⁸ Hit/Run Moped

License# _____ St **MA** DOB/Age _____ Reg# **816MK7** Reg Type **PAN** Reg State **MA**

Sex **F** Lic. Class **D** ¹⁹ ¹⁹ Lic. Restrictions **1** ²⁰ CDL _____ Veh Year **2011** Veh Make **TOYT** Veh Config. **2** ²¹

Operator _____ Owner _____

Address _____ Address _____

City _____ City _____ **-281**

Insurance Company **COMMERCE** Vehicle Action Prior to Crash **1** ²² Damaged Area Code: ²⁷ ²⁷ ²⁷

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** ²³ ²³ ²³ ²³ Test Status: ²⁸

Citation # (if Issued) _____ Most Harmful Event **1** ²⁴ Type of Test: ²⁹

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **1** ²⁵ ²⁵ BAC Test Result: ³⁰

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by ²⁶ Susp. Alcohol: ³¹ Susp. Drug: ³²

Towed from scene? ³³

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	1	4	0	0	5	1	

170000459

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 0 Speed Limit 30 State Police Local Police MBTA Police Other

12/09/2017 11:19 24H R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

South FRENCH ST

Route# Direction Name of Roadway/Street
At

West HIGH ST

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Address# Name of Roadway/Street
Feet NSEW of or Mile Marker Exit Number

Feet NSEW of Route# Intersecting Roadway/Street
Feet NSEW of Landmark

Please Select One of the Following: Vehicle 1 1 #Occupants Hit/Run Moped

170000459

License# St MA DOB/Age Reg# 6JY396 Reg Type PAN Reg State MA

Sex M Lic. Class D 19 19 Lic. Restrictions 20 CDL Veh Year 2017 Veh Make TOYT Veh Config. 21 2

Operator Address City Insurance Company GEICO GENERAL INS

Vehicle Travel Direction NSEW Responding to Emergency? Event Sequence 1 23 23 23 23

Citation # (if Issued) Most Harmful Event 1 24 Driver Contributing Code 4 25 25

Viol. 1 (Ch/Sec/Sub) Viol. 2 (Ch/Sec/Sub) Driver Distracted by 26

Viol. 3: Ch/Sec/Sub Viol. 4 (Ch/Sec/Sub) Vehicle Action Prior to Crash 6 22 Damaged Area Code: 27 27 27

Test Status: 28 Type of Test: 29 BAC Test Result: 30

Susp. Alcohol: 31 Susp. Drug: 32 Towed from scene? 1 33

Please fill out for operator and all occupants

Name (Last First Middle)	Address	DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA

Please Select One of the Following: Vehicle 2 2 #Occupants Non-Motorist Type 15 Action 16 Location 17 Condition 18 Hit/Run Moped

License# St MA DOB/Age Reg# 5LT465 Reg Type PAN Reg State MA

Sex M Lic. Class D 19 19 Lic. Restrictions 10 CDL Veh Year 2003 Veh Make FORD Veh Config. 21 2

Operator Address City Insurance Company PLYMOUTH ROCK INS

Vehicle Travel Direction NSEW Responding to Emergency? Event Sequence 1 23 23 23 23

Citation # (if Issued) Most Harmful Event 1 24 Driver Contributing Code 1 25 25

Viol. 1 (Ch/Sec/Sub) Viol. 2 (Ch/Sec/Sub) Driver Distracted by 26

Viol. 3: Ch/Sec/Sub Viol. 4 (Ch/Sec/Sub) Vehicle Action Prior to Crash 1 22 Damaged Area Code: 27 27 27

Test Status: 28 Type of Test: 29 BAC Test Result: 30

Susp. Alcohol: 31 Susp. Drug: 32 Towed from scene? 1 33

Please fill out for operator and all occupants

Name (Last First Middle)	Address	DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA
			M	3	1	4	0	0	5	1	NA

➔ = Direction 1 = Vehicle 1 2 = Vehicle 2 ♂ = Pedestrian 🚲 = Bicycle

1700000459

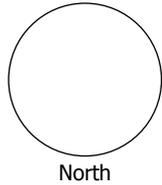
Crash Diagram:

ie: ➔ 1 ➔ 2 ➔ ♂ ➔ 🚲



If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

V1 was stopped at a stop sign on French Street at High Street waiting to cross onto Ward Street. The operator of V1 felt that V2 was giving him the right of way, as a result V2 was struck by V1 on the passenger side. V2 was traveling Westbound on High Street. V1 sustained moderate damage to the front but was drivable. V2 sustained moderate damage to the passenger side (front fender to rear quarter) and was drivable. V1 was issued a citation for failure to yield right of way. All parties involved declined medical treatment. Photos of the crash were taken.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42
 Address _____ City _____ State _____ Zip _____
 USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____
 Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45
 Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

170000483

Commonwealth of Massachusetts

Date of Crash Time of Crash City/Town

Motor Vehicle Crash

Number Vehicles 2 Number Injured 0 Speed Limit 30 State Police Local Police MBTA Police Other

12/20/2017 08:46 ^{24H}_R Hingham

Police Report

AT INTERSECTION

< LOCATION >

NOT AT INTERSECTION

HIGH ST

Route# Direction Name of Roadway/Street
At

FRENCH

Route# Direction Name of Intersecting Roadway/Street
Also at intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address# Name of Roadway/Street

Feet **NSEW** of _____ or _____
Mile Marker Exit Number

Feet **NSEW** of _____
Route# Intersecting Roadway/Street

Feet **NSEW** of _____
Landmark

Please Select One of the Following: Vehicle 1 Hit/Run Moped

170000483

License# _____ St **MA** DOB/Age _____ Reg# **5XL930** Reg Type **PAN** Reg State **MA**

Sex **F** Lic. Class **D** Lic. Restrictions **1** CDL _____ Veh Year **2007** Veh Make **AUDI** Veh Config. **1**

Operator _____ Owner _____

Address _____ Address _____

City _____ City _____ Zip **0365**

Insurance Company **GOVT EMPLOYEE INS** Vehicle Action Prior to Crash **1** Damaged Area Code: **27** **27** **27**

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** **23** **23** **23** **23** Test Status: **28**

Citation # (if Issued) _____ Most Harmful Event **1** Type of Test: **29**

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **19** **25** **25** BAC Test Result: **30**

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by **26** Susp. Alcohol: **31** Susp. Drug: **32**

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA

Please Select One of the Following: Vehicle 2 Non-Motorist Hit/Run Moped

License# _____ St **MA** DOB/Age _____ Reg# **67HM01** Reg Type **PAN** Reg State **MA**

Sex **M** Lic. Class **D** Lic. Restrictions **1** CDL _____ Veh Year **2000** Veh Make **ACUR** Veh Config. **1**

Operator _____ Owner _____

Address _____ Address _____

City _____ City _____ State _____ Zip _____

Insurance Company **LM GENERAL** Vehicle Action Prior to Crash **4** Damaged Area Code: **27** **27** **27**

Vehicle Travel Direction **NSEW** Responding to Emergency? _____ Event Sequence **1** **23** **23** **23** **23** Test Status: **28**

Citation # (if Issued) _____ Most Harmful Event **1** Type of Test: **29**

Viol. 1 (Ch/Sec/Sub) _____ Viol. 2 (Ch/Sec/Sub) _____ Driver Contributing Code **1** **25** **25** BAC Test Result: **30**

Viol. 3: Ch/Sec/Sub _____ Viol. 4 (Ch/Sec/Sub) _____ Driver Distracted by **26** Susp. Alcohol: **31** Susp. Drug: **32**

Please fill out for operator and all occupants		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
Operator	See Above	-	-	1	99	4	0	0	5	1	NA

➔ = Direction

1 = Vehicle 1

2 = Vehicle 2

⤴ = Pedestrian

🚲 = Bicycle

1700000483

Crash Diagram:

ie: ➔

1

➔ 2

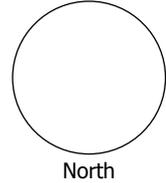
➔ ⤴

➔ 🚲

Crash diagram area for drawing the scene.

If Crash Did Not Occur on a Public Way:

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way



Crash Narrative:

V1 was at the stop sign on Ward St attempting to cross High St and enter French St. The vehicle in front of V1 took a left and V1 then proceeded into the intersection. V2 was on French St taking a left onto High St. V2 took the left turn at the same time as the vehicle in front of V1. V1 then entered the intersection at an unsafe time and was struck by V2. I observed moderate damage to the driver s side of V1 and front of V2. All parties declined medical treatment. V1 was towed.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	41-Type	Description of Damaged Property

Truck and Bus Information:

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Address _____ City _____ State _____ Zip _____

USDOT # _____ State Number _____ Issuing State _____ MC/MX/IC# _____

Interstate 43 Cargo Body Type Code 44 GVWR\GCWR 45

Trailer Reg# _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

Hazmat Information:

Placard 47 Material 1 digit# 48 Material Name _____ Material 4 digit# _____ Release code 49

NICHOLAS SMITH

NS/76 HINGHAM PD

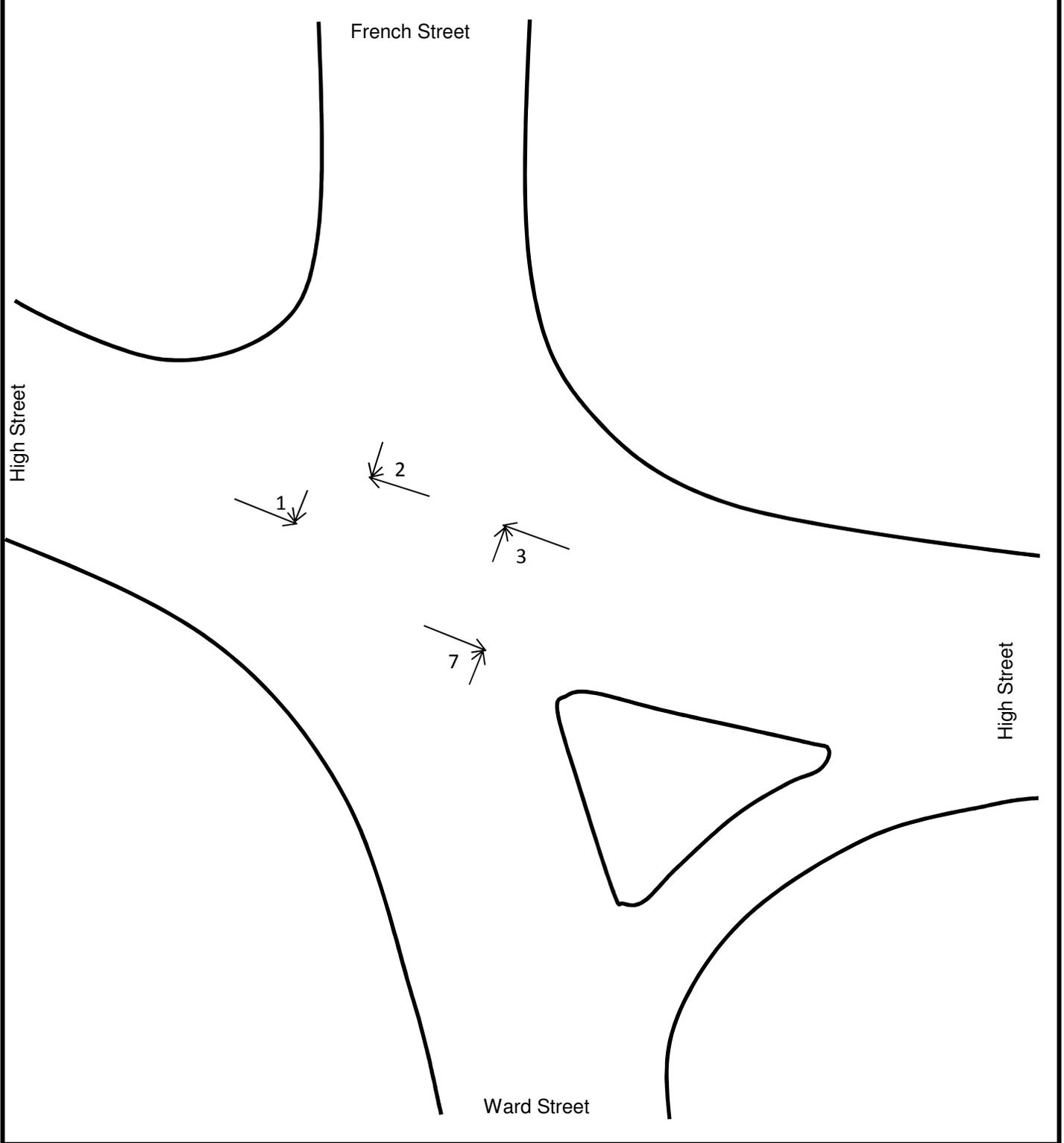
12/20/2017

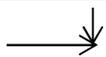
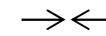
Police Officer Name (Please Print) Signature
00000001 Last Mod: 1/2/2018 10:07 AM

ID/Badge# Department Precinct/Barracks
Page 2

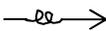
Date
<https://www.crashlogic.com>

Collision Diagram for: High Street at Ward Street and French Street



Angle 
Rear End 
Head On 

Fixed Object 
Side Swipe 
Turning Movement 

Lane Change 
Out of Control 
Ped./Bicycle 

Hingham Police Department Traffic Safety Division

212 Central Street
Hingham, MA 02043
(781) 749-1212

Committed to Safer Roads Through Education and Awareness

Site Code: 00000002
Site Code: 00000002
Station ID:

Latitude: 0' 0.000 South

COMBINED

Report for Report From 3/12/2016 1:00:00 PM to 3/19/2016 1:00:00 PM

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	1 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
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Count	201	302	616	2039	11234	24531	9820	983	99	4	1	0	0	2
Percent	0.4	0.6	1.2	4.1	22.5	49.2	19.7	2.0	0.2	0.0	0.0	0.0	0.0	0.0

Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
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Count	49631	49329	48713	46674	35440	10909	1089	106	7	3	2	2	2	0
Percent	99.6	99.0	97.8	93.7	71.1	21.9	2.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
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Speed	30	32	33	37	38	38	41	42	44
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Average 37
(Mean)

Pace Speed 33-42

Number in 39282

Pace

Percent in 78.8

Pace