TRAFFIC IMPACT ASSESSMENT

PROPOSED MULTI-USE DEVELOPMENT Exeter, New Hampshire

November 2019 Updated August 2020

Prepared for

Gateway at Exeter, LLC

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Transportation: Engineering • Planning • Design

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PROPOSED MULTI-USE DEVELOPMENT
EXETER, NEW HAMPSHIRE
November 15, 2019 (Updated August 10, 2020)

INTRODUCTION

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This study has been prepared for Gateway at Exeter, LLC and it addresses the traffic impacts associated with the proposed residential/commercial building project on NH Route 27 (NH27) in Exeter, New Hampshire. The subject site is located on the west side of the highway and south of NH101 Exit 9 (across from the Mobil gasoline station/convenience store).

The scope of this updated traffic study was established at a virtual "scope" meeting with the New Hampshire Department of Transportation (NHDOT), and representatives from the Town of Exeter, the Town's consultant VHB, Inc., and the Rockingham Planning Commission on July 30, 2020. More specifically, this study includes 11-hour (7:00 AM to 6:00 PM) weekday traffic counts at the following intersections:

- NH 27 at NH 101 WB ramp junction
- NH 27 at NH 101 EB ramp junction
- NH 27 at Cronin Road (a.k.a. Mobil Driveway north)
- NH 27 at Mobil Driveway (south) / Proposed North Site Driveway
- NH 27 at Continental Drive

This data was collected in October 2019, prior to the ongoing pandemic situation. VHB, Inc., the town's traffic consultant, provided October 2019 count data for the Continental Drive intersection. This study includes future traffic projections for 2021 (Opening Year) and 2031 (Horizon Year), both with and without the proposed development. Several technical analyses are included herein: intersection/roadway impact summary, intersection capacity, Level of Service, auxiliary turn lane and traffic signal warrants analyses. This report is intended to summarize our findings and recommendations relative to traffic operations, capacity, and safety.

PROPOSAL

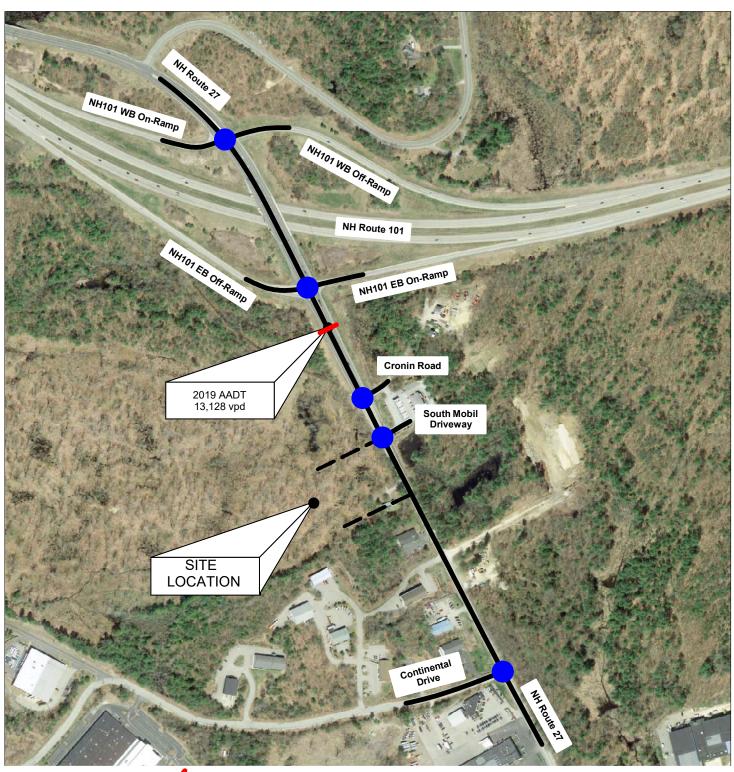
The development proposal calls for the construction of one two-story commercial building with a gross floor area of approximately 48,590 sf and three four-story residential buildings that will contain a total of 224 dwelling units. The commercial building is expected to be occupied by a retail tenant (11,225 sf), office space (17,295 sf), and a daycare facility (20,070 sf). Appendix A contains a plan entitled "Master Site Plan," prepared by Hayner/Swanson, Inc., dated November 6, 2019 (revised 8/11/20).

Vehicular access to the site is proposed via one full-access site driveway and one "right-out" exit-only driveway on the west side of NH27. The northerly site driveway will be located directly across from the southerly Mobil gas station driveway and the southerly site driveway will be located approximately 300-feet further to the south. Figure 1 shows the general location of the site with respect to the area highway system, as well as the location of the closest NHDOT short-term traffic recorder station on NH27.

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= AUTOMATIC TRAFFIC RECORDER LOCATION (NHDOT)



= INTERSECTION TURNING MOVEMENT COUNT LOCATION



Figure 1



EXISTING CONDITIONS

ROADWAYS

NH Route 27 (Epping Road) functions as an arterial highway that carries through traffic in a general north-south direction between NH111-A to the south and Brentwood to the north. NH27 crosses over NH101 at Interchange 9 just north of the subject site. Along the site frontage NH27 is a two-lane highway with one travel lane in each direction. The pavement is delineated with a four-inch double-yellow centerline and four-inch white edge lines. Paved shoulders of variable width are present along both sides of the highway.

The horizontal alignment of the highway follows a straight tangent section along the site frontage and the vertical alignment is generally flat. The speed limit is posted at 30 mph on this section of NH27 in both directions. The section of highway south of Cronin Road is under the jurisdiction of the Town of Exeter. The site frontage includes both Controlled Access Right-Of-Way (ROW) and ordinary ROW. NHDOT plans indicate that two points of access on the west side of the highway have been granted to this site.

INTERSECTIONS

The **NH27/Mobil Driveway** intersection currently functions as a standard three-leg T-intersection, and the minor approach is uncontrolled (no STOP sign). The existing travel lane configuration at this intersection is as follows:

NB: One shared through-right lane

WB: One shared left-right lane

SB: One shared left-through lane

The speed limit is posted at 30 mph in both directions on this section of NH27.

The **NH27/Cronin Road** intersection also functions as a standard three-leg T-intersection that operates under STOP sign control on the minor approach. Cronin Road has no outlet and it provides access to the Mobil gas station and other properties beyond. The existing travel lane configuration at this intersection is as follows:

NB: One shared through-right lane

WB: One shared left-right lane

SB: One shared left-through lane

The speed limit is posted at 30 mph in both directions on this section of NH27, and changes to 40 mph in the interchange area.

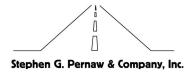
The NH27/NH101 Eastbound Ramp Junction has a one-way off-ramp (EB) that operates under STOP sign control (three signs) and a one-way on-ramp. The existing lane configuration at this intersection is as follows:

EB: One shared left-through lane and one channelized right-turn lane

NB: One shared through-right lane

SB: One exclusive left-turn lane and one exclusive through lane

Raised median islands are present on this section of NH27 and they separate opposing traffic flows. The speed limit is posted at 40 mph in both directions.



The NH27/NH101 Westbound Ramp Junction has a one-way off-ramp (WB) that operates under STOP sign control (two signs) and a one-way on-ramp. The existing lane configuration at this intersection is as follows:

WB: One shared left-through-right lane

NB: One exclusive left-turn lane and one exclusive through lane

SB: One through-right lane

Although the westbound off-ramp is not delineated with formal turn lanes, there is ample width at the "throat" of the intersection for exiting vehicles to queue side by side. Raised median islands are also present on this section of NH27 and they separate opposing traffic flows. The speed limit is posted at 40 mph in both directions.

The NH27/Continental Drive intersection currently functions as a standard three-leg T-intersection that operates under traffic signal control. This intersection operates with a fully-actuated demand-responsive traffic control system. The existing lane configuration is as follows:

- NH27 NB Approach: One exclusive left-turn lane, one exclusive through lane
- NH27 SB Approach: One exclusive through lane, one exclusive right-turn lane
- Continental Drive EB Approach: One exclusive left-turn lane, one exclusive right-turn lane

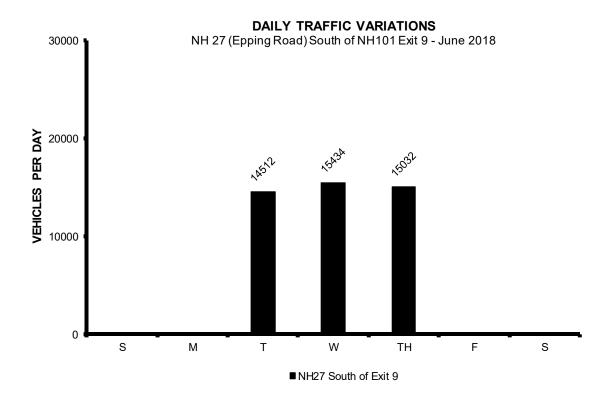
The traffic signal controller operates as an isolated system with three basic signal phases: 1) northbound left-turns and through movements (lead phase), 2) northbound and southbound through movements, and 3) the eastbound departure movements. The speed limit is posted at 30 mph in both directions on this section of NH27.

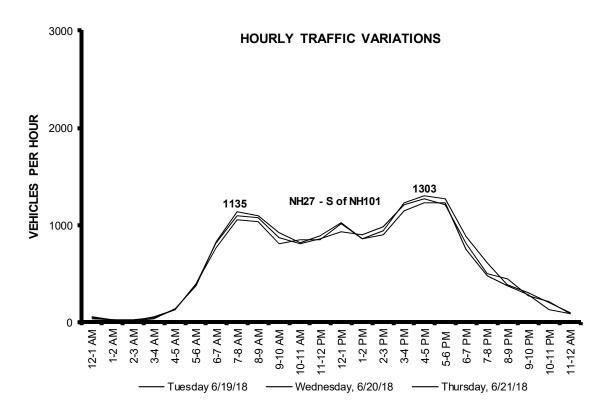
TRAFFIC VOLUMES

The New Hampshire Department of Transportation conducted short-term automatic traffic recorder counts on NH27 (south of NH101 Exit 9) in June 2018. Based on this count data the NHDOT estimates that this section of NH27 carried an Annual Average Daily Traffic (AADT) volume of 13,128 vehicles per day (vpd) in 2019.

This data also demonstrates that traffic demand on NH27 reached peak levels during the typical AM and PM commuter periods on weekdays. The daily and hourly variations in traffic demand at this count station are illustrated graphically on Page 5. Appendix B contains the detail sheet pertaining to these counts.





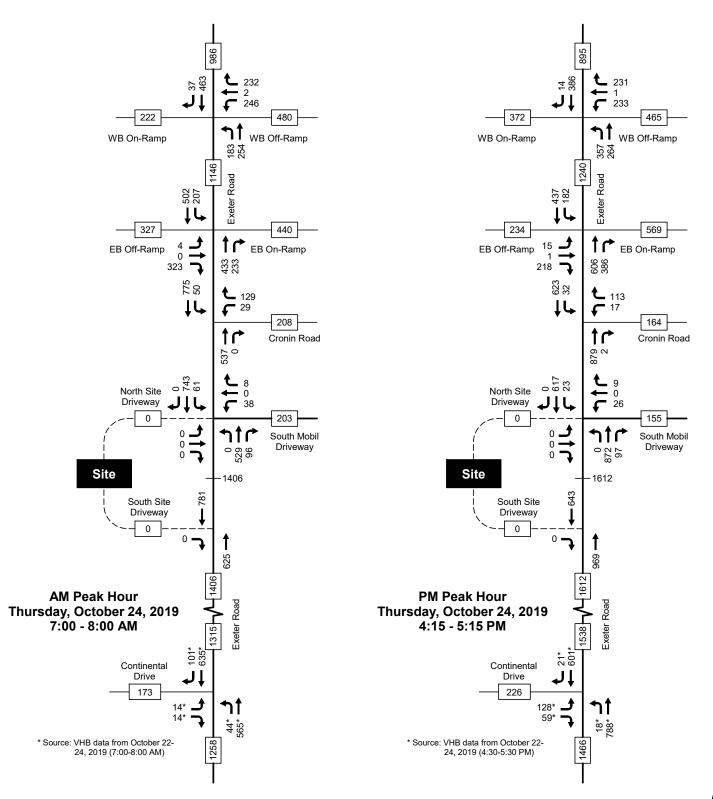




To establish the current traffic demand levels in the study area, Pernaw & Company, Inc. conducted turning movement and vehicle classification counts simultaneously at the 1) NH27/NH101 WB Ramp junction, 2) the NH27/NH101 EB Ramp junction, 3) Cronin Road, and 4) the NH27/Southerly Mobil Gas Station Driveway intersection on Thursday, October 24, 2019 from 7:00 AM to 6:00 PM (11 hours). VHB, Inc. provided the count data for Continental Drive from October 2019. Several facts and conclusions are evident from this count data:

- Peak traffic periods on NH27 occurred from 7:00 to 8:00 AM in the morning and from 4:15 to 5:15 PM in the evening. The traffic flow on NH27 (South of the Mobil station) totaled 1,406 (AM) and 1,612 vehicles (PM) during the peak hour periods. The predominant traffic flow was <u>southbound</u> (56%) during the AM peak hour and <u>northbound</u> (60%) during the PM peak hour. The two-way traffic flow on NH27 (south of Continental Drive) was somewhat lower and totaled 1,258 (AM) and 1,466 vehicles (PM) during the peak hour periods.
- The southerly Mobil Driveway accommodated 203 (AM) and 155 (PM) vehicles during the peak hour periods.
- Cronin Road accommodated 208 (AM) and 164 vehicles (PM) during the peak hour periods, with most traveling to/from the Mobil gasoline station site.
- The eastbound off-ramp carried 327 (AM) and 234 (PM) vehicles during the peak hour periods, with most exiting right (to NH27 southbound).
- The westbound off-ramp carried 480 (AM) and 465 (PM) vehicles during the peak hour periods. The left-turn and right-turn departure volumes were fairly balanced during the two peak hour periods.
- During the high school peak hour (2:00 to 3:00 PM) the westbound ramp junction accommodated 1,214 vehicles; somewhat less than during the weekday PM peak hour (4:15 to 5:15 PM) when 1,478 vehicles were observed entering this intersection. It is interesting to note that traffic levels during the highest 15-minute count interval were comparable: 375 vehicles from 2:30 to 2:45 PM, vs. 383 vehicles from 4:15 to 4:30 PM. As an aside, this ramp junction accommodated 461 vehicles during the peak 15-minute period in the morning (7:00 to 7:15 AM) on a typical school day.
- Continental Drive accommodated 173 (AM) and 226 vehicles (PM) during the peak hour periods.
- Truck traffic on NH27 accounted for approximately 3-8% (AM) and 3-4% (PM) of the total traffic flow depending upon location during the peak hour periods.

The peak hour traffic count data for the study area intersection is summarized on Figure 2. Appendix C contains the detail sheets from the turning movement counts.



NORTH



NO-BUILD TRAFFIC VOLUMES

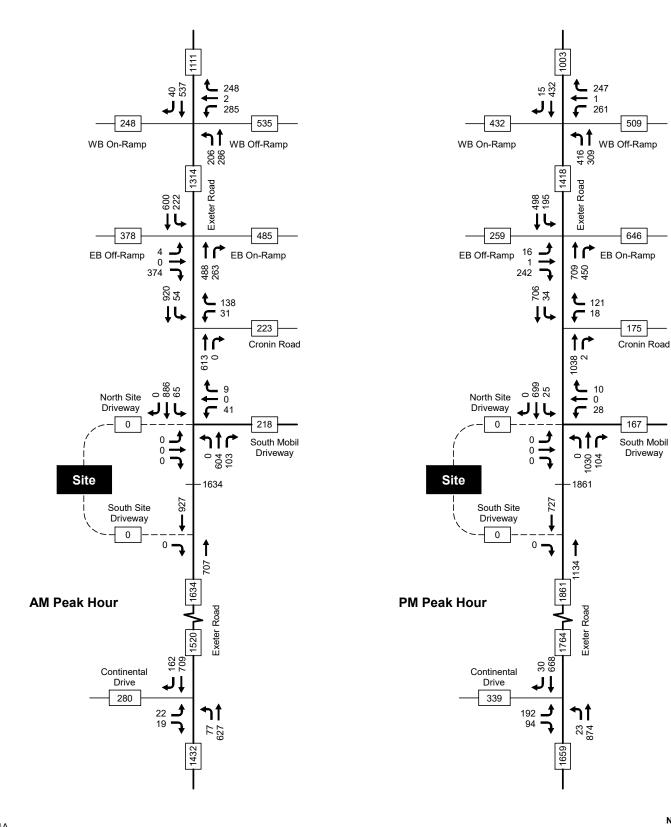
In order to identify the net impact that site traffic will have in the study area, future traffic projections with and without the proposed multi-use site are necessary. The future traffic projections without the proposed development are referred to as the "No-Build" traffic projections and these are summarized on Figure 3 (2021) and Figure 4 (2031). These projections are based on the existing 2019 October traffic volumes, a 1.0 percent annual background traffic growth rate (compounded annually) to account for normal growth in the area, and a peak-month seasonal adjustment factor of 1.05.

The No-Build traffic projections for 2021 and 2031 also reflect full occupancy of three previously approved development projects along the corridor:

- Active adult community 116 units on Ray Farmstead Drive
- Garrison Glen 116,288 sf of light industrial space on Continental Drive
- Primrose School 13,000 sf on McKay Drive

The No-Build traffic projections therefore reflect worst-case, peak-month, peak-hour conditions. Calculations pertaining to the derivation of the background traffic growth rate and the seasonal adjustment factor are contained in Appendix D. The trips associated with the other development projects are documented in Appendix E.

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NORTH



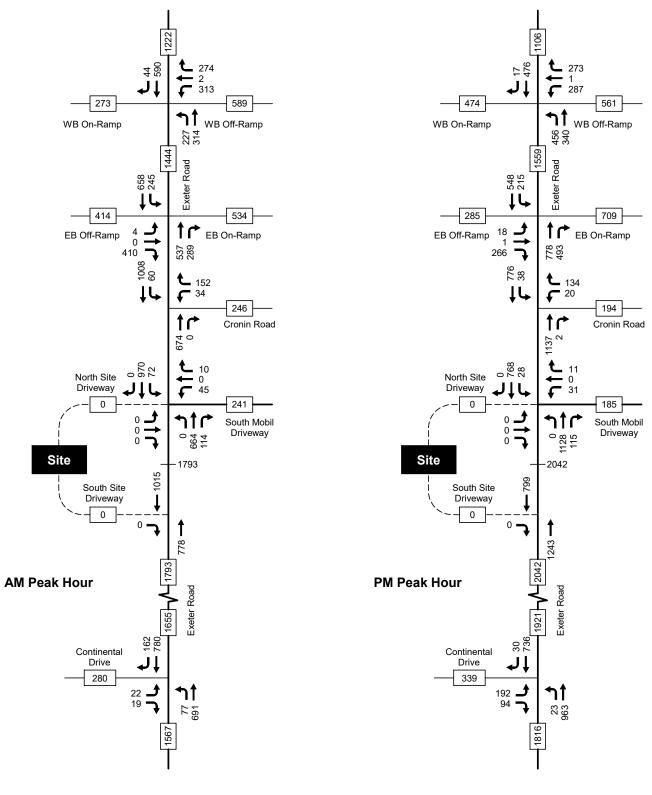


Figure 4



SITE GENERATED TRAFFIC

To estimate the quantity of vehicle trips that will be produced by the proposed commercial and residential buildings, Pernaw & Company, Inc. utilized the standard trip generation rates published by the Institute of Transportation Engineers (ITE)¹: Land Use Code (LUC) 221 (Multifamily Housing /Mid-Rise) for the dwelling units, LUC 820 (Shopping Center) for the retail space, LUC 710 (General Office Building) and LUC 565 (Day Care Center). The overall site is expected to generate approximately 326 (AM) and 384 (PM) vehicle-trips during the peak hour periods.

Although retail uses may generate a small amount of "pass-by" traffic, the traffic projections contained herein reflect all "primary" trips, or new trips to the area. Further, the estimates below do not reflect any reduction for "internal" trips that may occur between the various uses. Table 1 summarizes the results of the trip generation analysis for this development.

Table 1			Trip Gener	ation Sum	mary	
AM Peak Hour		224 Dw elling Units ¹	Retail ² (11,225 sf)	Office ³ (17,295 sf)	Day Care ⁴ (20,040 sf)	Total
	Entering Exiting Total	20 veh <u>55 veh</u> 75 trips	7 veh <u>4</u> <u>veh</u> 11 trips	17 veh <u>3 veh</u> 20 trips	117 veh 103 veh 220 trips	161 veh <u>165</u> <u>veh</u> 326 trips
PM Peak Hour						
	Entering Exiting Total	59 veh <u>37 veh</u> 96 trips	21 veh <u>22 veh</u> 43 trips	4 veh 18 veh 22 trips	105 veh 118 veh 223 trips	189 veh <u>195</u> <u>veh</u> 384 trips
Weekday						
	Entering Exiting Total	610 veh 610 veh 1,220 trips	212 veh 212 veh 424 trips	97 veh <u>97</u> <u>veh</u> 194 trips	477 veh 477 <u>veh</u> 954 trips	1,396 veh 1,396 veh 2,792 trips

 $^{^1} ITE$ Land Use Code 221- M id-Rise (Equation M ethod)

Appendix F contains the trip generation calculations for this project, along with a diagram that shows the travel patterns and traffic volumes attributable to the proposed development.

 $^{^2 \}mbox{ITE}$ Land Use Code 820 - Shopping Center (Rate M ethod)

 $^{^3\,\}text{ITE}$ Land Use Code 710 - General Office Building (Rate and Equation Method)

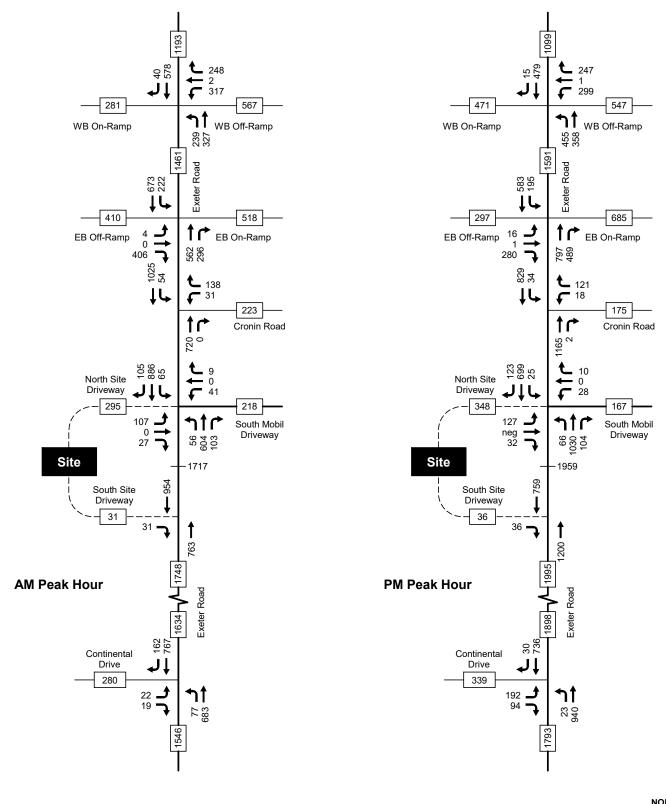
⁴ITE Land Use Code 565 - Day Care Center (Rate Method)

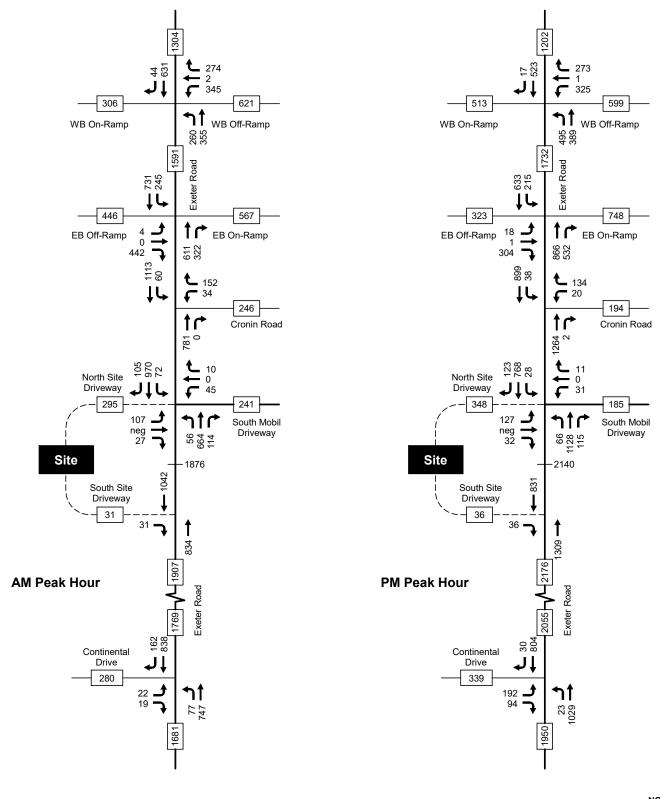
¹ Institute of Transportation Engineers, *Trip Generation*, 10th edition (Washington, D.C., 2017).



BUILD TRAFFIC VOLUMES

The future traffic projections with the proposed multi-use site in full operation are referred to as the "Build" traffic projections and these are summarized schematically on Figure 5 (2021) and Figure 6 (2031). These projections are based on the No-Build projections (Figures 3 & 4), the site generated traffic levels depicted in Table 1, and the expectation that the majority of the new trips (65%) will travel to/from points north on NH27. This percentage was based on two previous traffic studies conducted by our office in the area, which reflect an analysis of regional commuting patterns and actual travel patterns observed on the corridor.







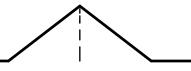
IMPACT SUMMARY

TRAFFIC VOLUME INCREASES

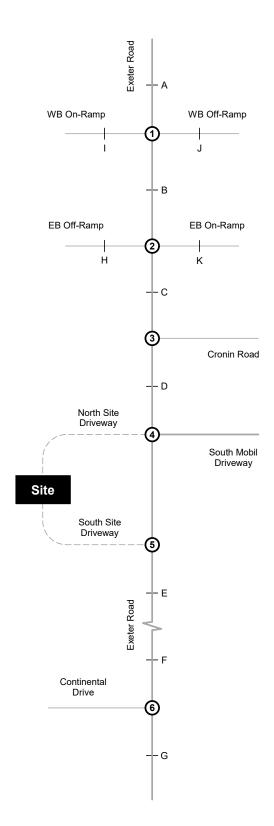
The net impact that the proposed development project will have on traffic levels on NH27 can be estimated by comparing the No-Build traffic projections with the Build traffic projections. This comparison demonstrates the greatest impact to <u>roadway volumes</u> (+250 vehicles; +14%) will occur during the weekday PM peak hour period on the short section of NH27 that lies between the site and the eastbound ramp junction. The impact on NH27 north of this ramp junction is projected to be considerably less (+173 vehicles). The impact on NH27 immediately south of the site is projected at +134 vehicles (+7%) during the worst-case PM peak hour period.

To put these percentage increases into perspective, the short-term historical NHDOT traffic count data from 2018 (see Page 5, Appendix B) revealed that PM peak hour traffic volumes varied by as much as +6% from one day to the next due to random traffic flow.

Figure 7 quantifies and summarizes the impact of site traffic on an intersection basis (total vehicles entering) and roadway segment basis (total both directions) for the weekday AM and weekday PM peak hour periods.



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AM Peak Hour

Location	2021 No-Build	2021 Build	Change	% Change
Intersection 1	1604	1751	+147 veh	9%
Intersection 2	1951	2163	+212 veh	11%
Intersection 3	1756	1968	+212 veh	12%
Intersection 4	1708	2003	+295 veh	17%
Intersection 5	1634	1748	+114 veh	7%
Intersection 6	1616	1730	+114 veh	7%
Checkpoint A	1111	1193	+82 veh	7%
Checkpoint B	1314	1461	+147 veh	11%
Checkpoint C	1725	1937	+212 veh	12%
Checkpoint D	1564	1776	+212 veh	14%
Checkpoint E	1634	1748	+114 veh	7%
Checkpoint F	1520	1634	+114 veh	8%
Checkpoint G	1432	1546	+114 veh	8%
Checkpoint H	378	410	+32 veh	8%
Checkpoint I	248	281	+33 veh	13%
Checkpoint J	535	567	+32 veh	6%
Checkpoint K	485	518	+33 veh	7%

PM Peak Hour

	2021	2021		
Location	No-Build	Build	Change	% Change
Intersection 1	1681	1854	+173 veh	10%
Intersection 2	2111	2361	+250 veh	12%
Intersection 3	1919	2169	+250 veh	13%
Intersection 4	1896	2244	+348 veh	18%
Intersection 5	1861	1995	+134 veh	7%
Intersection 6	1881	2015	+134 veh	7%
Checkpoint A	1003	1099	+96 veh	10%
Checkpoint B	1418	1591	+173 veh	12%
Checkpoint C	1899	2149	+250 veh	13%
Checkpoint D	1764	2014	+250 veh	14%
Checkpoint E	1861	1995	+134 veh	7%
Checkpoint F	1764	1898	+134 veh	8%
Checkpoint G	1659	1793	+134 veh	8%
Checkpoint H	259	297	+38 veh	15%
Checkpoint I	432	471	+39 veh	9%
Checkpoint J	509	547	+38 veh	7%
Checkpoint K	646	685	+39 veh	6%

NORTH



TRAFFIC OPERATIONS AND SAFETY

INTERSECTION CAPACITY - UNSIGNALIZED INTERSECTIONS

The short-range (2021) and long-range (2031) traffic projections form the basis for assessing traffic operations at the study area intersections on NH27 from a capacity and delay standpoint. These intersections were analyzed according to the methodologies of the *Highway Capacity Manual*² as replicated by the latest edition of the *Synchro Traffic Signal Coordination Software (Version 10)*, which also performs unsignalized intersection capacity analyses.

Capacity and Level of Service (LOS) calculations pertaining to unsignalized intersections address the quality of service for those vehicles turning into and out of intersecting side streets. The availability of adequate gaps in the traffic stream on the major street (NH27) actually controls the potential capacity for vehicle movements to and from the minor approaches (proposed site driveways, ramps). Levels of Service are simply letter grades (A-F) that categorize the vehicle delays associated with specific turning maneuvers. Table 2 describes the criteria used in this analysis.

Table 2		ice Criteria for Intersections
Control Delay	Level of Service by V	olume-to-Capacity Ratio
(seconds/vehicle)	<u>v/c ≤ 1.0</u>	v/c > 1.0
0 - 10	Α	F
> 10 - 15	В	F
> 15 - 25	С	F
> 25 - 35	D	F
> 35 - 50	E	F
> 50	F	F

Source: Transportation Research Board, Highway Capacity Manual 2010.

The results of the analysis for the **NH27/Proposed South Site Driveway** intersection are summarized on Table 3. The right-turn departure movement from this site driveway is expected to operate well below capacity and with minimal queuing during the peak hour periods with the subject site fully occupied. Drivers can expect short to moderate delays (LOS C or LOS D) when exiting from the site during the morning and evening peak hour periods.

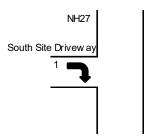
² Transportation Research Board, *Highway Capacity Manual* (Washington, D.C., 2000).



Table 3	STOP-Controlled Intersection Capacity Analysis
Table 5	NH27 / South Site Driveway

	W	/eekday Al	M Peak Ho	ur	W	/eekday Pl	/I Peak Ho	ur
	Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4
1. South Site Drivew ay - EB Right Turn Departures								
2021 Build	23.9	0.15	С	1	15.9	0.11	С	<1
2031 Build	27.5	0.18	D	1	17.2	0.12	С	<1

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)



The results of the analysis for the NH27/Proposed North Site Driveway/Gas Station Driveway intersection are summarized on Table 4. The results show that departures from the southerly gas station driveway currently involve long vehicle delays (LOS F) during the peak hour periods, similar to the proposed site driveway and other driveways along this corridor. This is the result of the heavy volume of through traffic on the corridor and the number of vehicles exiting left from the minor approach. Given these results, the need for traffic signal control at this intersection has been evaluated later in this study.

The proposed site driveway is appropriately designed with two exit lanes: one for left-turn departures (and any through movements) and the other for right-turn departures. Providing two departure lanes is advantageous in that it will maximize the egress capacity of the driveway and minimize delays and queuing to the extent possible.

Those exiting right from this driveway will operate at LOS C (2021) and LOS D (2031) during the peak hour periods. Left-turn arrivals from NH27 entering the subject site will operate at LOS B or higher during all hours of the day through the horizon year and beyond.

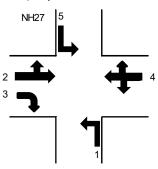


Table 4

STOP-Controlled Intersection Capacity Analysis NH27 / North Site Driveway / Gas Station Driveway

		Veekday Al	M Peak Ho	our		√eekday Pl	√l Peak Ho	ur
	Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4
1. NH27 - NB Left-Turn Arrivals								
2019 Existing	-	-	-	-	-	-	-	-
2021 No Build	-	-	-	-	-	-	-	-
2021 Build	12.3	0.14	В	1	10.1	0.10	В	<1
2031 No Build	-	-	-	-	-	-	-	-
2031 Build	13.1	0.16	В	1	10.4	0.11	В	<1
2. North Site Drivew ay - EB Left-Through Depa	rtures							
2019 Existing	-	-	-	-	-	-	-	-
2021 No Build	-	-	-	-	-	-	-	-
2021 Build	>300	11.89	F	16	>300	8.82	F	19
2031 No Build 2031 Build	- >300	- 23.78	- F	- 17	- >300	- 17.64	- F	- 19
		23.70	ŗ	17	>300	17.04	Г	19
3. North Site Drivew ay - EB Right-Turn Departu	res							
2019 Existing	-	-	-	-	-	-	-	-
2021 No Build	-	-	-	-	-	-	-	-
2021 Build	22.1	0.12	С	<1	15.2	0.09	С	<1
2031 No Build 2031 Build	- 25.1	- 0.14	- D	- 1	- 16.4	- 0.10	- C	- <1
Gas Station Drivew ay - WB Departures	20	0	_	·		00		·
2019 Existing	194.6	0.94	F	5	77.5	0.55	F	3
2021 No Build	>300	1.78	F	7	185.5	0.90	F	4
2021 Ruild	>300	6.31	F	10	>300	2.87	F	8
2031 No Build	>300	3.32	F	10	>300	1.36	F	6
2031 Build	>300	15.28	F	11	>300	6.10	F	10
5. NH27 SB Left-Turn Arrivals								
2019 Existing	10.6	0.10	В	<1	11.2	0.04	В	<1
2021 No Build	11.3	0.12	В	<1	12.4	0.05	В	<1
2021 Build	11.3	0.12	В	<1	12.4	0.05	В	<1
2031 No Build	12.1	0.15	В	1	13.4	0.07	В	<1
2031 Build	12.1	0.15	В	1	13.4	0.07	В	<1

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)

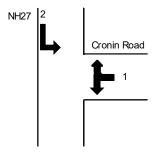




The results of the analysis for the **NH27/Cronin Road** intersection are summarized on Table 5. The results show that departures from Cronin Road currently involve long vehicle delays (LOS F) during the peak hour periods. This is the result of the heavy volume of through traffic on the corridor and the number of vehicles exiting from Cronin Road. Favorably, the majority of vehicles exit to the right from this single-lane approach. Left-turn arrivals from NH27 onto Cronin Road (and into the gas station site) will operate at LOS B or higher during all hours of the day through the horizon year and beyond.

Table 5	STOP-C			rsection (Fronin Ro		Analysis		
		/eekday Al	VI Peak Ho	our	W	/eekday Pl	И Peak Ho	ur
	Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS 3	Queue 4
1. Cronin Road - WB Departures								
2019 Existing	105.6	0.96	F	8	50.2	0.68	F	4
2021 No Build	>300	1.58	F	14	125.6	0.99	F	8
2021 Build	>300	2.55	F	19	263.0	1.33	F	11
2031 No Build	>300	2.54	F	21	277.2	1.38	F	12
2031 Build	>300	5.21	F	25	>300	1.90	F	15
2. NH27 SB Left-Turns								
2019 Existing	9.7	0.08	Α	<1	10.5	0.05	В	<1
2021 No Build	10.3	0.09	В	<1	11.6	0.06	В	<1
2021 Build	11.2	0.11	В	<1	12.6	0.07	В	<1
2031 No Build	10.9	0.11	В	<1	12.4	0.08	В	<1
2031 Build	11.9	0.13	В	<1	13.5	0.09	В	<1

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)





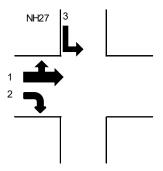
The results of the analysis for the NH27/NH101 Eastbound Ramp Junction are summarized on Table 6. The results show that departures from the eastbound off-ramp (primarily right-turn movements) currently involve long vehicle delays (LOS F) during the peak hour periods. Favorably, the volume of left turning traffic is low (AM = 4 vehicles, PM = 16 vehicles) and there are two separate approach lanes. The southbound left-turn movement from NH27 onto the eastbound on-ramp are projected to operate at LOS C or higher during all hours of the day through the horizon year and beyond.

Table 6

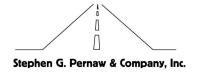
STOP-Controlled Intersection Capacity Analysis NH27 / NH101 EB Ramps

	W	/eekday Al	И Peak Ho	ur	v	Veekday Pl	∕l Peak Ho	ur
	Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4
1. NH101 Off-Ramps - ⊞ Left-Through Departu	ires							
2019 Existing	72.4	0.08	F	<1	85.2	0.30	F	1
2021 No Build	115.8	0.13	F	<1	171.5	0.52	F	2
2021 Build	188.0	0.19	F	1	>300	0.78	F	2
2031 No Build	197.6	0.20	F	1	>300	0.91	F	3
2031 Build	>300	0.31	F	1	>300	1.41**	F	3
2. NH101 Off-Ramps - EB Right-Turn Departure	S							
2019 Existing	26.6	0.71	D	6	15.7	0.44	С	2
2021 No Build	59.5	0.95	F	11	18.8	0.53	С	3
2021 Build	120.2	1.14	F	18	27.3	0.69	D	5
2031 No Build	113.7	1.13	F	17	23.1	0.62	С	4
2031 Build	203.6	1.35	F	25	38.0	0.80	E	7
3. NH27 SB Left-Turns								
2019 Existing	12.9	0.33	В	2	13.6	0.32	В	1
2021 No Build	14.8	0.40	В	2	16.5	0.40	С	2
2021 Build	14.4	0.46	С	2	19.3	0.46	С	2
2031 No Build	17.5	0.49	С	3	20.2	0.50	С	3
2031 Build	21.6	0.56	С	3	24.6	0.56	С	3

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)



^{**} Applies to 19 vehicles exiting left/through

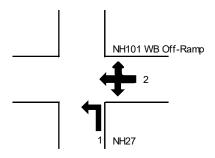


The results of the analysis for the NH27/NH101 Westbound Ramp Junction are summarized on Table 7. The results show that departures from the off-ramp currently involve long vehicle delays (LOS F) during the peak hour periods; particularly during the morning peak hour period when high school traffic is prevalent. Regardless of the proposed development, consideration should be given to re-striping the off-ramp to provide separate left-turn and right-turn approach lanes. The northbound left-turn movement from NH27 to the on-ramp is projected to operate at LOS C or higher during all hours of the day through the horizon year and beyond with the site in full operation.

Table 7	STOP-C			rsection (101 WB R		Analysis	\$	
	\	Neekday A !	VI Peak Ho	our	w	/eekday Pl	VI Peak Ho	ur
	Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4
1. NH27 NB Left-Turns								
2019 Existing	10.7	0.35	В	2	10.0	0.36	В	2
2021 No Build	12.0	0.42	В	2	11.0	0.44	В	2
2021 Build	13.6	0.51	В	3	12.0	0.50	В	3
2031 No Build	13.5	0.49	В	3	12.0	0.50	В	3
2031 Build	15.8	0.59	С	4	13.4	0.57	В	4
2. NH101 Off-Ramp - WB Left-Turn Departures								
2019 Existing	>300	5.69 **	F	70	>300	3.79	F	55
2021 No Build	>300	10.04 **	F	85	>300	6.52	F	68
2021 Build	>300	18.69 **	F	94	>300	10.68	F	77
2031 No Build	>300	16.58 **	F	97	>300	10.28	F	79
2031 Build	>300	29.97 **	F	104	>300	17.39	F	87

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)

^{**} Results reflect Exeter High School volumes from 7:00 - 7:15 AM (PHF = 0.55)



The calculations pertaining to these analyses are included in Appendix G.



INTERSECTION CAPACITY - SIGNALIZED INTERSECTIONS

The existing NH27/Continental Drive intersection was analyzed with traffic signal control utilizing the methods of the Highway Capacity Manual, as replicated by the *Synchro Traffic Signal Timing Software* (Version 10). A traffic flow rate, capacity, Level of Service (LOS), and delay estimate was determined for each critical traffic movement, lane group, and for the overall intersection. Levels of Service are simply letter grades (A-F), which categorize the vehicle delays associated with specific turning maneuvers. The following table describes the criteria used in this analysis.

Table 8		ice Criteria for ntersections
Control Delay	Level of Service by V	olume-to-Capacity Ratio
(seconds/vehicle)	<u>v/c ≤ 1.0</u>	v/c > 1.0
<u><</u> 10	Α	F
> 10 - 20	В	F
> 20 - 35	С	F
> 35 - 55	D	F
> 55 - 80	E	F
> 80	F	F

Source: Transportation Research Board, Highway Capacity Manual 2010.

Table 9 summarizes the results of the analysis for the **NH27/Continental Drive** intersection and it shows that all "lane groups" within the intersection are currently operating below capacity during the peak periods, and will continue to do so through 2031 with the proposed development fully occupied. The overall intersection is expected to operate at LOS B (AM) and LOS C (PM) by 2031. This analysis confirms that physical modifications are not necessary at this intersection as a result of the proposed development.

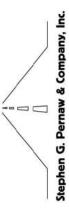
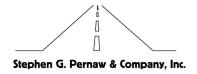


Table 9						Sign	nal-C	controlled	d Intersection Capacity Av NH27 / Continental Drive	ction (ontin	Capa ental	al-Controlled Intersection Capacity Analysis Summary NH27 / Continental Drive	sis Sumr	nary						
		2019 Existing	xistin		8	2021 No-Build	-Buile	5		2021 Build	plin	1011		2031 No-Build	-Build			20312 Build	Build	
	_{(۱} ۵/۸	Delay ²⁾	(₈ SO7	Queue Avg/95 ^{ش 4)}	۸/C _{۱)}	Delay ²⁾	(₈ SO7	Queue Avg/95 ^{th 4)}	۸/C _{۱)}	Delay ²⁾	(₈ SO7	Queue Avg/95 ^{th 4)}	_{(۱} ک//۸	Delay ²⁾	(₈ SO7	Queue Avg/95 ^{ش 4)}	_{(۱} ۵/۸	Delay ²⁾	_{(€} SO7	əuəuΩ Vg/95 ^{th 4)}
Weekday AM Peak Hour																				
Continental Dr - EB LT Continental Dr - EB RT	0.16	32.3 24.3	υυ	7 (21) 0 (12)	0.19	30.1	υυ	9 (28) 0 (14)	0.23	35.5 25.4	□ ∪	11 (32) 0 (16)	0.23	35.5 25.4	ں ۵	11 (32) 0 (16)	0.26	40.8	O 0	13 (35) 0 (18)
NH27 - NB LT NH27 - NB TH	0.75	66.4	ш∢	27 (43) 66 (80)	0.94	97.1 4.2	ш ∢	40 (79) 81 (96)	0.91	92.9	⊥ ∢	46 (85) 94 (107)	0.91	92.9	⊩ ∢	46 (85) 96 (108)	0.89	92.9	⊾ ∢	53 (91) 114 (122)
NH27 - SB TH NH27 - SB RT	0.65	6.8	∢ ∢	185 (235) 0 (5)	0.78	11.2	₽ ∢	229 (288) 0 (6)	0.80	11.9	ω ∢	287 (340) 0 (6)	0.81	12.5	ш ∢	298 (353) 0 (6)	0.84	13.9	∞ ∢	374 (417) 0 (6)
Overall	0.63	7.2	∢		0.74	12.0	œ		92.0	11.9	ω		0.78	12.2	Ф		0.81	12.7	m	
Cycle Length (Lost T)	60 (13)				60 (13)				70 (13)				70 (13)				80 (13)			
Weekday PM Peak Hour																				
Continental Dr - EB LT Continental Dr - EB RT	0.65	30.1	OB	60 (87) 0 (14)	0.78	34.1 14.3	OM	91 (121) 0 (15)	0.83	42.8 16.5	О В	103 (132) 0 (17)	0.80	46.4 22.5	ں ۵	145 (172) 0 (19)	0.85	53.9	<u>۵</u>	149 (178) 0 (20)
NH27 - NB LT NH27 - NB TH	0.18	28.4	υ ∢	7 (24) 161 (260)	0.23	28.5 13.4	OM	9 (28) 232 (415)	0.25	31.2 14.6	O m	10 (30) 273 (497)	0.27	41.3	_ B	15 (39) 405 (587)	0.27	41.9	о В	15 (39) 436 (666)
NH27 - SB TH NH27 - SB RT	0.65	10.5	M 4	167 (274) 0 (3)	0.77	15.5	В Ф	218 (414) 0 (3)	0.80	16.2 1.3	ω ∢	258 (478) 0 (3)	0.75	15.2	ш ∢	320 (471) 0 (3)	0.80	16.6	ω ∢	354 (526) 0 (3)
Overall	0.74	11.6	Ф		0.88	16.7	œ		0.91	18.5	ш		0.88	19.3	Ф		0.93	21.5	ပ	
Cycle Length	60 (13)				60 (13)				65 (13)				90 (13)				90 (13)			

1) Volume-to-capacity ratio, 2) Delay in vehicles per seconds, 3) Level of Service, 4) Queue length in feet

24



TRAFFIC SIGNAL WARRANTS

Given the results of the intersection capacity and Level of Service analyses for the North Site Driveway intersection and the Westbound Off-Ramp Junction, consideration was given to the need for traffic signal control at these locations. Traffic signals should not be installed unless one or more of the signal warrants in the "Manual on Uniform Traffic Control Devices" (MUTCD) is met. The MUTCD³ sets forth the minimum criteria under which signals may be considered, and further states, "the satisfaction of a warrant or warrants is not in itself a justification for a signal."

Generally, these warrants consider 1) traffic volumes on the major street (total both directions), 2) the higher-volume side street approach, 3) the travel speeds approaching the intersection, and 4) the travel lane configuration at the intersection. The traffic levels used in the analysis should represent "average day" conditions and be normally and repeatedly found at the location under consideration.

The following tabulation summarizes the results for the NH27/Proposed North Site Driveway/Gas Station Driveway intersection (using 70% columns, left-turn departures only) and indicates that traffic signal control will <u>not</u> be warranted at this intersection. The left-turn departure volumes do not satisfy the minimum criteria. For this reason, this driveway should operate under STOP sign control (MUTCD #R1-1).

Traffic signal control <u>is</u> currently warranted at the NH27/NH101 Westbound Ramp Junction based on existing traffic levels (and the existing travel lane configuration).

	2031 Build Volumes (Average Month Conditions)		2019 Existing Volumes (Average Month Conditions)	
	WARRANT 1 (8 hours required)	WARRANT 2 (4 hours required)	WARRANT 1 (8 hours required)	WARRANT 2 (4 hours required)
NH27 / WB Ramps	Warrant Met (9 hours met)	Warrant Met (9 hours met)	Not Met (only 5 hours met)	Warrant Met (only 6 hours met)
NH27 / EB Ramps	Not Met (0 hours met)	Not Met (0 hours met)	Not Met (0 hours met)	Not Met (0 hours met)
NH27 / North Site Drivew ay	Not Met (only 3 hours met)	Not Met (only 2 hours met)		- -

Appendix H contains the computations pertaining to the traffic signal warrants analyses.

1941A 25

³ U.S. Department of Transportation – Federal Highway Administration, *Manual on Uniform Traffic Control Devices*, 2009 edition (Washington, D.C., 2009)



AUXILIARY TURN LANES

Determining the appropriate design of the site driveway intersection should take into account the hourly traffic volumes and turning movement patterns, vehicle types and speeds, and the projected Level of Service and capacity analysis results. The proposed North Site Driveway intersection was analyzed to determine the ideal approach lane configuration for providing efficient traffic operations.

Left-Turn Treatment – The type of treatment needed to accommodate left-turning vehicles from any street or highway to an intersecting side street (or driveway) can range from no treatment where turning volumes are low; to the provision of a formal center turn lane used exclusively by left-turning vehicles for deceleration and storage while waiting to complete their maneuvers.

Analysis of the 2021 Build traffic volume projections using NCHRP 457 guidelines is summarized in Table 10 on Page 27 and confirms that left-turn treatment is advisable to accommodate the anticipated number of northbound vehicles turning left into the site from NH27. This finding also applies to the current number of southbound vehicles turning left into Cronin Road and the Mobil Driveway.

Providing left-turn treatment at the North Site Driveway intersection can be provided in stages. For the short-term, this study recommends that the existing northbound shoulder on NH27 be widened to 10-12 feet to function as a "bypass" lane for through traffic to travel around any vehicle that may be turning left into the subject site (see "Interim Traffic Mitigation Plan," Page 29), until such time corridor-wide improvements are completed by the TIF project. It is our understanding that this future project will involve widening to provide a two-way continuous left-turn lane that extends from the Exit 9 Interchange to the existing three-lane section at Continental Drive (with signalization). The number of through lanes on NH27 has yet to be determined.

Right-Turn Treatment – The type of treatment needed to accommodate right-turning vehicles from any street or highway to any intersecting side street (or driveway) can range from a corner radius only, where turning volumes are low; to the provision of a short 10:1 right-turn taper; to the addition of an exclusive right-turn lane, where turning volumes and through traffic volumes are significant. Analysis of the North Site Driveway intersection on NH27 is also summarized in Table 10 and confirms that right-turn treatment is appropriate in the opening year. This study recommends that the existing southbound shoulder on NH27 be re-striped as an exclusive right-turn lane (see "Interim Traffic Mitigation Plan").

Minor-Road Approach Analysis – The type of treatment needed to accommodate exiting vehicles from the minor-road approach at a stop-controlled intersection can range from a single lane (shared left-right lane) in low-volume conditions, to two exit lanes (exclusive left-turn lane and exclusive right-turn lane) where turning volumes and through traffic volumes are significant, to multiple exit lanes in extreme cases.

Analysis of the North Site Driveway intersection on NH27 is summarized on Table 10 and confirms that providing two approach lanes on the proposed site driveway approaches to NH27 is advisable based on the anticipated 2021 traffic volumes.

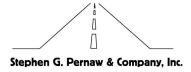


Table 10

Auxiliary Turn Lane Warrants Analysis - 2021 Exeter Road / North Site Driveway

	2021 AM Build	2021 PM Build
	Volumes	Volumes
I. LEFT-TURN LANE WARRANTS ANALYSIS		
Peak Hour Inputs:		
Left-Turn Volume (NB)	56	66
Advancing Volume (NB)	763	1200
Opposing Volume (SB)	1056	847
Percent Lefts	7.3%	5.5%
Speed (mph)	30	30
Limiting Advancing Volume (veh/h)	246	344
Left-Turn Treatment Warranted?	YES	YES
II.RIGHT-TURN LANE WARRANTS ANALYSIS		
Peak Hour Inputs:		
Right-Turn Volume (SB)	105	123
Approach Volume (SB)	1056	847
Speed (mph)	30	30
Limiting Right-Turn Volume (veh/h)	15	43
Add Right-Turn Bay?	YES	YES
III. MINOR-ROAD APPROACH GEOMETRY ANALYSIS		
Peak Hour Inputs:		
Major-Road Volume (NB-SB)	1819	2047
% Right-Turns on Minor (EB)	20	20
Minor-Road Approach Volume	134	159
Limiting Minor-Road Volume (veh/h)	53	38
Consider TWO Approach Lanes?	YES	YES

The calculations pertaining to the auxiliary turn lane warrants analyses are included in Appendix I.



TRAFFIC CONTROL DEVICES

The appropriate form of traffic control at the two proposed site driveway intersections on NH27 is STOP sign control (MUTCD #R1-1) on the minor approaches. This should be supplemented with a 24-inch (minimum) stop line. At the North Site Driveway intersection, a short section of double-yellow centerline marking is recommended to separate inbound and outbound vehicles and a four-inch white lane line should be provided to separate left and right-turn departures.

SIGHT DISTANCE

Sight distance at any intersection is an important safety consideration. The operator of a vehicle approaching an intersection should have an unobstructed view of the intersection and sufficient length of roadway to enable a full stop, should it be required to avoid a collision. Similarly, exiting vehicles from the site driveway approaches to NH27 should have sufficient visibility of approaching traffic in order to safely enter the traffic flow on to the major street.

Field observations confirm that ample stopping sight distances (SSD) will exist looking left and looking right from the minor approaches. Given that there is >500-feet of sight distance available means that drivers will have sufficient sight distance to anticipate and avoid collisions. Intersection Sight Distances (ISD) reflect the distances needed for a vehicle exiting left or right under STOP control such that approaching vehicles on the major street need not reduce their travel speed to less than 70 percent of their initial speed. There is ample SSD and ISD for these intersections to operate in a safe manner.

Photographs depicting the available sight distances looking left and looking right from the site driveway approaches to NH27 are included in Appendix J.

TRAFFIC MITIGATION PLAN

In the event that site development occurs prior to completion of the TIF corridor improvement project, this study recommends implementation of the "Interim Traffic Mitigation Plan" measures shown conceptually on Page 29. There is ample roadway right-of-way along the site frontage to accommodate future roadway widening by the TIF project.

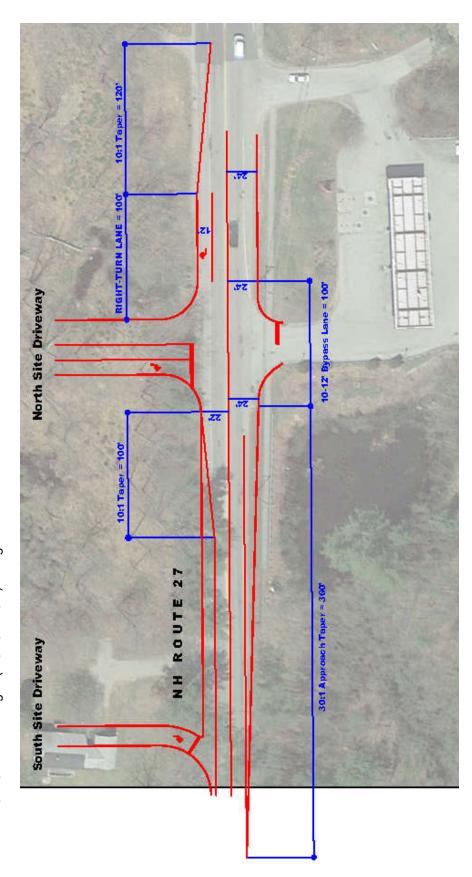
SITE PLAN ITEMS

Section 7.14.4 of the Exeter Site Plan Review and Subdivision Regulations requires the traffic analysis to consider a number of site related items. On-site sidewalks, vehicular circulation, loading and off-street parking spaces are items that are included within the Hayner/Swanson, Inc. site plan set and have been discussed on several occasions with the Exeter Planning Board. An updated "shared parking" analysis, using the widely accepted Urban Land Institute methodology, has been updated to reflect the latest site conditions. Emergency vehicle access and circulation was provided to and accepted by the Exeter Fire Department early on in the site plan review process.



INTERIM TRAFFIC MITIGATION PLAN

- Locate North Site Driveway directly across from the existing gas station driveway, provide two departure lanes (one exclusive right-turn lane, one shared through-left lane), with STOP sign control (MUTCD R1-1) facing outbound drivers.
- Re-stripe existing southbound shoulder on NH27 as an exclusive right-turn lane for inbound vehicles. o, ω,
- Widen existing northbound shoulder on NH27 across from the North Site Driveway to provide an interim "bypass lane" for through traffic until the TIF corridor improvements are completed.
- Install a 24" single white stop line on the gas station driveway approach to NH27, and on both site driveway approaches to NH27.
- Locate South Site Driveway at south end of site, restrict traffic movements to right-turn departures only. Install STOP sign control on the minor approach and two DO NOT ENTER signs (MUTCD R5-1) facing northbound drivers on NH27. 4. 7.

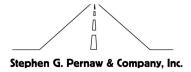




STUDY FINDINGS AND RECOMMENDATIONS

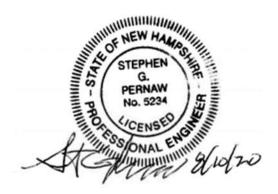
Based on the existing conditions data collected on NH27 in the vicinity of the subject site and the Exit 9 Interchange, the anticipated traffic increases resulting from the proposed multi-use site, and the analysis of future traffic levels in the study area, Pernaw & Company, Inc. concludes:

- 1. Traffic on NH27 in the study area reached peak levels from 7:00 to 8:00 AM in the morning, and from 4:15 to 5:15 PM in the evening with 1,406 vehicles (AM) and 1,612 vehicles (PM) observed on NH27 (south of the Mobil site) during the peak hour periods.
- 2. The results of the trip generation analysis indicate that the proposed multi-use site will generate approximately 326 vehicle-trips (161 arrivals, 165 departures) during the AM peak hour, and 384 vehicle-trips (189 arrivals, 195 departures) during the PM peak period.
- 3. The majority of site traffic (65%) is expected to travel to/from points north on NH27 to reach NH101 and beyond.
- 4. Site traffic will increase the volume of traffic on the short section of NH27 between the subject site and the eastbound ramp junction by approximately +14% during the worst-case PM peak hour period. The net impact immediately south of the site is projected at +7%.
- 5. Analysis of the traffic operations at the NH27/Proposed North Site Driveway/Mobil South Driveway intersection confirmed that left-turn departures from the minor approach currently encounter long delays (LOS F) during the peak hour periods, similar to all other streets and driveways along this corridor. Departures from the proposed site driveway approach will encounter the same delays, and long vehicle queues will form within the site. Left-turn arrivals at this site driveway will operate with much less delay during all hours of the day (LOS A or B) and minimal queuing. Right-turn departures from the South Site Driveway are expected to operate at LOS D (AM) and LOS C (PM) in 2031 with the site fully occupied.
- 6. The traffic signal warrants analysis of the Northerly Site Driveway intersection on NH27 indicates that neither Warrant 1 (Eight-Hour Vehicular) nor Warrant 2 (Four-Hour Vehicular Volume) in the MUTCD is satisfied for the requisite hours. This finding means that both site driveways should operate under stop sign control. Analysis of the NH27/Westbound Ramp Junction using the 2019 traffic volumes indicates that traffic signal control is currently warranted at this intersection.
- 7. The auxiliary turn lane warrants analysis indicates that "left-turn treatment" and "right-turn treatment" is advisable for vehicles entering the site at the north site driveway. While these findings will be taken into consideration as part of the Town's corridor study and TIF project, implementation of the "Interim Traffic Mitigation Plan" on Page 29 is recommended if site development precedes the corridor improvement project.
- 8. Both site driveways should operate under stop sign control and be designed with appropriate corner radii to accommodate a reasonable design vehicle.



9. Sight distances looking left and right from both site driveways exceed 500-feet and provide more than adequate safe stopping sight distances.

This section of NH27 is under the jurisdiction of the Town of Exeter. This report should be submitted to the Exeter Planning Board for their consideration in conjunction with the site plan review process. This report should also be shared with the NHDOT given that this site involves Controlled Access Right-of Way along NH27.



APPENDIX

Appendix A Master Site Plan

Appendix B Automatic Traffic Recorder Counts

Appendix C Intersection Turning Movement Counts

Appendix D Seasonal Adjustment Factors / Historical Growth Rates

Appendix E Other Development Traffic Volumes

Appendix F Site Generated Traffic Volumes

Appendix G Capacity and Level of Service Calculations

Appendix H Traffic Signal Warrants Analysis

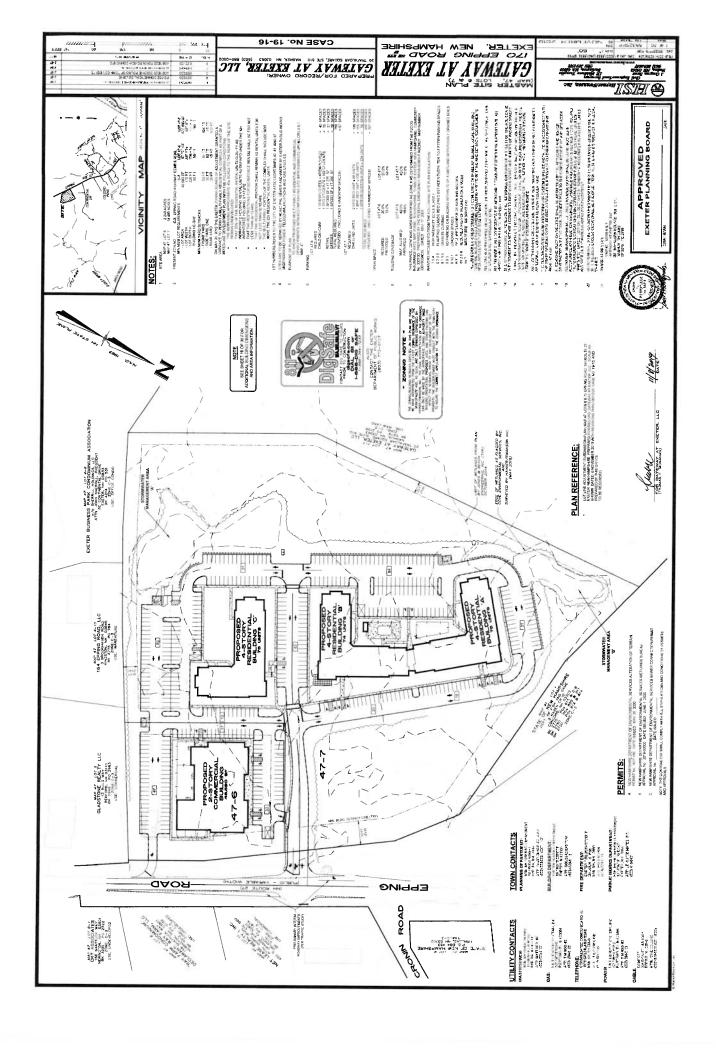
Appendix I Auxiliary Turn Lane Warrants Analysis

Appendix J Sight Distance Photographs

Appendix K Miscellaneous

Appendix A

Master Site Plan



Appendix B Automatic Traffic Recorder Counts





Transportation Data Management System



Excel Version

Weekly Volume Rep	ort		
Location ID:	82153064	Type:	SPOT
Located On:	Epping Rd	:	
Direction:	2-WAY		
Community:	EXETER	Period:	Mon 6/18/2018 - Sun 6/24/2018
AADT:	12972		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		39	46	58				48	0.3%
1:00 AM		29	28	22		•		26	0.2%
2:00 AM		24	16	20				20	0.1%
3:00 AM		49	35	57				47	0.3%
4:00 AM		133	139	131				134	0.9%
5:00 AM		400	379	392				390	2.6%
6:00 AM		763	827	817				802	5.4%
7:00 AM		1056	1135	1097				1,096	7.3%
8:00 AM		1034	1093	1077				1,068	7.1%
9:00 AM		808	919	867				865	5.8%
10:00 AM		851	817	804				824	5.5%
11:00 AM		854	893	856				868	5.8%
12:00 PM		1010	1026	934				990	6.6%
1:00 PM		855	859	905				873	5.8%
2:00 PM		900	942	979				940	6.3%
3:00 PM		1152	1227	1205				1,195	8.0%
4:00 PM		1229	1303	1270				1,267	8.5%
5:00 PM		1228	1275	1205				1,236	8.2%
6:00 PM		741	884	808				811	5.4%
7:00 PM		476	617	503		•		532	3.5%
8:00 PM		374	382	451				402	2.7%
9:00 PM		285	300	271				285	1.9%
10:00 PM		132	199	211			- 1	181	1.2%
11:00 PM		90	93	92			****	92	0.6%
Total	0	14,512	15,434	15,032	0	0	0		
24hr Total		14512	15434	15032				14,993	
AM Pk Hr		7:00	7:00	7:00					
AM Peak		1056	1135	1097				1,096	
PM Pk Hr		4:00	4:00	4:00					
PM Peak		1229	1303	1270				1,267	
% Pk Hr	i	8.47%	8.44%	8.45%				8.45%	

Appendix C

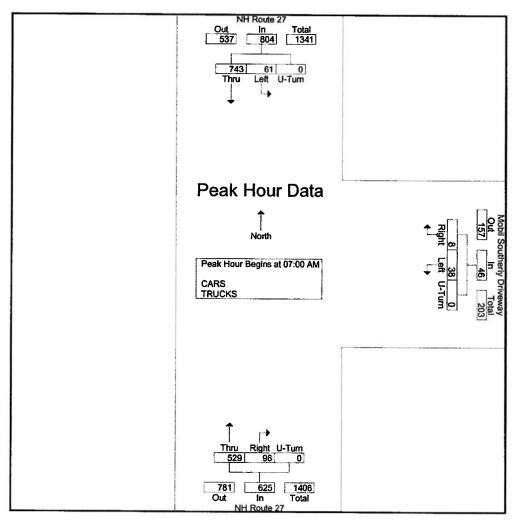
Intersection Turning Movement Counts

Weather: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

Start Date : 10/24/2019

Page No : 2

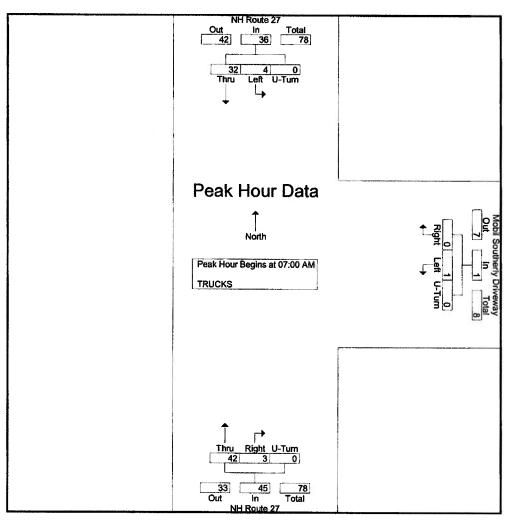
		From	oute 27 North		Мо		erly Drive n East	eway			oute 27 South		
Start Time	Thru	Left	U-Turn Ap	p. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Tota
'eak Hour Analysis I	From 07:00	AM to 0	18:45 AM - Pe	ak 1 of 1									
eak Hour for Entire	Intersection	n Begins	at 07:00 AM										
07:00 AM	131	14	0	145	4	7	0	11	32	199	0	231	387
07:15 AM	190	13	0	203	1	8	Ó	9	21	116	õ	137	349
07:30 AM	188	19	0	207	1	9	0	10	1	121	ŏ	143	360
07:45 AM	234	15	0	249	2	14	0	16		93	Õ	114	379
Total Volume	743	61	0	804	8	38	0	46		529	Ô	625	1475
% App. Total	92.4	7.6	0		17.4	82.6	Ō		15.4	84.6	0	020	1475
PHF	.794	.803	.000	.807	.500	.679	.000	.719		.665	.000	.676	.953



Weather: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name : 1941A_INT_A_AM_713853_10-24-2019 Site Code : 1941A

Start Date : 10/24/2019 Page No : 2

		NH Ro From	North		Mol	Fron	erly Drive n East				oute 27		
Start Time	Thru	Left	U-Turn /	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Tota
Peak Hour Analysis F	rom 07:00	AM to 0	7:45 AM -	Peak 1 of 1									
Peak Hour for Entire	Intersectio	n Begins	at 07:00 A	AM									
07:00 AM	4	1	0	5	0	0	0	0	1	16	0	17	22
07:15 AM	18	1	0	19	0	Ó	0	ō	2	8	Ō	10	29
07:30 AM	5	0	0	5	0	0	0	Ō	ō	11	Ō	11	16
07:45 AM	5	2	0	7	0	1	0	1	0	7	ō	7	15
Total Volume	32	4	0	36	0	1	0	1	3	42	0	45	82
% App. Total	88.9	11.1	0		0	100	0	·	6.7	93.3	0		-
PHF	.444	.500	.000	.474	.000	.250	.000	.250		.656	.000	.662	.707

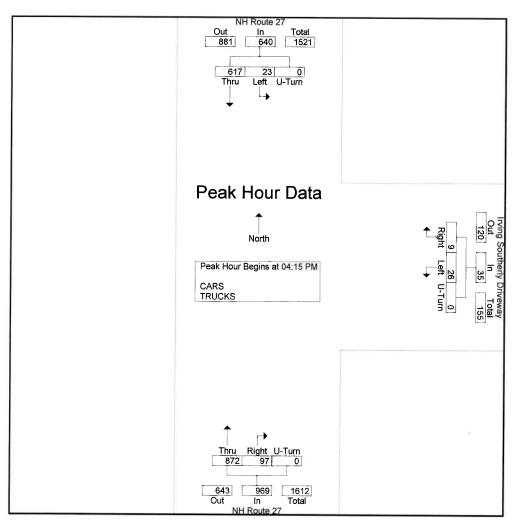


Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A INT C 12 hr

Site Code : 1941A Start Date : 10/24/2019 Page No : 3

		NH Ro From			Irvii	•	erly Drive n East	way			oute 27 South	-1	
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
eak Hour Analysis	From 07:00	O AM to 0	5:45 PM	- Peak 1 of 1								1 - 4-1-1	
eak Hour for Entire	Intersection	n Begins	at 04:15	PM									
04:15 PM	153	6	0	159	5	4	0	9	13	196	0	209	377
04:30 PM	164	4	0	168	2	12	0	14	30	254	0	284	466
04:45 PM	158	7	0	165	0	4	0	4	25	175	Õ	200	369
05:00 PM	142	6	0	148	2	6	0	8	29	247	Ď	276	432
Total Volume	617	23	0	640	9	26	0	35	97	872	0	969	1644
% App. Total	96.4	3.6	0		25.7	74.3	0		10	90	Ô	000	1011
PHF	.941	.821	.000	.952	.450	.542	.000	.625	.808	.858	.000	.853	.882

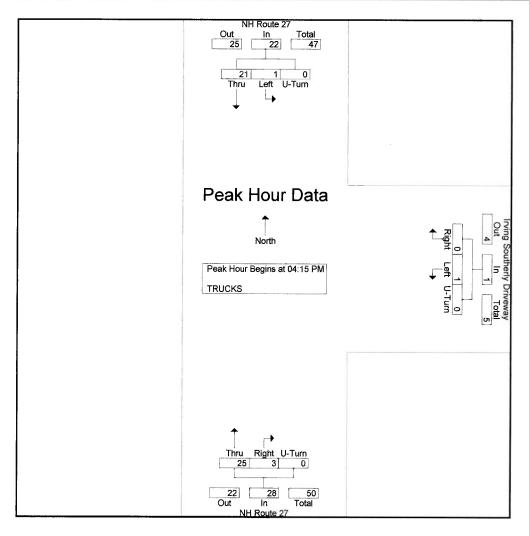


Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A INT C 12 hr

Site Code : 1941A Start Date : 10/24/2019 Page No : 3

		NH Ro From			Irvii		erly Drive n East	way			Route 27 n South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	I Right	Thru	U-Turn	App. Total	Int. Tota
eak Hour Analysis I	From 04:18	5 PM to 0	5:00 PM	- Peak 1 of 1									
eak Hour for Entire	Intersection	n Begins	at 04:15	PM									
04:15 PM	6	Ō	0	6	0	0	0	(0 (11	0	11	17
04:30 PM	3	1	0	4	0	0	0	(0	7	Ō	7	11
04:45 PM	7	0	0	7	0	1	Ō		1	3	Ō	4	12
05:00 PM	5	0	0	5	0	0	0	(2	4	Ō	6	11
Total Volume	21	1	0	22	0	1	0		3	25	0	28	51
% App. Total	95.5	4.5	0		0	100	0		10.7	89.3	0	·	
PHF	.750	.250	.000	.786	.000	.250	.000	.250	.375	.568	.000	.636	.750



Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A INT C 12 hr

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

Groups Printed- CARS - TRUCKS

					Groups Prin	nted- CA	ARS - TRI	UCKS					
			oute 27		Irvir		nerly Drive	eway			oute 27		
Ota d Time	T1		North		5		n East				South		
Start Time	Thru	Left	U-Turn		Right			App. Total	Right	Thru	U-Turn	App. Total	Int. Total
07:00 AM	131	14	0	145	4	7	0	11	32	199	0	231	387
07:15 AM	190	13	0	203	1	8	0	9	21	116	0	137	349
07:30 AM	188	19	0	207	1	9	0	10	22	121	0	143	360
07:45 AM	234	15	0	249	2	14	0	16	21	93	0	114	379
Total	743	61	0	804	8	38	0	46	96	529	0	625	1475
08:00 AM	186	13	0	199	2	11	0	13	20	100	•	400	222
08:15 AM	166	8	0	174	1	10		11			0	120	332
08:30 AM	130	6	0				0		25	115	0	140	325
			_	136	1	10	0	11	26	105	0	131	278
08:45 AM	134	11	0	145	2	11	0	13	15	95	0	110	268
Total	616	38	0	654	6	42	0	48	86	415	0	501	1203
09:00 AM	108	7	0	115	1	9	0	10	21	74	0	95	220
09:15 AM	97	12	0	109	4	10	Ō	14	22	97	Ö	119	242
09:30 AM	111	13	0	124	1	8	Ö	9	13	86	Ö	99	232
09:45 AM	90	2	0	92	7	5	Ö	12	13	78	ő	91	195
Total	406	34	0	440	13	32	0	45	69	335	0	404	889
39				Food 1.		-	J	10	00	000	J	404	003
10:00 AM	87	8	0	95	1	5	0	6	12	71	0	83	184
10:15 AM	90	6	0	96	3	2	0	5	17	66	0	83	184
10:30 AM	99	7	0	106	2	3	0	5	16	87	0	103	214
10:45 AM	80	3	0	83	1	9	0	10	14	82	0	96	189
Total	356	24	0	380	7	19	0	26	59	306	0	365	771
11:00 AM	81	7	0	88	1	3	0	4	13	76	0	20	404
11:15 AM	122	8	0	130	Ó	3 7	0	7		76	0	89	181
11:30 AM	103	1	0	104				-	11	90	0	101	238
11:45 AM	122				1	2	0	3	19	88	0	107	214
Total	428	1 17	0	123	2	4	0	4	16	88	0	104	231
iotai	420	17	U	445	2	16	0	18	59	342	0	401	864
12:00 PM	117	3	0	120	1	8	0	9	20	114	0	134	263
12:15 PM	105	9	0	114	3	13	Ō	16	16	94	Ö	110	240
12:30 PM	118	7	Ō	125	1	7	Ö	8	21	112	ő	133	266
12:45 PM	135	3	Ō	138	1	6	ő	7	16	90	0	106	251
Total	475	22	0	497	6	34	Ö	40	73	410	0	483	1020
·							-	,		.,•	·	.00	1020
01:00 PM	106	7	0	113	0	4	0	4	22	101	0	123	240
01:15 PM	98	1	0	99	0	5	0	5	14	69	0	83	187
01:30 PM	107	0	0	107	0	0	0	0	11	89	0	100	207
01:45 PM	105	7	0	112	1	5	0	6	13	128	0	141	259
Total	416	15	0	431	1	14	0	15	60	387	0	447	893
02:00 PM	105	7	0	112	0	•	^	0.1	47	400		4 4 7	
02:00 FM	100				1	3	0	3	17	130	0	147	262
		6	0	106		3	0	4	19	161	0	180	290
02:30 PM	170	7	0	177	1	8	0	9	8	119	0	127	313
02:45 PM	126	16	0	142	4	5	0	9	19	110	0	129	280
Total	501	36	0	537	6	19	0	25	63	520	0	583	1145
03:00 PM	108	5	0	113	0	7	0	7	22	173	0	195	315
03:15 PM	126	5	Ō	131	1	4	ŏ	5	23	132	ŏ	155	291
03:30 PM	148	1	0	149	1	5	Ö	6	23	232	ő	255	410
03:45 PM	172	5	Ö	177	1	6	Ö	7	12	154	ő	166	350
Total	554	16	0	570	3	22	Ö	25	80	691	0	771	1366
04.00 51-1	400	_	_		_	_						130	
04:00 PM	129	3	0	132	0	5	0	5	27	252	0	279	416
04:15 PM	153	6	0	159	5	4	0	9	13	196	0	209	377
04:30 PM	164	4	0	168	2	12	0	14	30	254	0	284	466
04:45 PM	158	7	0	165	0	4	0	4	25	175	0	200	369
Total	604	20	0	624	7	25	0	32	95	877	0	972	1628

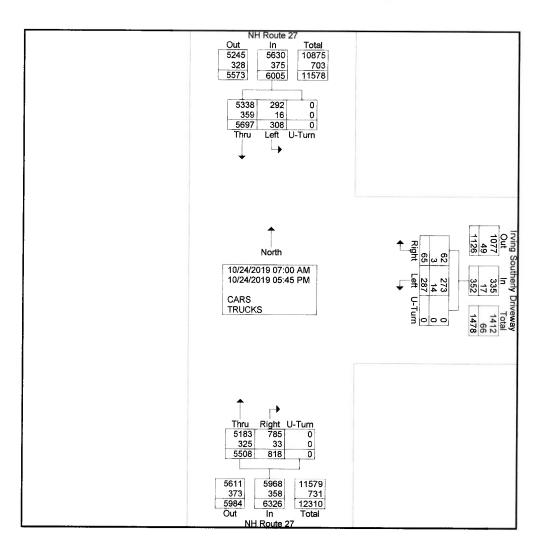
Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A INT C 12 hr

Site Code : 1941A Start Date : 10/24/2019 Page No : 2

Groups Printed- CARS - TRUCKS

			oute 27 South				eway	erly Drive n East		Irvi			NH Ro From		
Int. Total	Total	App.	U-Turn	Thru	Right	Total	App.	U-Turn	Left	Right	. Total	I-Turn App	Left	Thru	Start Time
432	276		0	247	29	8		0	6	2	148	0	6	142	05:00 PM
366	197		0	176	21	5		0	4	1	164	0	3	161	05:15 PM
312	151		Ō	132	19	13		0	11	2	148	0	6	142	05:30 PM
319	150		0	141	9	6		0	5	1	163	0	10	153	05:45 PM
1429	774		0	696	78	32		0	26	6	623	0	25	598	Total
12683	6326		0	5508	818	352		0	287	65	6005	0	308	5697	Grand Total
			Ō	87.1	12.9			0	81.5	18.5		0	5.1	94.9	Apprch %
	49.9		Õ	43.4	6.4	2.8		0	2.3	0.5	47.3	0	2.4	44.9	Total %
11933	5968		0	5183	785	335		0	273	62	5630	0	292	5338	CARS
94.1	94.3		Ō	94.1	96	95.2		0	95.1	95.4	93.8	0	94.8	93.7	% CARS
750	358		Ō	325	33	17		0	14	3	375	0	16	359	TRUCKS
5.9	5.7		Õ	5.9	4	4.8		0	4.9	4.6	6.2	0	5.2	6.3	% TRUCKS



Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A INT C 12 hr

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

Groups Printed-TRUCKS

					Groups	Printed	- TRUCK	S			10.0764		
			oute 27		Irvir		erly Drive	way			oute 27		
		From	1 North			Fron	n East			From	South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
07:00 AM	4	1	0	5	0	0	0	0	1	16	0	17	22
07:15 AM	18	i	ő	19	Ö	ŏ	Ö		2				
								0		8	0	10	29
07:30 AM	5	0	0	5	0	0	0	0	0	11	0	11	16
07:45 AM	5	2	0	7	0	1	0	1	0	7	0	7	15
Total	32	4	0	36	0	1	0	1	3	42	0	45	82
								2.11			175.01	,	
08:00 AM	9	1	0	10	1	1	0	2	0	3	0	3 !	45
08:15 AM	6	ó	ő									3	15
				6	1	1	0	2	0	1	0	1	9
08:30 AM	8	0	0	8	0	0	0	0	0	9	0	9	17
08:45 AM	13	1_	0	14	0	0	0	0	0	10	0	10	24
Total	36	2	0	38	2	2	0	4	0	23	0	23	65
				'				- 1	_		_	20	•
09:00 AM	14	0	0	14	0	0	0	0	1	5	0	6	20
09:15 AM	8	4	ő										20
				12	0	0	0	0	3	17	0	20	32
09:30 AM	11	1	0	12	0	0	0	0	0	4	0	4	16
09:45 AM	7	0	0	7	0	0	0	0	0	8	0	8	15
Total	40	5	0	45	0	0	0	0	4	34	0	38	83
				- 1						•	·	00	00
10:00 AM	4	1	0	5	0	0	0	0	1	3	0	4	0
10:15 AM	7	Ö	ő						•			4	9
	-			7	0	0	0	0	1	2	0	3	10
10:30 AM	11	0	0	11	0	0	0	0	2	8	0	10	21
10:45 AM	7	0	0	7	0	0	0	0	1	16	0	17	24
Total	29	1	0	30	0	0	0	0	5	29	0	34	64
				,								1	
11:00 AM	13	1	0	14	0	0	0	0	1	7	0	8	22
11:15 AM	10	1	ő	11	0	1		Į.					
			_		-		0	1	3	8	0	11	23
11:30 AM	6	0	0	6	0	0	0	0	2	5	0	7	13
11:45 AM	8	0	0	8	0	0	0	0	0	5	0	5	13
Total	37	2	0	39	0	1	0	1	6	25	0	31	71
								,				• . 1	
12:00 PM	12	0	0	12	0	1	0	1	1	2	0	3	16
12:15 PM	13	ŏ	Ö	13	1	1	ő	2					
			-						0	8	0	8	23
12:30 PM	10	0	0	10	0	0	0	0	0	8	0	8	18
12:4 <u>5</u> PM	12	0	0	12	0	0	0	0	1	5	0	6	18
Total	47	0	0	47	1	2	0	3	2	23	0	25	75
01:00 PM	8	0	0	8	0	0	0	0	2	3	0	5	13
01:15 PM	4	0	0	4	Ō	1	Ö	1	2	11	ŏ	13	18
01:30 PM	5	ő	Ö	5	0		0						
		_			-	0		0	1	5	0	6	11
01:45 PM	6	0	0	6	0	1	0	1	1	27	0	28	35
Total	23	0	0	23	0	2	0	2	6	46	0	52	77
02:00 PM	9	0	0	9	0	0	0	0	0	21	0	21	30
02:15 PM	7	0	0	7	0	0	0	0	1	8	Ō	9	16
02:30 PM	13	Ŏ	Ö	13	Ö	ő	ŏ	Ŏ	Ö	2	ő		
02:45 PM	7	ő	0	7		1						2	15
					0		0	1	0	8	0	8	16
Total	36	0	0	36	0	1	0	1	1	39	0	40	77
03:00 PM	10	1	0	11	0	0	0	0	0	5	0	5	16
03:15 PM	8	0	0	8	0	0	0	0	2	3	0	5	13
03:30 PM	11	0	0	11	0	0	0	ō	Ō	11	Ö	11	22
03:45 PM	12	Ö	ō	12	Ŏ	3	Ö	3	. 0	6	ő		
Total	41	1	0		0							6	21
Total	41	ı	U	42	U	3	0	3	2	25	0	27	72
04.00 544	^	_	_	- 1	_	_	_	_ 1					
04:00 PM	8	0	0	8	0	0	0	0	1	6	0	7	15
04:15 PM	6	0	0	6	0	0	0	0	0	11	0	11	17
04:30 PM	3	1	0	4	0	0	0	0	Ō	7	Ō	7	11
04:45 PM	7	0	Ō	7	Ō	1	Ŏ	1	1	3	Ö	4	12
Total	24	1	0	25	0	1	0	1	2	27	0	29	55
1001			U	20	U	1	U	1.1	2	21	U	29	၁၁

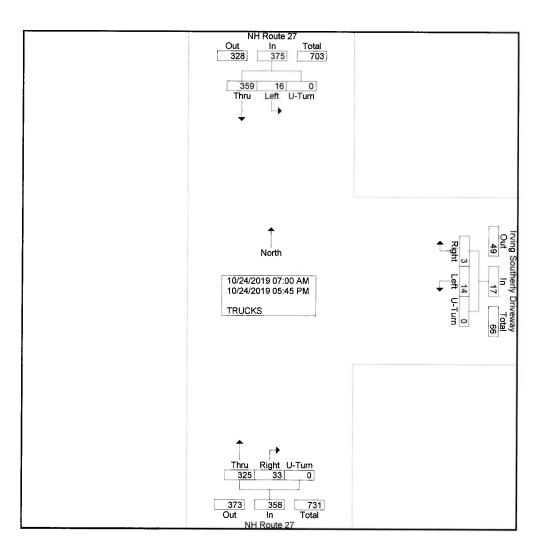
Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A INT C 12 hr

Site Code : 1941A Start Date : 10/24/2019 Page No : 2

Groups Printed-TRUCKS

						I TOOK							
		oute 27	NH R		/ay	erly Drive	ing South	In		oute 27	NH R		
		South	From			n East	Fron			North	From		
Int. Total	App. Total	U-Turn	Thru	Right	App. Total	U-Turn	Left	Right	App. Total	U-Turn	Left	Thru	Start Time
11	6	0	4	2	0	0	0	0	5	0	0	5	05:00 PM
7	2	0	2	0	0	0	0	0	5	0	0	5	05:15 PM
5	3	0	3	0	1	0	1	0	1	0	0	1	05:30 PM
6	3	0	3	0	0	0	0	0	3	0	0	3	05:45 PM
29	14	0	12	2	1	0	1	0	14	0	0	14	Total
750	358	0	325	33	17	0	14	3	375	0	16	359	Grand Total
		0	90.8	9.2	İ	0	82.4	17.6		0	4.3	95.7	Apprch %
	47.7	Ö	43.3	4.4	2.3	0	1.9	0.4	50	0	2.1	47.9	Total %





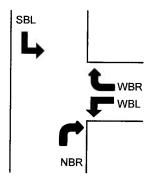
INTERSECTION TURNING MOVEMENT COUNT DATA

Intersection: NH Route 27 / Cronin Road

Location: Exeter, NH

Count Date: Thursday, October 24, 2019

			CA	RS		_		TRU	JCKS				ТО	TAL	
		SBL	WBR	WBL	NBR		SBL	WBR	WBL	NBR		SBL	WBR	WBL	NBR
7:00	7:15	9	41	6	0		0	1	0	0		9	42	6	0
7:15	7:30	8	23	6	0		0	0	1	0		8	23	7	0
7:30	7:45	15	26	7	0		0	2	0	0		15	28	7	0
7:45	8:00	14	26	9	0		0	0	0	0		14	26	9	0
8:00	8:15	10	25	6	0		0	1	0	0	1	10	26	6	0
8:15	8:30	8	23	8	0		1	2	1	0		9	25	9	0
8:30	8:45	6	25	8	2		0	0	0	0	1	6	25	8	2
8:45	9:00	8	16	6	0		0	0	0	0		8	16	6	0
7:00	9:00	78	205	56	2		1	6	2	0		79	211	58	2
7:00	8:00	46	116	28	0		0	3	1	0		46	119	29	0
											_				
3:00	3:15	5	20	4	0		0	0	1	0		5	20	5	0
3:15	3:30	2	25	4	0		0	1	0	0		2	26	4	0
3:30	3:45	7	20	4	0		1	1	0	0		8	21	4	0
3:45	4:00	5	19	3	0		0	0	0	0		5	19	3	0
4:00	4:15	9	18	1	0		1	2	0	0		10	20	1	0
4:15	4:30	12	23	4	0		0	0	0	0		12	23	4	0
4:30	4:45	11	28	3	2		0	0	0	0		11	28	3	2
4:45	5:00	4	28	5	0		0	11	0	0		4	29	5	0
5:00	5:15	5	24	5	0		0	1	0	0		5	25	5	0
5:15	5:30	10	23	2	0		1	1	0	0		11	24	2	0
5:30	5:45	9	26	2	1		0	1	0	0		9	27	2	1
5:45	6:00	10	15	7	0		0	0	0	0		10	15	7	0
3:00	6:00	89	269	44	3		3	8	1	0		92	277	45	3
4:15	5:15	32	103	17	2		0	2	0	0		32	105	17	2

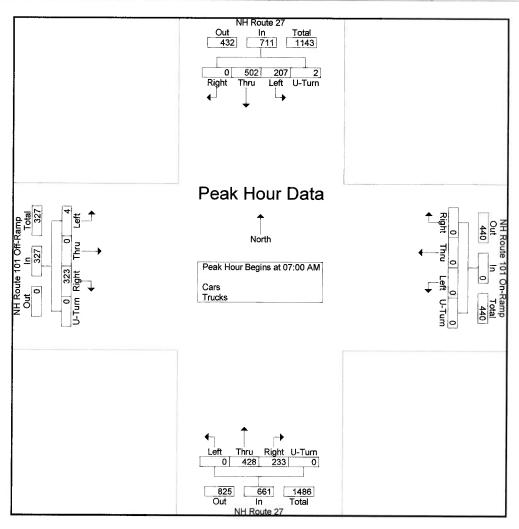


Concord, New Hampshire 03302

File Name : 1941A_INT_B_12_hr_764829_10-24-2019 Site Code : 1941A Start Date : 10/24/2019

Page No : 3

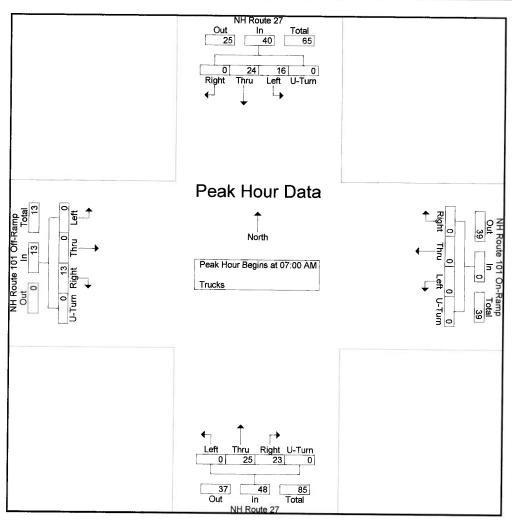
			l Route rom No			N	H Rout F	e 101 rom E		amp			Rout			N	H Rout Fi	e 101 rom W		amp	
Start Time	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour A	nalysis	From	07:00 /	AM to (09:45 AM	VI - Pea	k 1 of	1	-					0.00							
Peak Hour fo	r Entire	Inters	ection	Begins	s at 07:0	00 AM															
07:00 AM	0	94	48	2	144	0	0	0	0	0	47	196	0	0	243	55	0	3	0	58	445
07:15 AM	0	121	59	0	180	0	0	0	0	0	56	94	Ō	ō	150	81	Õ	ō	ñ	81	411
07:30 AM	0	125	66	0	191	0	0	0	0	Ō	64	85	Õ	Ō	149	95	ñ	ñ	ñ	95	435
07:45 AM	0	162	34	0	196	0	ō	Ō	ō	Ō	66	53	ő	Õ	119	92	ő	1	o.	93	408
Total Volume	0	502	207	2	711	0	0	0	0	0	233	428	0	0	661	323	0	4	0	327	1699
% App. Total	0	70.6	29.1	0.3		0	0	ō	0	•	35.2	64.8	0	Ô	•••	98.8	n	1.2	0	021	1000
PHF	.000	.775	.784	.250	.907	.000	.000	.000	.000	.000	.883	.546	.000	.000	.680	.850	.000	.333	.000	.861	.954



Concord, New Hampshire 03302

File Name: 1941A_INT_B_12_hr_764829_10-24-2019 Site Code: 1941A Start Date: 10/24/2019 Page No: 2

_		Fr	Route om No			N	H Rout F	e 101 rom E		amp			Route			N	H Rout Fr	e 101 om W		ımp	
Start Time	Right	Thru	Left	U-Turn		Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	Int. Total	
Peak Hour Ar	nalysis	From (07:00	AM to (09:45 AN	/I - Pea	k 1 of	1							гър. года	····g···	11114	LOIL	O-Tuill	App. Total	Int. Total
Peak Hour fo	r Entire	Inters	ection	Begins	s at 07:0	0 AM															
07:00 AM	0	3	5	ŏ	8	0	0	0	0	0	6	11	Λ	n	17	2	0	0	0	_	27
07:15 AM	0	12	5	0	17	Ô	ñ	ñ	Õ	n	4	5	Ô	ñ	9	5	0	0	0	_	27
07:30 AM	0	5	4	ō	9	ň	ñ	ň	ñ	0	7	8	0	0	15	3	-	0	0	5	31
07:45 AM	ñ	4	2	ñ	6	ň	0	0	0	0	,	0	0	0	15	3	0	0	0	3	27
	_	-	- 40			-	0	Ū	U	U	О	1	U	U	- 1	3	0	0	0	3	16
Total Volume	0	24	16	0	40	0	0	0	0	0	23	25	0	0	48	13	0	0	0	13	101
% App. Total	0	60	40	0		0	0	0	0		47.9	52.1	0	0		100	o o	n	0		101
PHF	.000	.500	.800	.000	.588	.000	.000	.000	.000	.000	.821	.568	.000	.000	.706	.650	.000	.000	.000	.650	.815

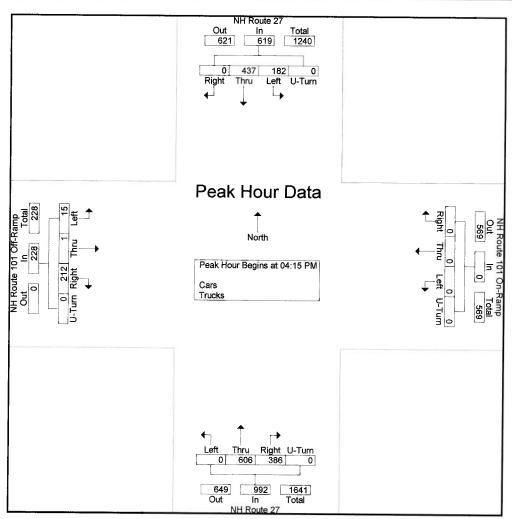


Concord, New Hampshire 03302

File Name : 1941A_INT_B_12_hr_764829_10-24-2019 Site Code : 1941A Start Date : 10/24/2019

Page No : 3

			Rout			N	H Rout F	e 101 rom E		amp			Route om Sc			N	H Rout F	e 101 rom W		amp	
Start Time	Right	Thru	Left	U-Turn		Right		Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Ai	nalysis	From	07:00	AM to (06:45 PM	M - Pea	k 1 of	1						o ruin	ripp: Total	·g		Lon	O-Tuill	App. rotai	IIII. TOTAL
Peak Hour fo																					
04:15 PM	0	112	46	Ō	158	0	0	0	0	0	74	155	0	0	229	49	0	0	0	49	436
04:30 PM	0	116	49	0	165	0	ō	ñ	ō	ŏ	118	166	ŏ	Ô	284	61	0	7	0		
04:45 PM	0	114	41	Õ	155	ŏ	Õ	ő	Õ	Õ	86	117	Ô	0	203	48	0	5	•	68	517
05:00 PM	0	95	46	Ö	141	۸	ŏ	ň	0	0	25/50/25/4075		•	•			U	5	0	53	411
						0		0	U	U	108	168	0	0	276	54	1	3	0	58	475
Total Volume	0	437	182	0	619	0	0	0	0	0	386	606	0	0	992	212	1	15	0	228	1839
% App. Total	0	70.6	29.4	0		0	0	0	0		38.9	61.1	0	0		93	0.4	6.6	0		
PHF	.000	.942	.929	.000	.938	.000	.000	.000	.000	.000	.818	.902	.000	.000	.873	.869	.250	.536	.000	.838	.889



Concord, New Hampshire 03302

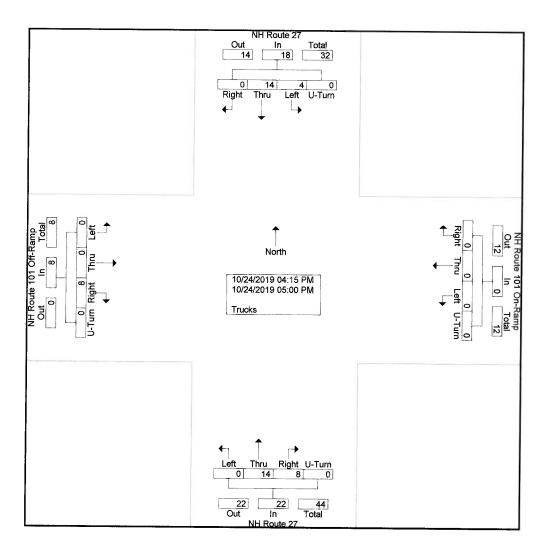
File Name: 1941A_INT_B_12_hr_764829_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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Groups Printed- Trucks

		NH Rot			NH F	Route 10 From		amp		NH Rou From S			NH F	Route 10		amp	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:15 PM	0	2	1	0	0	0	0	0	3	6	0	0	4	0	01	0-14/11	16
04:30 PM	0	3	3	0	0	0	Ō	ō	2	4	Ô	ŏ	1	0	ň	Ô	13
04:45 PM	0	5	0	0	0	0	0	0	1	2	ñ	ñ	,	ñ	ñ	0	10
Total	0	10	4	0	0	0	0	0	6	12	0	0	7	0	0	0	39
05:00 PM	0	4	0	0	0	0	0	0	2	2	n	0	1	0	0	0	
Grand Total	0	14	4	0	0	0	0	0	8	14	ŏ	n n	Ŕ	ñ	ň	0	48
Apprch %	0	77.8	22.2	0	Ō	Õ	ō	ő	36.4	63.6	ñ	0	100	0	0	0	40
Total %	0	29.2	8.3	o	Ö	Ö	ŏ	ŏ	16.7	29.2	Ö	0	16.7	ő	0	0	



Concord, New Hampshire 03302

Weather: Fair Collected By: MV
Job Number: 1941A
Town/State: Exeter, NH File Name : 1941A_INT_B_12_hr_764829_10-24-2019 Site Code : 1941A Start Date : 10/24/2019 Page No : 1

Groups Printed- Cars - Trucks

		NI	1 Rout	e 27		N	H Rou		On-Ra	amp	Cars -		s I Rout	e 27		N	H Rout	te 101	Off-Ra	amp	1
		F	rom No	orth				rom E					rom Sc					rom W			
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App Total	Int. Total
07:00 AM	0	94	48	2	144	0	0	0	0	0	47	196	0	0	243	55	0	3	0	58	445
07:15 AM	0	121	59	0	180	0	0	0	0	0	56	94	0	0	150	81	0	0	0	81	411
07:30 AM	0	125	66	0	191	0	0	0	0	0	64	85	0	0	149	95	0	0	0	95	435
07:45 AM Total	0	162 502	34 207	0	196	0	0	0	0	0	66	53	0	0	119	92	0	1	0	93	408
iotai	U	502	207	2	711	U	U	U	0	0	233	428	0	0	661	323	0	4	0	327	1699
MA 00:80	0	130	38	0	168	0	0	0	0	0	65	65	0	0	130	71	0	1	0	72	370
08:15 AM	0	116	38	0	154	0	0	0	ō	ō	67	70	ŏ	ŏ	137	58	ŏ	1	Ö	59	350
08:30 AM	0	73	33	0	106	0	0	0	0	0	61	66	0	Ō	127	61	ō	4	ŏ	65	298
08:45 AM	0	97	36	0	133	0	0	0	0	0	54	60	0	0	114	50	0	3	Ö	53	300
Total	0	416	145	0	561	0	0	0	0	0	247	261	0	0	508	240	0	9	0	249	1318
09:00 AM	0	72	23	0	95	0	0	0	0	0	39	51	0	0	90	44	0	2	^	47	000
09:15 AM	ő	70	32	Ö	102	Ö	ő	ŏ	ő	0	53	73	0	0	126	44	0	3 1	0	47 45	232 273
09:30 AM	ō	86	27	ŏ	113	ő	ŏ	ő	Ö	0	49	57	Ö	Ö	106	38	Ö	2	0	40	259
09:45 AM	Ō	63	29	ŏ	92	ő	ŏ	ő	ŏ	ő	45	55	Ö	Ö	100	33	0	1	Ö	34	226
Total	0	291	111	0	402	0	0	0	0	0	186	236	0	0	422	159	0	7	0	166	990
40.00.414				_												11 50500000			-		
10:00 AM	0	68	30	0	98	0	0	0	0	0	36	45	0	0	81	29	0	2	0	31	210
10:15 AM	0	54	17	0	71	0	0	0	0	0	43	46	0	0	89	44	0	1	0	45	205
10:30 AM 10:45 AM	0	70 57	25	0	95	0	0	0	0	0	45	58	0	1	104	36	0	1	0	37	236
Total	0	249	16 88	0	73 337	0	0	0	0	0	40 164	57 206	0	0	97	27	0	0	0	27	197
Total	Ū	240	00	U	337	U	U	U	U	U	104	200	U	1	371	136	0	4	0	140	848
11:00 AM	0	65	24	0	89	0	0	0	0	0	32	60	0	0	92	27	0	5	0	32	213
11:15 AM	0	108	54	0	162	0	0	0	0	0	45	66	0	0	111	30	0	0	0	30	303
11:30 AM	0	73	36	0	109	0	0	0	0	0	47	53	0	0	100	28	0	1	0	29	238
11:45 AM	0	87	16	0	103	0	0	0	0	0	47	55	0	0	102	33	0	6	0	39	244
Total	0	333	130	0	463	0	0	0	0	0	171	234	0	0	405	118	0	12	0	130	998
12:00 PM	0	80	29	0	109	0	1	0	0	1	68	57	0	0	125	44	0	4	0	48	283
12:15 PM	0	85	40	Ö	125	Ŏ	Ò	Ŏ	ō	Ö	48	61	Ö	ő	109	28	Ö	1	ő	29	263
12:30 PM	0	84	24	0	108	0	0	Ō	ō	0	62	71	ŏ	Ŏ	133	40	ŏ	1	ő	41	282
12:45 PM	0	86	28	1	115	0	0	0	0	0	43	58	Ŏ	ō	101	58	ŏ	1	ő	59	275
Total	0	335	121	1	457	0	1	0	0	1	221	247	0	0	468	170	0	7	0	177	1103
01:00 PM	0	69	22	0	91	0	0	0	0	0	50	70	0	0	120	20	4	2	^	44	050
01:15 PM	ő	78	17	0	95	0	0	0	0	0	43	37	0	0	120 80	38 28	1 0	2	0	41	252
01:30 PM	ő	72	15	1	88	ő	ŏ	ő	0	0	51	61	0	0	112	∠o 43	0	7	0	28 50	203
01:45 PM	ŏ	78	28	Ö	106	ő	Õ	Ö	0	0	65	78	0	Ö	143	41	0	1	0	42	250 291
Total	0	297	82	1	380	0	0	0	0	Ö	209	246	0	0	455	150	1	10	0	161	996
00.00 DM	_		ŭ.,			9 _		_		-03											
02:00 PM	0	85	31	0	116	0	0	0	0	0	46	102	0	0	148	27	1	1	0	29	293
02:15 PM 02:30 PM	0	73 132	30 99	0	103 231	0	0	0	0	0	54	129	0	0	183	33	2	2	0	37	323
02:30 PM	0	113	99 97	0	210	0	0	0	0	0	53	83 76	0	0	136	48	0	3	0	51	418
Total	0	403	257	0	660	0	0	0	0	0	60 213	76 390	0	0	136 603	35 143	3	10	0	39 156	385 1419
						-	-	-	•	~ (1			•	J	500	. 10	J	10	U	130	1713
03:00 PM	0	76	43	0	119	0	0	0	0	0	73	117	0	0	190	40	0	3	0	43	352
03:15 PM 03:30 PM	0	85	34	0	119	0	0	0	0	0	67	94	0	1	162	43	0	2	0	45	326
03:30 PM 03:45 PM	0	90 12 4	42 38	0	132	0	0	0	0	0	82 67	163	0	1	246	62	0	2	0	64	442
Total	0	375	157	0	162 532	0	0	0	0	0	67 289	111	0	0	178	58	0	6	0	64	404
i Viai	U	5/5	131	U	J32	U	U	U	U	υļ	209	485	U	2	776	203	0	13	0	216	1524
04:00 PM	0	101	30	2	133	0	0	0	0	0	92	176	0	0	268	44	0	3	0	47	448
04:15 PM	0	112	46	0	158	0	0	0	0	0	74	155	0	0	229	49	0	Ö	0	49	436
04:30 PM	0	116	49	0	165	0	0	0	0	0	118	166	0	0	284	61	0	7	0	68	517
04:45 PM	0	114	41	0	155	0	0	0	0	0	86	117	0	0	203	48	0	5	0	53	411
Total	0	443	166	2	611	0	0	0	0	0	370	614	0	0	984	202	0	15	0	217	1812
05:00 PM	0	95	46	0	141	0	0	0	0	0	108	168	0	0	276	54	1	3	0	58	475
										- 1								-	-		

Stephen G. Pernaw & Company, Inc.

Groups Printed- Cars - Trucks

P.O. Box 1721 Concord, New Hampshire 03302

File Name : 1941A_INT_B_12_hr_764829_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 2

			H Rout			N	H Rout F	e 101 rom E		mp			Route om So			N		e 101 rom W	Off-Ra	amp	1
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left			
05:15 PM	0	121	44	0	165	0	0	0	0	0	96	101	0	0	197	51	0	7	U-Turn	App. Total	
05:30 PM	0	91	30	Ō	121	ň	ň	ñ	Õ	Õ	68	97	0	0	165				0	58	420
05:45 PM	ñ	95	38	ŏ	133	ň	ň	0	0	0	60		0	Ū		58	0	/	Ü	65	351
Total	0	402	158	0		0		0		0		94	0	U	154	71	0	6	0	77	364
Total	U	402	100	U	560	0	0	U	0	0	332	460	0	0	792	234	1	23	0	258	1610
06:00 PM	0	101	36	0	137	0	0	0	0	0	63	80	0	0	143	49	0	3	0	52	332
06:15 PM	0	80	26	0	106	0	0	Ô	Ō	Ō	58	82	ñ	ñ	140	52	ő	5	0	57	
06:30 PM	0	79	18	0	97	0	Ō	Ō	Ď	Õ	51	99	ñ	ñ	150	31	0	0	0	31	303
06:45 PM	0	59	15	0	74	ñ	ñ	Õ	ñ	ñ	52	83	ň	0	135	45	0	4	0		278
Total	0	319	95	0	414	0	0	0	0	0	224		- 0	0				4		49	258
· otar	·	010	33	J	714	U	U	U	U	U	224	344	0	0	568	177	0	12	0	189	1171
Grand Total	0	4365	1717	6	6088	0	1	0	0	1	2859	4151	0	3	7013	2255	5	126	0	2386	15488
Apprch %	0	71.7	28.2	0.1		0	100	0	0		40.8	59.2	ñ	ñ	. 310	94.5	0.2	5.3	0	2300	15400
Total 0/	_	00.0	44.4						•		.0.0	00.Z	v	U		34.5	0.2	J.J	U		

18.5

93.8

1 2682

0 177

100

26.8

3950

95.2

201

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0 100

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3

0

45.3

6635

94.6

378

14.6

2137

94.8

118

0.8

5 124

0

98.4

2

100

15.4

2266

95

5

120

14609

94.3

879

5.7

0

0

0

0

0

Total %

% Cars

Trucks

% Trucks

Cars

0 28.2

0 4092

0 93.7

0

273

0

5

83.3

39.3

5707

93.7

381

0

0

0 100

0

0

1

0

0

0

0

0

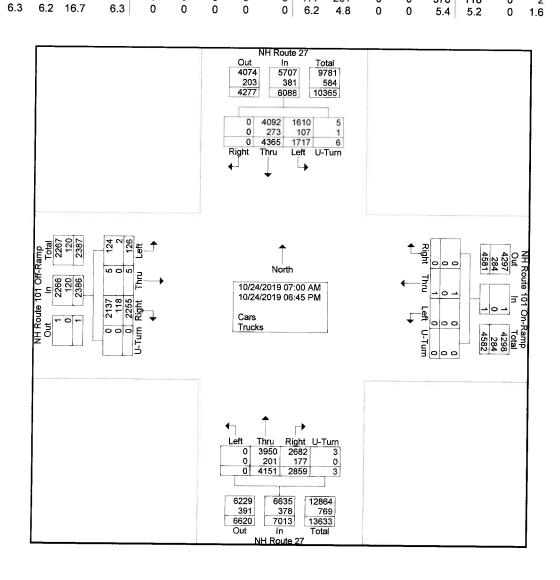
0

11.1

1610

93.8

107



Concord, New Hampshire 03302

Start Date : 10/24/2019
Page No : 1

Groups Printed- Trucks

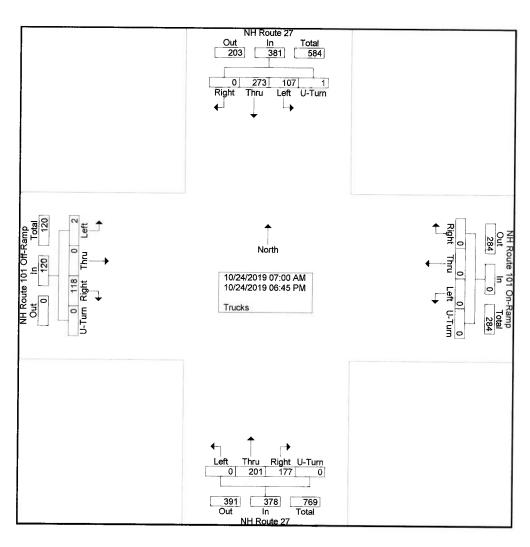
	T	NH Ro	to 27		NILI E	Pouto 101	Group	s Printe	d- Trucks		. 07						
		From I			NH	oute 101 From E		amp		NH Rou From S			NH F	Route 10 From V		amp	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru		J-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	3	5	0	0	0	0	0	6	11	0	0	2	0	0	0	27
07:15 AM	0	12	5	0	0	0	0	0	4	5	0	0	5	0	0	0	31
07:30 AM	0	5	4	0	0	0	0	0	7	8	0	0	3	0	0	0	27
07:45 AM Total	0	<u>4</u> 24	2 16	0	0	0	0	0	6	1	0	0	3	0	0	0	16
Total	, 0	24	10	0	U	0	0	0	23	25	0	0	13	0	0	0	101
08:00 AM	0	4	3	0	0	0	0	0	2	4	0	0	3	0	0	•	10
08:15 AM	0	3	1	ō	ŏ	ŏ	ŏ	ő	2	3	0	0	2	0	0	0	16 11
08:30 AM	0	3	2	0	0	0	0	ŏ	4	5	ŏ	ŏ	3	0	1	0	18
08:45 AM	0	12	2	0	0	0	0	0	7	2	0	0	3	Ö	1	Ö	27
Total	0	22	8	0	0	0	0	0	15	14	0	0	11	0	2	0	72
09:00 AM	0	9	3	0	0	0	0	0	2	2	0	0		•	^	•	
09:15 AM	ő	7	1	ő	ő	0	Ö	ő	7	9	0	0	4 6	0	0	0	20
09:30 AM	0	9	1	ō	Ö	ő	ŏ	ŏ	5	4	Ö	0	3	0	0	0	30 22
09:45 AM	0	5	3	0	0	0	Ō	ō	3	1	ŏ	ő	1	Ö	0	0	13
Total	0	30	8	0	0	0	0	0	17	16	0	0	14	0	0	ō	85
10:00 AM	0	4	4	0	0	0	٥	0	•	•	•	•	_	_	_	- 1	
10:15 AM	0	6	3	0	0	0	0	0	3 1	2 3	0 0	0	2	0	0	0	15
10:30 AM	ő	6	1	ő	0	Ö	0	0	7	3 1	0	0	2 2	0	0	0	15
10:45 AM	0	6	2	ō	Ŏ	ŏ	ŏ	ŏ	6	8	0	0	2	0	0	0	17 24
Total	0	22	10	0	0	0	0	ō	17	14	ö	ō	8	0	0	0	71
11:00 AM	0	9	2	0	0	0	0	0	4	•	•	•	_	_	_	- 1	==
11:15 AM	ő	8	5	0	0	0	0	0	1 7	8 8	0	0	5 4	0	0	0	25
11:30 AM	ŏ	7	4	ŏ	Ö	Ö	Ö	ő	4	4	0	0	4 1	0 0	0 0	0	32
11:45 AM	0	7	2	ő	Ö	ŏ	ő	ő	2	7	Ö	0	1	0	0	0	20 19
Total	0	31	13	0	0	Ō	0	0	14	27	0	0	11	0	0	0	96
40.00 514	_	_										'		_	_	• 1	•
12:00 PM 12:15 PM	0	7	4	0	0	0	0	0	1	1	0	0	4	0	0	0	17
12:15 PM	0	10 5	5 2	0	0	0	0	0	7	5	0	0	3	0	0	0	30
12:45 PM	0	5 6	3	0	0 0	0	0	0	4	6	0	0	3	0	0	0	20
Total	0	28	14	1	0	0	0	0	3 15	3 15	0	0	6 16	0	0	0	22 89
1	14			• 1	Ū	ŭ	J	0	10	10	U	U	10	U	U	U	69
01:00 PM	0	7	0	0	0	0	0	0	0	3	0	0	2	0	0	0	12
01:15 PM	0	6	5	0	0	0	0	0	5	4	0	0	2	0	0	0	22
01:30 PM 01:45 PM	0 0	5	4	0	0	0	0	0	6	2	0	0	3	0	0	0	20
Total	0	21	2 11	0	0	0	0	0	21 32	9	0	0	3	0	0	0	38
Total	Ū	21	• • •	O	U	U	U	O I	32	18	0	0	10	0	0	0	92
02:00 PM	0	5	2	0	0	0	0	0	3	18	0	0	2	0	0	0	30
02:15 PM	0	6	4	0	0	0	0	0	2	6	0	0	1	0	Ō	0	19
02:30 PM	0	11	6	0	0	0	0	0	0	1	0	0	2	0	0	0	20
02:45 PM Total	0	8 30	2 14	0	0	0	0	0	4	5	0	0	2	0	0	0	21
i Otai	U	30	14	0	0	0	0	0	9	30	0	0	7	0	0	0	90
03:00 PM	0	6	3	0	0	0	0	0	3	2	0	0	3	0	0	0	17
03:15 PM	0	4	0	0	0	0	0	0	4	1	0	0	2	ō	Ö	ŏ	11
03:30 PM	0	4	1	0	0	0	0	0	4	5	0	0	5	0	0	0	19
03:45 PM	0	14 28	0	0	0	0	0	0	5	4	0	0	1	0	0	0	24
Total	U	28	4	0	0	0	0	0	16	12	0	0	11	0	0	0	71
04:00 PM	0	8	4	0	0	0	0	0	3	4	0	0	1	0	0	0	20
04:15 PM	0	2	1	0	0	0	0	0	3	6	0	0	4	0	ō	ō	16
04:30 PM	0	3	3	0	0	0	0	0	2	4	0	0	1	0	0	0	13
04:45 PM Total	0	5 18	0 8	0	0	0	0	0	1	2	0	0	2	0	0	0	10
iolai	U	10	0	U	0	0	0	0	9	16	0	0	8	0	0	0	59
05:00 PM	0	4	0	0	0	0	0	0	2	2	0	0	1	0	0	0	9
05:15 PM	0	3	0	0	0	0	0	0	1	1	Ö	ŏ	1	ŏ	Ö	ŏ	6
05:30 PM	0	1	0	0	0	0	0	0	1	3	0	0	0	0	Ō	0	5

Concord, New Hampshire 03302

File Name: 1941A_INT_B_12_hr_764829_10-24-2019

Site Code : 1941A Start Date : 10/24/2019
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							Group	os Printe	d- Truck:	S							
		NH Rot	ıte 27		NH F	Route 10	1 On-R	amp		NH Rou	ute 27		NH F	Route 101	Off-R	amp	İ
		From N	orth			From	East			From S	South			From V			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:45 PM	0	1	0	0	0	0	0	0	1	2	0	0	2	0	0	0 10	6
Total	0	9	0	0	0	0	0	0	5	8	0	0	4	0	0	Ö	26
06:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	3	0	0	0	6
06:15 PM	0	3	0	0	0	0	0	0	2	1	0	0	1	Ō	Ō	ñ	7
06:30 PM	0	5	0	0	0	0	0	0	1	3	Ō	0	1	Ô	Õ	o l	10
06:45 PM	0	0	0	0	0	0	0	0	2	2	Ó	ō	Ó	Õ	Õ	ő	4
Total	0	10	1	0	0	0	0	0	5	6	0	0	5	0	Ö	0	27
Grand Total	0	273	107	1	0	0	0	0	177	201	0	0	118	0	2	0	879
Apprch %	0	71.7	28.1	0.3	0	0	0	0	46.8	53.2	0	0	98.3	0	1.7	0	
Total %	0	31.1	12.2	0.1	0	0	0	0	20.1	22.9	0	0	13.4	Ō	0.2	ō	



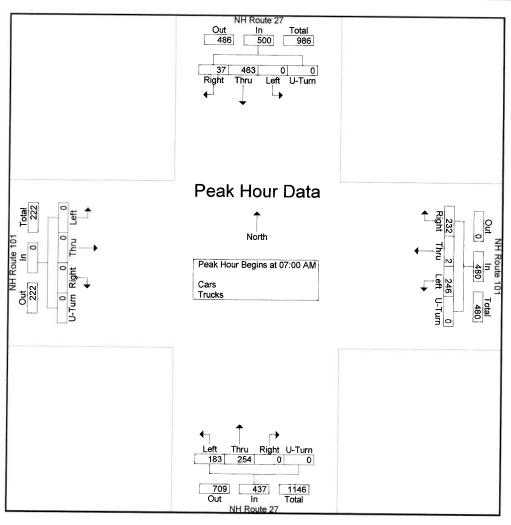
Concord, New Hampshire 03302

File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

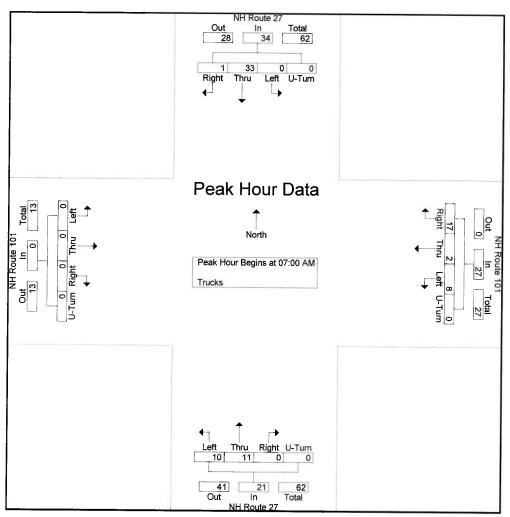
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			Rout om No	C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1				Route rom E					Route om So					Route om W	100		
Start Time	Right	Thru	Left	U-Turn		Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	1021	Int Tate
Peak Hour Ar	nalysis	From	07:00	AM to (07:45 AN	1 - Pea	k 1 of	1						O rum	App Total	rugin	ima	LOIL	O-Turn	App Total	Int. Tota
Peak Hour for	r Entire	Inters	ection	Begins	s at 07:0	O AM															
07:00 AM	9	90	0	0	99	110	1	52	0	163	0	151	48	0	199	0	٥	0	^	•	
07:15 AM	7	119	0	Ō	126	77	1	59	0	137	n	54	47	0	101	0	0	0	0	0	461
07:30 AM	7	143	Õ	ŏ	150	18	Ó	50	ñ	68	0	33	50	0		•	0	Ü	0	0	364
07:45 AM	14	111	ő	ő	125	27	0		0		0			U	83	0	0	0	0	0	301
								85	0	112	0	16	38	0	54	0	0	0	0	0	291
Total Volume	37	463	0	0	500	232	2	246	0	480	0	254	183	0	437	0	0	0	0	0	1417
% App. Total	7.4	92.6	0	0		48.3	0.4	51.2	0	Section.)	0	58.1	41.9	0		0	0	0	0	J	1717
PHF	.661	.809	.000	.000	.833	.527	.500	.724	.000	.736	.000	421	.915	.000	.549	.000	.000	.000	.000	.000	.768



File Name : 1941A_INT_A__12_hr_764825_10-24-2019 Site Code : 1941A Start Date : 10/24/2019 Page No : 2

			Rout					Route rom E	-				Rout					Route			
Start Time			Left		App Total			Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour A	nalysis	From	07:00	AM to	11:45 AN	M - Pea	k 1 of	1						0 14111	7 pp. Total				O- Fulls	App. rotal	III. TOtal
Peak Hour fo	r Entire	Inters	ection	Begins	s at 07:0	MA 0															
07:00 AM	0	8	0	ŏ	8	3	1	0	0	4	0	8	1	n	9	0	٥	0	0	0	21
07:15 AM	1	13	0	0	14	5	1	4	Õ	10	ñ	1	À	ň	5	0	0	0	0	0	
07:30 AM	0	9	Ō	ō	9	2	Ò	1	ő	3	n	2	3	ñ	5	0	0	0	0	0	29
07:45 AM	0	3	ō	ō	3	7	ñ	3	ñ	10	ñ	Õ	2	0	3	0	0	0	0	0	17
Total Volume	1	33	0	0	34	17	2	8	0	27	ň	11	10	0	21		- 0	- 0			15
% App. Total	2.9	97.1	ō	ō	•	63	7.4	29.6	0	21	0	52.4	47.6	0	21	0	0	0	0	U	82
PHF	.250	.635	.000	.000	.607	.607	500	.500	.000	.675	.000			000	593		000		000	000	.707
PHF	.250	.035	.000	.000	.607	.607	.500	.500	.000	.675	.000	.344	.625	.000	.583	.000	.000	.000	.000	.000	

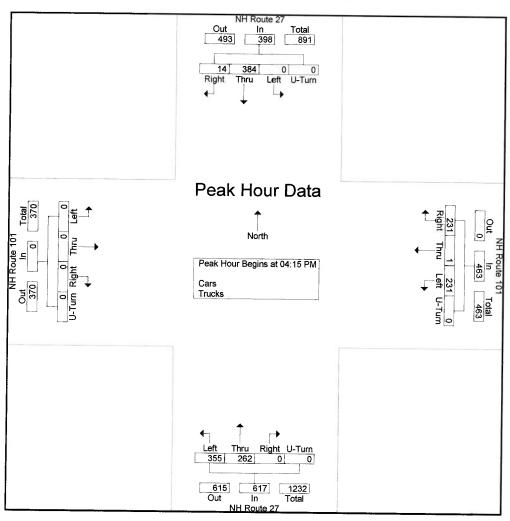


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File Name : 1941A_INT_A__12_hr_764825_10-24-2019 Site Code : 1941A Start Date : 10/24/2019

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Ota d Time		Fi	Route om No				F	Route rom E	ast				i Rout					Route rom W			
Start Time	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App Total	Right	Thru	Left	U-Tum		les Tete
Peak Hour Ar	nalysis	From	04:15 I	PM to (05:00 PN	/I - Pea	k 1 of	1				-		o rum	App. Total	9	11110	LOIL	O-Tum	App Total	Int. Tota
Peak Hour for	r Entire	Inters	ection	Begins	s at 04:1	5 PM															
04:15 PM	2	107	0	Ĭ0	109	68	0	49	0	117	n	63	94	0	157	0	^	_	^	_	
04:30 PM	4	101	0	0	105	44	ő	61	ő	105	ň	80	93	0	173	0	0	0	0	Ü	383
04:45 PM	2	83	Ō	ñ	85	65	Õ	73	Ö	138	0	50	74			0	0	0	Ü	0	383
05:00 PM	6	93	ň	Ö	99	54	4	48	-		0			0	124	0	0	0	0	0	347
Total Volume	14	384		- 0					0	103	U	69	94	0	163	0	0	0	0	0	365
			0	U	398	231	1	231	0	463	0	262	355	0	617	0	0	0	0	0	1478
% App. Total	3.5	96.5	0	0		49.9	0.2	49.9	0		0	42.5	57.5	0		n	n	ň	n	J	1770
PHF	.583	.897	.000	.000	.913	.849	.250	.791	.000	.839	.000	.819	.944	.000	.892	.000	.000	.000	.000	.000	.965

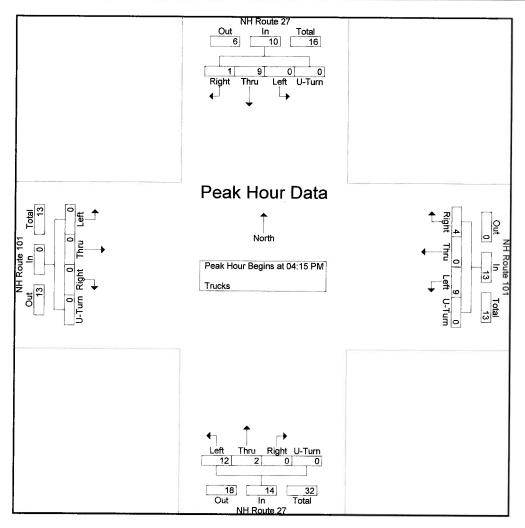


File Name: 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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			I Route rom No					Route rom E					Rout					Route rom W			
Start Time	Right	Thru	Left	U-Tum				Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
Peak Hour Ai	nalysis	From	04:15	PM to (05:00 PM	И - Pea	k 1 of	1						- 10///	Total		11114		O-Tuill	дрр. тогаг	int. Total
Peak Hour fo	r Entire	Inters	ection	Begins	s at 04:1	5 PM															
04:15 PM	0	2	0	Ŏ	2	2	0	0	0	2	0	1	5	Λ	6	0	Λ	٥	0	0	10
04:30 PM	0	5	0	0	5	1	Ō	2	ŏ	3	ñ	· 1	4	ñ	5	0	ň	0	0	0	13
04:45 PM	0	1	0	Õ	1	1	Õ	3	Õ	4	n	'n	2	n	2	ñ	0	0	0	0	7
05:00 PM	1	1	Ō	ō	2	0	0	4	ñ	4	ő	ñ	1	ñ	1	ň	0	0	0	0	7
Total Volume	1	9	0	0	10	4	0	9	0	13	n	2	12		14	0	0	0	0	0	37
% App. Total	10	90	ō	ō		30.8	0	69.2	Õ	.0	n	14.3	85.7	0	1-7	0	n	0	0	U	37
PHF	.250	.450	.000	.000	.500	.500	.000	.563	.000	.813	.000	.500	.600	.000	.583	.000	.000	.000	.000	.000	.712



Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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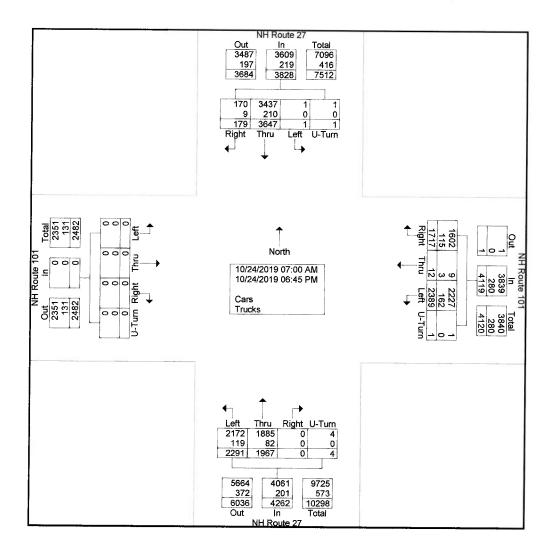
	-					,				Printed-	Cars -										
			Route					Route					1 Route					Route			
Ctt T:			rom No	-				rom Ea					om So					rom We	est		
Start Time	Right			U-Tum	App. Total	Right	Thru	-	U-Turn	App. Total	Right	Thru	Left		App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	9	90	0	0	99	110	1	52	0	163	0	151	48	0	199	0	0	0	0	0	461 - M
07:15 AM	7	119	0	0	126	77	1	59	0	137	0	54	47	0	101	0	0	0	0	0	364
07:30 AM	7	143	0	0	150	18	0	50	0	68	0	33	50	0	83	0	0	0	0	0	301
07:45 AM	14	111	0	0	125	27	0	85	0	112	0	16	38	0	54	0	0	0	0	0	291
Total	37	463	0	0	500	232	2	246	0	480	0	254	183	0	437	0	0	0	0	0	1417
08:00 AM	4	93	0	0	97	23	1	71	0	95	0	25	38	0	63	0	0	0	0	0	255
08:15 AM	5	86	0	0	91	21	0	68	0	89	0	27	44	0	71	0	0	0	0	0	251
08:30 AM	4	57	0	0	61	28	0	47	0	75	0	30	39	0	69	0	0	0	0	0	205
08:45 AM	6	72	0	0	78	24	0	60	0	84	0	26	41	0	67	0	0	0	0	0	229
Total	19	308	0	0	327	96	1	246	0	343	0	108	162	0	270	0	0	0	0	0	940
09:00 AM	5	57	0	0	62	23	0	41	0	64	0	25	29	0	54	0	0	0	0	0	180
09:15 AM	3	60	0	0	63	15	0	39	0	54	0	40	34	0	74	0	0	0	0	0	191
09:30 AM	4	76	0	0	80	19	0	37	0	56	0	25	34	0	59	0	0	0	0	0	195
09:45 AM	2	53	0	0	55	18	0	40	0	58	0	23	31	0	54	0	0	0	0	0	167
Total	14	246	0	0	260	75	0	157	0	232	0	113	128	0	241	0	0	0	0	0	733
10:00 AM	4	49	0	0	53	18	0	42	0	60	0	23	26	0	49	0	0	0	0	0	162
10:15 AM	5	41	0	0	46	14	0	30	0	44	0	25	23	0	48	0	Ö	ō	Ŏ	ŏ	138
10:30 AM	2	47	0	0	49	18	0	48	0	66	0	21	38	0	59	0	0	0	0	0	174
10:45 AM	4	35	0	0	39	11	0	39	0	50	0	20	33	0	53	0	0	0	0	0	142
Total	15	172	0	0	187	61	0	159	0	220	0	89	120	0	209	0	0	0	0	0	616
11:00 AM	1	43	0	0	44	15	0	42	0	57	0	33	30	0	63	0	0	0	0	0	164
11:15 AM	2	121	0	0	123	21	0	35	0	56	0	30	39	0	69	0	0	0	ō	0	248
11:30 AM	0	69	0	1	70	21	0	41	0	62	0	23	25	0	48	0	0	0	Ō	ō	180
11:45 AM	4	64	0	0	68	22	0	43	1	66	0	28	33	0	61	0	0	0	0	0	195
Total	7	297	0	1	305	79	0	161	1	241	0	114	127	0	241	0	0	0	0	0	787
12:00 PM	3	51	0	0	54	30	0	53	0	83	0	31	34	0	65	0	0	0	0	0	202
12:15 PM	2	73	0	0	75	18	0	48	0	66	0	26	39	1	66	0	0	0	0	0	207
12:30 PM	3	50	0	0	53	39	0	52	0	91	0	33	35	0	68	0	0	0	0	0	212
12:45 PM	2	58	0	0	60	20	0	54	0	74	0	24	32	0	56	0	0	0	0	0	190
Total	10	232	0	0	242	107	0	207	0	314	0	114	140	1	255	0	0	0	0	0	811
01:00 PM	2	46	0	0	48	16	0	43	0	59	0	26	49	0	75	0	0	0	0	0	182
01:15 PM	3	55	0	0	58	19	0	39	0	58	0	15	19	0	34	0	0	0	0	0	150
01:30 PM	4	38	0	0	42	30	0	49	0	79	0	30	42	0	72	0	0	0	0	0	193
01:45 PM	2	63	0	0	65	31	2	46	0	79	0	36	38	0	74	0	0	0	0	0	218
Total	11	202	0	0	213	96	2	177	0	275	0	107	148	0	255	0	0	0	0	0	743
02:00 PM	3	64	0	0	67	33	1	49	0	83	0	62	44	0	106	0	0	0	0	0	256
02:15 PM	1	65	1	0	67	32	0	37	0	69	0	51	73	0	124	0	0	0	Ö	ō	260
02:30 PM	4	199	0	0	203	39	1	40	0	80	0	40	52	0	92	0	0	0	0	0	375 —
02:45 PM	1	163	0	0	164	37	0	37	0	74	0	40	45	0	85	0	0	0	0	0	323
Total	9	491	1	0	501	141	2	163	0	306	0	193	214	0	407	0	0	0	0	0	1214
03:00 PM	5	76	0	0	81	57	3	44	0	104	0	49	63	0	112	0	0	0	0	0	297
03:15 PM	4	64	0	0	68	59	0	54	0	113	0	46	55	0	101	0	0	0	0	0	282
03:30 PM	3	83	0	0	86	51	0	51	0	102	0	54	111	0	165	0	0	0	0	0	353
03:45 PM	3	91	0	0	94	45	0	70	0	115	0	57	61	0	118	0	0	0	0	0	327
Total	15	314	0	0	329	212	3	219	0	434	0	206	290	0	496	0	0	0	0	0	1259
04:00 PM	6	68	0	0	74	57	1	62	0	120	0	73	102	0	175	0	0	0	0	0	369
04:15 PM	2	107	0	0	109	68	0	49	0	117	0	63	94	0	157	0	0	Ō	Ō	ō	383
04:30 PM	4	101	0	0	105	44	0	61	0	105	0	80	93	0	173	0	0	0	0	0	383
04:45 PM	2	83	0	0	85	65	0	73	0	138	0	50	74	0	124	0	0	0	Ō	0	347
Total	14	359	0	0	373	234	1	245	0	480	0	266	363	0	629	0	0	0	0	0	1482
05:00 PM	6	93	0	0	99	54	1	48	0	103	0	69	94	0	163	0	0	0	0	0	365

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File Name: 1941A_INT_A__12_hr_764825_10-24-2019 Site Code: 1941A Start Date: 10/24/2019

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								G	roups l	Printed-	Cars -	Truck	s								
			Route					Route				N	I Rout	e 27			NH	Route	101		1
			om No	orth			F	rom E	ast			F	rom So	outh			F	rom W	est		
Start Time	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App Total	Int. Tota
05:15 PM	4	99	0	0	103	72	0	65	0	137	0	56	52	0	108	0	0	0	0	0	348
05:30 PM	3	71	0	0	74	51	0	56	0	107	0	46	48	1	95	0	Ō	Õ	ō	ñ	276
05:45 PM	7	74	0	0	81	64	0	56	0	120	0	53	43	Ó	96	ŏ	ŏ	Ö	Ö	ő	297
Total	20	337	0	0	357	241	1	225	0	467	0	224	237	1	462	0	0	Ō	0	0	1286
06:00 PM	4	85	0	0	89	39	0	53	0	92	0	44	45	1	90	0	0	0	0	0	271
06:15 PM	1	53	0	0	54	40	0	47	0	87	0	40	48	ò	88	ő	ŏ	ŏ	ñ	Ö	229
06:30 PM	1	48	0	0	49	40	0	49	0	89	0	52	45	1	98	ō	ŏ	Ö	ñ	ñ	236
06:45 PM	2	40	0	0	42	24	0	35	0	59	0	43	41	0	84	Ö	Ö	ŏ	ñ	ő	185
Total	8	226	0	0	234	143	0	184	0	327	0	179	179	2	360	0	0	0	0	0	921
Grand Total	179	3647	1	1	3828	1717	12	2389	1	4119	0	1967	2291	4	4262	0	0	0	0	0	12209
Apprch %	4.7	95.3	0	0		41.7	0.3	58	0		0	46.2	53.8	0.1		ő	ñ	ñ	ő	U	12203
Total %	1.5	29.9	0	0	31.4	14.1	0.1	19.6	ō	33.7	Ō	16.1	18.8	0	34.9	ŏ	Ö	ñ	Ö	٥	
Cars	170	3437	1	1	3609	1602	9	2227	1	3839	0	1885	2172	4	4061	0	0	0	0	0	11509
% Cars	95	94.2	100	100	94.3	93.3	75	93.2	100	93.2	Õ	95.8	94.8	100	95.3	0	0	0	0	Ö	94.3
Trucks	9	210	0	0	219	115	3	162	0	280	0	82	119	0	201	0	0	0	0	0	700
% Trucks	5	5.8	Ō	0	5.7	6.7	25	6.8	Ö	6.8	ő	4.2	5.2	0	4.7	Ö	0	0	0	0	5.7



Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019
Page No : 1

Groups Printed- Trucks

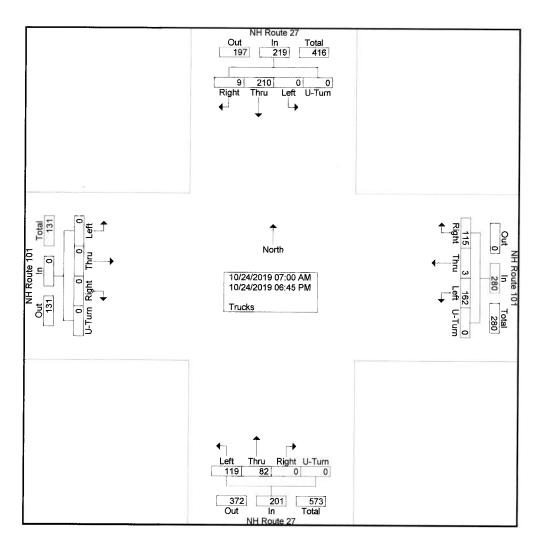
	NH Route 27					NH Route 101 NH Route 27 NH Route 101															
O			om No					rom E	ast			Fr	om Sc	outh				om W	est		
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right		Left		pp. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
07:00 AM 07:15 AM	0	8	0	0	8	3	1	0	0	4	0	8	1	0	9	0	0	0	0	0	21
07:15 AM	0	13 9	0	0	14 9	5	1	4	0	10	0	1	4	0	5	0	0	0	0	0	29
07:45 AM	0	3	0	0	3	2 7	0	1	0	3	0	2	3	0	5	0	0	0	0	0	17
Total	1	33	0	0	34	17	0	3 8	0	10 27	0	0 11	2	0	2	0	0	0	0	0	15
Total		33	U	U	J-4	17	2	0	U	21	U	1.1	10	0	21	0	0	0	0	0	82
08:00 AM	0	5	0	0	5	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	10
08:15 AM	0	1	Ó	Ō	1	o	ō	4	Ö	4	ő	1	2	Ö	3	Ö	0	0	0	0	8
08:30 AM	0	3	0	0	3	3	0	2	0	5	Ö	4	3	Ö	7	ŏ	Ö	ő	ő	Ö	15
08:45 AM	0	4	0	0	4	2	0	11	0	13	0	2	1	Ö	3	ŏ	ŏ	ŏ	Ö	Ö	20
Total	0	13	0	0	13	6	0	17	0	23	0	10	7	0	17	0	0	0	0	0	53
00.00 444		40	_	•	40		_		_												
09:00 AM 09:15 AM	0	10 5	0	0	10	3	0	1	0	4	0	2	1	0	3	0	0	0	0	0	17
09:30 AM	1	6	0	0	5 7	5 3	0	2	0	7	0	4	3	0	7	0	0	0	0	0	19
09:45 AM	0	2	Ö	0	2	1	0	3 3	0	6 4	0	2	3	0	5	0	0	0	0	0	18
Total	1	23	0	0	24	12	0	9	0	21	0	0	8	0	1 16	0	0	0	0	0	7
. 5.41		0	J	J	27	12	U	9	U	21	U	0	0	J	10	U	U	0	0	0	61
10:00 AM	0	5	0	0	5	3	0	3	0	6	0	0	2	0	2	0	0	0	0	0	13
10:15 AM	0	6	0	0	6	2	0	3	0	5	Ō	2	2	Ŏ	4	ŏ	ŏ	Ö	ŏ	ő	15
10:30 AM	0	1	0	0	1	7	0	6	0	13	0	0	1	0	1	ō	ŏ	ō	Ö	Ö	15
10:45 AM	0	5	0	0	5	2	0	1	0	3	0	1	5	0	6	0	0	0	0	0	14
Total	0	17	0	0	17	14	0	13	0	27	0	3	10	0	13	0	0	0	0	0	57
11:00 AM	0	3	0	0	3	2	0	6	0	0	•	•		•	- 1	1		_		-	
11:15 AM	Ö	7	Ö	0	7	0	0	4	0	8 4	0	3 2	4 7	0	7	0	0	0	0	0	18
11:30 AM	ő	7	Ö	Ö	7	3	0	1	0	4	0	2	2	0	9	0	0	0	0	0	20
11:45 AM	ő	2	ő	Ö	2	3	0	6	0	9	0	2	2	0	4	0	0	0	0	0	15
Total	ō	19	0	0	19	8	0	17	0	25	0	9	15	0	24	0	0	0	0	0	15 68
					,		3.57		-			·		ŭ		v	Ü	U	U	o l	00
12:00 PM	0	6	0	0	6	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	14
12:15 PM	0	9	0	0	9	3	0	7	0	10	0	1	5	0	6	0	0	0	0	0	25
12:30 PM	0	3	0	0	3	3	0	3	0	6	0	2	4	0	6	0	0	0	0	0	15
12:45 PM	1 1	3 21	0	0	4	3	0	5	0	8	0	2	2	0	4	0	0	0	0	0	16
Total	'	21	U	0	22	13	0	19	0	32	0	5	11	0	16	0	0	0	0	0	70
01:00 PM	1	1	0	0	2	4	0	5	0	9	0	1	4	0	5	0	0	0	0	0	16
01:15 PM	0	10	Ō	ō	10	1	Ö	2	ŏ	3	ŏ	2	2	Ö	4	Ö	0	Ö	0	0	16 17
01:30 PM	0	6	0	0	6	2	Ö	5	ŏ	7	ŏ	1	1	Ö	2	ŏ	ŏ	ő	0	ő	15
01:45 PM	0	2	0	0	2	6	1	2	Ö	9	ō	2	5	Ŏ	7	ő	ŏ	ő	ő	ő	18
Total	1	19	0	0	20	13	1	14	0	28	0	6	12	0	18	0	0	0	Ö	ō	66
02:00 PM		_	_	_			_	_	_		_										
02:00 PM 02:15 PM	1 0	3 8	0	0	4	4	0	5	0	9	0	14	5	0	19	0	0	0	0	0	32
02:15 PM	0	8 15	0	0	8 15	1 7	0	2 3	0	3	0	3	3	0	6	0	0	0	0	0	17
02:45 PM	0	7	0	0	7	4	0	-	0	10	0	1	0	0	1	0	0	0	0	0	26
Total	1	33	0	0	34	16	0	5 15	0	9 31	0	20	12	0	6 32	0	0	0	0	0	22
	•	7	•	•	0.1		Ŭ		J	51	U	20	12	U	52	U	U	U	U	O	97
03:00 PM	0	6	0	0	6	2	0	3	0	5	0	2	0	0	2	0	0	0	0	0	13
03:15 PM	0	0	0	0	0	0	0	5	0	5	0	0	1	0	1	Ō	Ō	ō	Ö	ŏ	6
03:30 PM	0	1	0	0	1	5	0	7	0	12	0	2	3	0	5	Ō	0	ō	ŏ	ō	18
03:45 PM	0	5	0	0	5	1_	0	10	0	11	0	0	4	0	4	0	0	0	0	0	20
Total	0	12	0	0	12	8	0	25	0	33	0	4	8	0	12	0	0	0	0	0	57
04:00 PM	0	6	0	0	6	3	0	5	0	8	0	2	2	0	a (i	^	^	^	^	•	40
04:15 PM	Ö	2	Ö	0	2	2	0	0	0	2	0	2 1	2 5	0 0	4 6	0	0	0	0	0	18
04:30 PM	Ö	5	Ö	ő	5	1	0	2	0	3	0	1	4	0	5	0	0	0	0	0	10
04:45 PM	Ŏ	1	Ö	Ö	1	<u>i</u>	Ö	3	0	4	Ö	Ó	2	0	2	0	0	0	0	0	13 7
Total	0	14	0	Ō	14	7	0	10	0	17	Ö	4	13	0	17	0	0	0	0	0	48
05:00 511			_	_	- 4	_				- 15							-		188	- 1	,0
05:00 PM	1	1	0	0	2	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	7

Concord, New Hampshire 03302

Start Date : 10/24/2019 Page No : 2

Groups	Printed-	Trucks
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	NH Route 27 From North					NH Route 101 NH Route 27 NH Route 101 From East From South From West															
Start Time	Right	Thru	Left	U-Tum	App Total	Right	Thru	Left	U-Tum	App Total	Right	Thru	Left	U-Turn	App Total	Right		Left	U-Turn	App. Total	Int. Total
05:15 PM	2	0	0	0	2	0	0	3	0	3	0	0	1	0	1	0	0	0	0-14111	App. Total	6
05:30 PM	0	0	0	0	0	0	0	1	0	1	Ō	Ö	3	ō	3	Õ	Ô	õ	õ	Õ	4
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	2	ō	3	ō	Ö	Ö	Õ	Ô	4
Total	3	1	0	0	4	0	0	9	0	9	0	1	7	0	8	0	0	0	0	Ö	21
06:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	1	0	0	1	1	0	2	0	3	0	0	1	ō	1	ō	ō	Ö	ŏ	ő	5
06:30 PM	0	2	0	0	2	0	0	3	0	3	0	1	3	0	4	0	0	Õ	ō	Õ	9
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	Ó	2	0	ō	Ö	ō	Ö	3
Total	1	5	0	0	6	1	0	6	0	7	0	1	6	0	7	0	0	0	0	0	20
Grand Total	9	210	0	0	219	115	3	162	0	280	0	82	119	0	201	0	0	0	0	0	700
Apprch %	4.1	95.9	0	0		41.1	1.1	57.9	0		0	40.8	59.2	0		0	ō	Ö	Ö	•	
Total %	1.3	30	0	0	31.3	16.4	0.4	23.1	0	40	0	11.7	17	0	28.7	0	0	Ō	Ō	0	J





GRIDSMART.

Turning Movement Counts - Average

Intersection

Route 27 & Continental 10/22/2019-10/24/2019

Date

	Right	Through	Left	Total
Northbound		6037	329	6366
Eastbound	370	9	587	967
Southbound	547	6222	0	6770
Total	917	12268	917	14103

184543	North	bound	E	astbour	nd	S	outhbound	100 March		
246	T	L	R	T	L	R	T	L		
06:00	21	10	1		0	23	58		113	
06:15	47	7	1	0	1	18	83		157	
06:30	41	7	1			20	100		169	
06:45	92	4	3	1	1	25	127		253	692
07:00	188	12	3		3	23	111		340	919
07:15	143	11	5		2	23	156		340	1102
07:30	127	10	2	0	5	26	161		331	1264
07:45	107	11	4	0	4	29	207	300	362	1373
08:00	118	10	4		3	12	182		329	1362
08:15	129	8	3		6	19	160	186.76	325	1347
08:30	123	7	6		6	11	136		289	1305
08:45	103	9	3		4	13	137		269	1212
09:00	95	5	2		5	12	105		224	1107
09:15	105	5	4		5	15	101		235	1017
09:30	91	4	2		3	11	103		214	942
09:45	82	3	4	A CONTRACTOR	6	7	92		194	867
10:00	80	5	8		5	6	89		193	836
10:15	82	5	4		6	6	78		181	782
10:30	92	5	8	0	9	7	78		199	767
10:45	85	3	6		5	7	79	(C)(C)	185	758
11:00	91	4	7		8	3	83		196	761
11:15	96	4	8	0	6	8	121	CARLES AND ADDRESS OF THE PARTY	243	823
11:30	110	7	4		10	4	96		231	855
11:45	100	9	10		8	5	115		247	917
12:00	120	10	11	0	19	11	110		281	1002
12:15	107	9	9	0	13	12	117	62.50	267	1026
12:30	110	11	10	0	7	8	104		250	1045
12:45	97	8	7	0	7	12	127		258	1056
13:00	103	5	7	0	8	7	105		235	1010
13:15	91	4	7	0	6	8	105	19	221	964
13:30	99	8	4		6	5	110		232	946
13:45	134	8	6	0	7	6	107	1	268	956
14:00	138	7	5		10	5	97		262	983
14:15	152	6	7		11	7	100		283	1045



14:30	123	4	6	0	10	10	145		298	1111
14:45	126	8	7		10	6	148		305	1148
15:00	146	4	7	0	20	6	102		285	1171
15:15	133	5	9		18	8	105		278	1166
15:30	205	7	17	0	37	7	120		393	1261
15:45	155	5	12	0	21	10	155		358	1314
16:00	195	5	14		32	8	115		369	1398
16:15	169	5	11		21	6	132		344	1464
16:30	225	6	12	0	35	4	143		425	1496
16:45	179	7	12		24	8	166	0	396	1534
17:00	224	3	23		43	5	140		438	1603
17:15	160	2	12		26	4	152		356	1615
17:30	134	2	11		14	3	145		309	1499
17:45	115	1	9		16	8	151		300	1403
18:00	78	3	6	0	14	7	126		234	1199
18:15	61	2	4	0	11	5	108		191	1034
18:30	47	0	4		8	4	114		177	902
18:45	42	3	2		5	5	99		156	758
Total	6037	329	370	9	587	547	6222	0	14101	
AM Total	565	44	14	0	14	101	635			1373
PM Total	788	18	59	0	128	21	601			1615

Source: VHB, Inc.

Appendix D Seasonal Adjustment Factors / Historical Growth Rates

Seasonal Adjustment Factors NHDOT Group 4 (Urban Highways)

Year 2019 Monthly Data - Urban

		Adjustn	nent to
Month	ADT	Average	Peak
Jan	11,431	1.12	1.23
Feb	11,848	1.08	1.18
Mar	12,141	1.06	1.15
Apr	12,860	1.00	1.09
May	13,551	0.95	1.03
Jun	13,785	0.93	1.02
Jul	13,942	0.92	1.01
Aug	14,016	0.92	1.00
Sep	13,379	0.96	1.05
Oct	13,339	0.96	1.05
Nov	12,265	1.05	1.14
Dec	11,496	1.12	1.22

Year 2018 Monthly Data - Urban

		Adjustment to					
Month	ADT	Average	Peak				
Jan	11,282	1.13	1.24				
Feb	11,848	1.08	1.18				
Mar	11,828	1.08	1.18				
Apr	12,491	1.02	1.12				
May	13,587	0.94	1.03				
Jun	13,911	0.92	1.00				
Jul	13,765	0.93	1.01				
Aug	13,945	0.92	1.00				
Sep	13,168	0.97	1.06				
Oct	13,367	0.96	1.04				
Nov	12,215	1.05	1.14				
Dec	11,963	1.07	1.17				



STEPHEN G. PERNAW & COMPANY, INC.

PROJECT: Proposed Mixed-Use Development, Exeter, New Hampshire

NUMBER: 1941A COUNT STATION: 82 153064

HISTORICAL GROWTH CALCULATIONS

LOCATION:

NH 27 (Epping Rd) South of NH 101 Exit 9 - Exeter, NH

CASE:

AADT

ARITHMETIC PROJECTIONS

YEAR	AADT			PROJE	CTIONS
		Regression	n Output:		
2009	12000	Constant	-216817.44000	2022	13205
2012	12000	Std Err of Y Est	333.7251564	2023	13319
2015	12000	R Squared	0.67295523	2024	13433
2016	12240	No. of Observations	6	2025	13547
2018	12972	Degrees of Freedom	4	2026	13660
2019	13128			2027	13774
		X Coefficient	113.76	2028	13888
		Std Err of Coef.	39.65245723	2029	14002
				2030	14115
				2031	14229
				2032	14343

RATE = 114 VPD/YEAR

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT			PROJE	CTIONS
			Regression (Output:		
2009	12000	9.39266	Constant	-8.89675	2022	13215
2012	12000	9.39266	Std Err of Y Est	0.026514218	2023	13335
2015	12000	9.39266	R Squared	0.67560785	2024	13457
2016	12240	9.41246	No. of Observations	6	2025	13580
2018	12972	9.47055	Degrees of Freedom	4	2026	13704
2019	13128	9.48250			2027	13829
			X Coefficient	0.009092895	2028	13956
			Std Err of Coef.	0.003150359	2029	14083
					2030	14212
					2031	14342
LONG	205	U ; UNO	SE 1% PER		2032	14473

NHOOT SCOPE MEETING

RATE = 0.9 % / YEAR





Transportation Data Management System

List View	All DIRs		
Record H	2592 	go	
Location ID	82153064	MPO ID	
Туре	SPOT	HPMS ID	
On NHS	No	On HPMS	Yes
LRS ID	Y1530001	LRS Loc Pt.	-
SF Group	04	Route Type	
AF Group	04	Route	
GF Group	E	Active	Yes
Class Dist Grp	Default	Category	3
Seas Clss Grp	Default		
WIM Group	Default		
QC Group	Default		
Fnct'l Class	Other Principal Arterial	Milepost	-
Located On	Epping Rd		
Loc On Alias	NH 27 (EPPING RD) SOUTH OF NH 101 EXIT 9		
More Detail STATION DATA	Λ		
STATION DATA	H		

Directions: 2-WAY EB WB

AADT @

Year	AADT	DHV-30	K %	D %	PA	ВС	Src
2019	13,128 ³		10	60	12,025 (92%)	1,103 (8%)	Grown from 2018
2018	12,972	1,303	10	60	11,959 (92%)	1,013 (8%)	
2016	12,240 ³				11,163 (91%)	1,077 (9%)	Grown from 2015
2015	12,000						
2012	12,000						
<< <	> >>	1-5 of 11					

Travel Deman	d Model								
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUM	E COUNT		
	Date	Int	Total
1	Thu 6/21/2018	60	15,032
100	Wed 6/20/2018	60	15,434
10	Tue 6/19/2018	60	14,512
45	Fri 7/17/2015	60	13,695
40	Thu 7/16/2015	60	14,647
1	Wed 7/15/2015	60	14,934
40	Tue 7/14/2015	60	14,465
*	Mon 7/13/2015	60	13,991
10	Sun 7/22/2012	60	7,691

VOLUME TREND	9
Year	Annual Growth
2019	1%
2018	3%
2016	2%
2015	0%
2012	0%
2009	3%
2006	3%
2003	9%





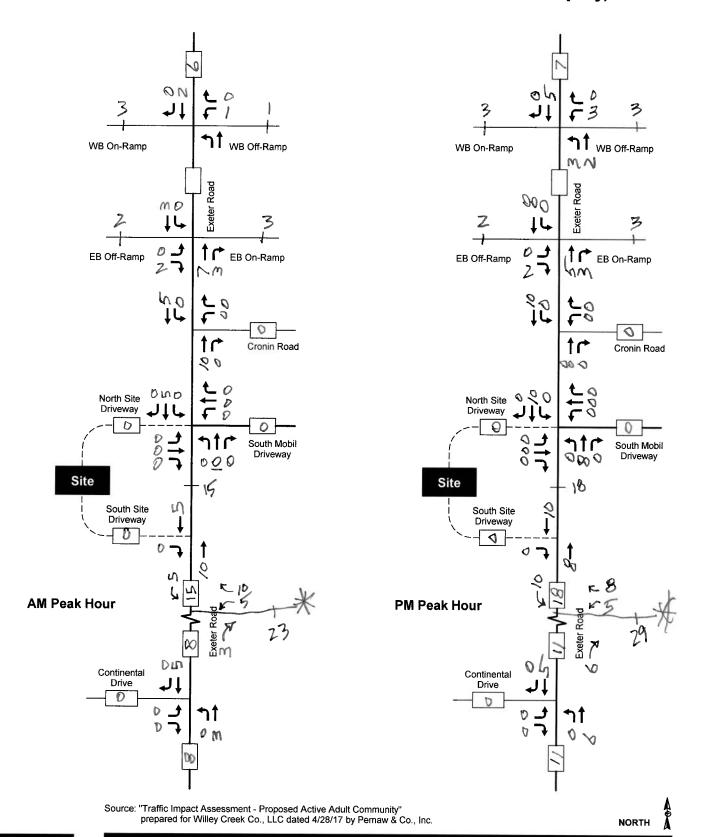
Transportation Data Management System

	ist View	All DIR	s								
Reco	ord H	259	2	M	of 5	5744 G	oto Recor	d	go		
Loc	cation ID	82153064							MPO ID		
	Туре	SPOT							HPMS ID		
	On NHS	No						C	n HPMS	Yes	
	LRS ID	Y1530001						LRS	S Loc Pt.		
S	F Group	04						Ro	ute Type		
Α	F Group	04		, , ,)	Route		
G	F Group	E						▶	Active	Yes	
Class	Dist Grp	Default)	Category	3	
Seas (Clss Grp	Default						>			
WII	M Group	Default						>		•	24
Q	C Group	Default									
Fnc	t'l Class	Other Principa	al Arterial						Milepost		7-11-11
Loc	ated On	Epping Rd									
Loc	On Alias	NH 27 (EPPIN	NG RD) S	HTUC	OF N	NH 101 EX	KIT 9				-
More D	etail 🕨						*****				
STAT	ON DAT	Δ									
Directi			NAME OF		-		7 -				
Directi	ons: 2	-WAY EB	WB (,							
AAD	0										
	Year	AADT	DHV-30	K	٧%	D %	,	PA	В	C	Src
	Year 2009	AADT 12,000	DHV-30	к	۲%	D %	ó	PA	В	C	Src
			DHV-30	K	(%	D %	6	PA	В	C	Src
	2009	12,000	DHV-30	K	. %	D %	, 0	PA	В	c	Src
	2009 2006	12,000 11,000	DHV-30	K	ζ%	D %	6	PA	В	c	Src
	2009 2006 2003	12,000 11,000 10,000	DHV-30	к	. %	D %	ó	PA	В	c	Src
 <<	2009 2006 2003 2000	12,000 11,000 10,000 7,700	6-10 or		. %	D %	,	PA	В	c	Src
	2009 2006 2003 2000 1998	12,000 11,000 10,000 7,700 6,400 ² > >>				D %	6	PA	В	.	Src
	2009 2006 2003 2000 1998	12,000 11,000 10,000 7,700 6,400 ² > >>		f 11		Ī	MD PPV			Ī	
Travel	2009 2006 2003 2000 1998 < Demand	12,000 11,000 10,000 7,700 6,400 ² > >>	6-10 o	f 11		Ī	MD PPV	PM PHV	PM PPV	Ī	
Travel	2009 2006 2003 2000 1998 < Demand Model Year	12,000 11,000 10,000 7,700 6,400 ² > >>	6-10 o	f 11	PPV	Ī	MD PPV		PM PPV	NT PHV	
Travel	2009 2006 2003 2000 1998 < Demand Model Year	12,000 11,000 10,000 7,700 6,400 ² > >>	6-10 o	f 11	PPV	MD PHV	MD PPV VOLUM	PM PHV	PM PPV	NT PHV	
Travel	2009 2006 2003 2000 1998 < Demand Model Year	12,000 11,000 10,000 7,700 6,400 ² > >> Model AADT	6-10 o	f 11 AM P	PPV	MD PHV	MD PPV VOLUM Year 2019	PM PHV	PM PPV	NT PHV al Growth 1%	
VOLU	2009 2006 2003 2000 1998 < Demand Model Year	12,000 11,000 10,000 7,700 6,400 ² > > >> d Model Model AADT NT Date nu 6/21/2018	6-10 o	AM P	PPV 1 1 1	MD PHV Total	MD PPV VOLUM Year 2019 2018	PM PHV	PM PPV	NT PHV al Growth 1% 3%	
VOLU	2009 2006 2003 2000 1998 <	12,000 11,000 10,000 7,700 6,400 ² > > >> d Model Model AADT NT Date nu 6/21/2018 ed 6/20/2018	6-10 o	AM P	1 1 1	MD PHV Total 15,032 15,434	MD PPV VOLUM Year 2019 2018 2016	PM PHV	PM PPV	NT PHV al Growth 1% 3% 2%	
VOLU	2009 2006 2003 2000 1998 <	12,000 11,000 10,000 7,700 6,400 ² >	6-10 o	AM P Int 60 60	PPV 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MD PHV Total 15,032 15,434 14,512	MD PPV Year 2019 2018 2016 2015	PM PHV	PM PPV	NT PHV al Growth 1% 3% 2%	
VOLUI	2009 2006 2003 2000 1998 <	12,000 11,000 10,000 7,700 6,400 ² > > > d Model AADT NT Date ou 6/21/2018 ee 6/19/2018 ie 6/19/2018 ri 7/17/2015	6-10 o	M P Int 60 60 60 60 60 60	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MD PHV Total 15,032 15,434 14,512 13,695 14,647 14,934	WD PPV VOLUM Year 2019 2018 2016 2015 2012	PM PHV	PM PPV	NT PHV al Growth 1% 3% 2% 0%	
VOLUI	2009 2006 2003 2000 1998 < Demand Model Year ME COU Tr We Tr We Tr Tr We Tr	12,000 11,000 10,000 7,700 6,400 ² >	6-10 o	Int 60 60 60 60 60	PPV 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Total 15,032 15,434 14,512 13,695 14,647 14,934 14,465	WD PPV Year 2019 2018 2016 2015 2012 2009	PM PHV	PM PPV	NT PHV al Growth 1% 3% 2% 0% 0% 3%	
VOLUI	2009 2006 2003 2000 1998 <	12,000 11,000 10,000 7,700 6,400 ² >	6-10 o	f 11 AM P Int 60 60 60 60 60 60 60	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Total 15,032 15,434 14,512 13,695 14,647 14,934 14,465 13,991	WD PPV Year 2019 2018 2016 2015 2012 2009 2006	PM PHV	PM PPV	NT PHV al Growth 1% 3% 2% 0% 0% 3% 3%	
VOLUI	2009 2006 2003 2000 1998 <	12,000 11,000 10,000 7,700 6,400 ² >	6-10 o	Int 60 60 60 60 60 60 60 60	1 1 1 1 1 1 1	Total 15,032 15,434 14,512 13,695 14,647 14,934 14,465 13,991 7,691	WD PPV Year 2019 2018 2016 2015 2012 2009 2006 2003	PM PHV	PM PPV	NT PHV al Growth 1% 3% 2% 0% 0% 3% 3% 3%	
VOLUI	2009 2006 2003 2000 1998 <	12,000 11,000 10,000 7,700 6,400 ² >	6-10 o	f 11 AM P Int 60 60 60 60 60 60 60	1 1 1 1 1 1 1	Total 15,032 15,434 14,512 13,695 14,647 14,934 14,465 13,991	WD PPV Year 2019 2018 2016 2015 2012 2009 2006	PM PHV	PM PPV	NT PHV al Growth 1% 3% 2% 0% 0% 3% 3%	

Appendix E

Other Development Traffic Volumes

Pernaw & Company, Inc

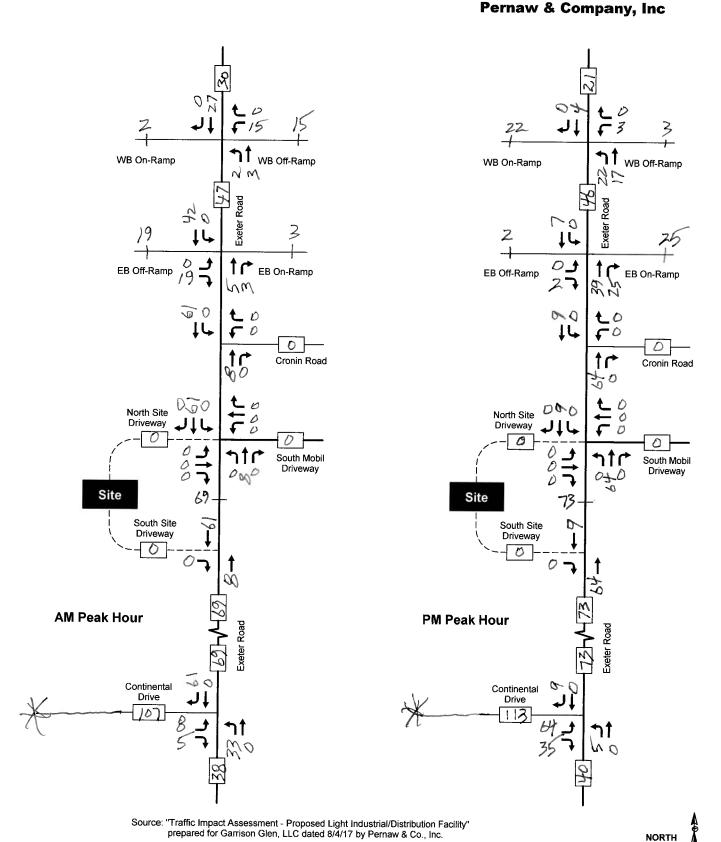


1941A

Appendix

Other Development Traffic Volumes - Proposed Active Adult Community (55+)

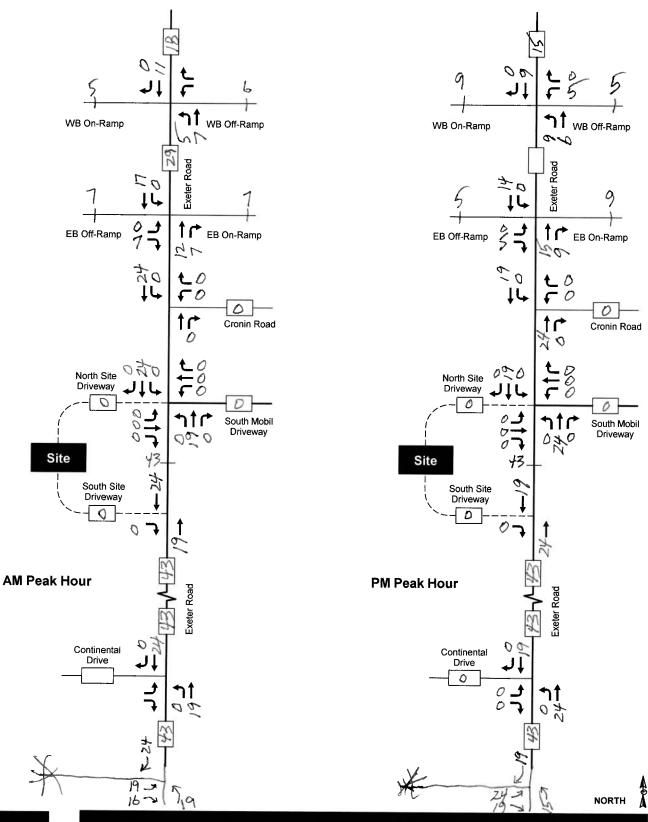
Traffic Impact Assessment, Proposed Mixed-Use Development, Exeter, New Hampshire



1941A

Appendix Other Development Traffic Volumes - Garrison Glen

Pernaw & Company, Inc



Appendix

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Other Development Traffic Volumes - Primrose School

Traffic Impact Assessment, Proposed Mixed-Use Development, Exeter, New Hampshire

Appendix F

Site Generated Traffic Volumes

Trip Generation Summary

Alternative: Gateway at Exeter

Phase:

1941A Project:

Open Date: 11/8/2019

11/8/2019 Analysis Date:

		Š	Weekday Average Daily Trips	erage Dail	y Trips	>	Weekday AM Peak Hour of Adjacent Street Traffic	eekday AM Peak Hour Adjacent Street Traffic	our of ffic	_	Weekday PM Peak Hour of Adjacent Street Traffic	eekday PM Peak Hour Adjacent Street Traffic	ur of fic
삗	ITE Land Use	*	Enter	Exit	Total	*	Enter	EX	Total	*	Enter	Exit	Total
221	221 MID-RISE 1		610	609	1219		70	55	75		59	37	96
	224 Dwelling Units												
565	DAYCARE 1		477	477	954		117	103	220		105	118	223
	20.04 1000 Sq. Ft. GFA										<u>.</u>		
710	OFFICEGENERAL 1		26	96	193		17	က	70		4	200	22
	17.3 1000 Sq. Ft. GFA										•	Ē.	i
820	820 CENTERSHOPPING 1		212	212	424		7	4	#		21	22	43
	11.23 1000 Sq. Ft. GLA												!
Unad	Unadjusted Volume		1396	1394	2790		161	165	326		189	195	384
intern	Internal Capture Trips		0	0	0		4	4	æ		7	=	22
Pass-	Pass-By Trips		0	0	0		0	0	0		9	9	12
Volun	Volume Added to Adjacent Streets		1396	1394	2790		157	161	318		172	178	350

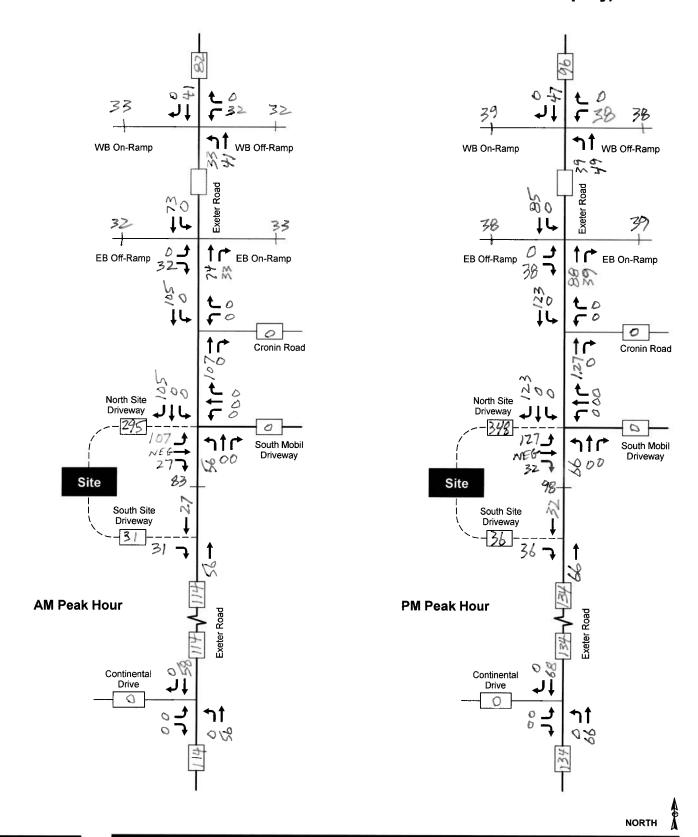
Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 2 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 6 Percent

Custom rate used for selected time period.

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Appendix

Appendix G

Capacity and Level of Service Calculations

Intersection													
Int Delay, s/veh	694.5												
Movement	EBL	EBT	EBR	WBL	WBT	WDD	MDI	NDT	NDD	CDI	ODT	000	
Lane Configurations	LDL	LDI	EBR	VVDL		WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	^	^	•	0.40	4	1000	1	1		_	1→		
Traffic Vol, veh/h	0	0	0	246	√ 2	232				0	463		
Future Vol, veh/h	0	0	0	246	2	232	183	254	0	0	463	37	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	¥	None	-	-	None	
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-	
Veh in Median Storage	,#-	-	-	-	0	-	-	0	-	_	0	_	
Grade, %	-	0	-	-	0	-	-	0	_	_	0	_	
Peak Hour Factor	92	92	92	74	74	74	55	55	55	83	83	83	
Heavy Vehicles, %	2	2	2	3	0	7	5	4	2	2	7	3	
Mvmt Flow	0	0	0	332	3	314	333	462	0	0	558	45	
	-	,	•		J	J.1	500	.02	Ū	Ü	000	-10	
Major/Minor				linar1			Maiaud		A	4-:0			
				Minor1	4704		Major1		- IN	/lajor2			
Conflicting Flow All				1709	1731	462	603	0	-	-	-	0	
Stage 1				1128	1128	-	-	-	-	-	-	-	
Stage 2				581	603	-	-	-	-	-	-	-	
Critical Hdwy				6.43	6.5	6.27	4.15	-	-	-	-	-	
Critical Hdwy Stg 1				5.43	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2				5.43	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy				3.527	4	3.363	2.245	-	-	-	_	_	
Pot Cap-1 Maneuver				~ 99	89	589	960	-	0	0	_	_	
Stage 1				~ 308	282	_	_	-	0	0	_	_	
Stage 2				557	492	_	_	_	0	0	_	_	
Platoon blocked, %								_	·	·	_	_	
Mov Cap-1 Maneuver				~ 65	0	589	960	_					
Mov Cap-2 Maneuver				~ 65	0	-	550	-	-	-	-	-	
Stage 1				~ 201	0	•		-	-	-	-	-	
Stage 2				~ 201 557	0	-	• -	-	-	-	-	-	
Olayo Z				557	U	-	-	-	-	Ξ.	-	-	
Approach				WB			NB			SB			
HCM Control Delay, s			\$2	184.7			4.5			0			
HCM LOS				F									
Minor Lane/Major Mvmt	t	NBL	NBTW	/Bl n1	SBT	SBR							
Capacity (veh/h)	-	960	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	114	001	ODIN							
HCM Lane V/C Ratio		0.347	-	5.69	-	•							
HCM Control Delay (s)			- ¢ ^		-	-							
		10.7	\$ 2	184.7	-	-							
HCM Lane LOS		В	-	F	-	-							
HCM 95th %tile Q(veh)		1.6	-	70.3	-	-							
Votes													
: Volume exceeds cap	acity	\$: De	lay exc	eeds 3	00s	+: Com	putation	Not D	efined	*· \11	major	volume :	n platoon
signite oxooogo cap	aony	ψ. De	nay once	oous o	000	·. OUII	pulation	ים זטאו	-IIII C U	. All	major	voluliie i	n piatoon

Intersection															
Int Delay, s/veh	1308.1														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations					A		ু শ	₫	_		₽		1		
Traffic Vol, veh/h	0	0	0	285		248	206		0	0	537	40			
Future Vol, veh/h	0	0	Ö	285	2	248	206	286	0	0	537	40	•		
Conflicting Peds, #/hr	0	Ō	0	0	0	0	0	0	0	0	007	0			
Sign Control	Stop	Stop	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free			4 .
RT Channelized	Clop	Olop	None	Olop -	Olop	None	-	1166	None	riee	1166	None			
Storage Length	_		-			NONE	0	-	NOHE	-	-	NOHE			
Veh in Median Storage	_ # _		_	-	0	-		0	-	-	-	~			
Grade, %	σ, # =	0	-	-	0	-	-		-	-	0	-			
Peak Hour Factor	92	92		74		74	-	0	-	-	0	-			
			92	74	74	74	55	55	55	83	83	83			
Heavy Vehicles, %	2	2	2	3	0	7	5	4	2	2	7	3			
Mvmt Flow	0	0	0	385	3	335	375	520	0	0	647	48			
Major/Minor			N	/linor1			Major1			Major2					
Conflicting Flow All				1941	1965	520		0	· · · · · ·	viajuiz					
=						520	695	0	-	-	-	0			
Stage 1				1270	1270	-	-	-	-	-	-	-			
Stage 2				671	695	- 0.07		-	-	-	-	-			
Critical Hdwy				6.43	6.5	6.27	4.15	-	-	-	•	-			
Critical Hdwy Stg 1				5.43	5.5	-	-	-	-	-	-	-			
Critical Hdwy Stg 2				5.43	5.5	<u>-</u>	-	-	-	-	-	-			
Follow-up Hdwy				3.527	4	3.363	2.245	-	-	-	-	-			
Pot Cap-1 Maneuver				~ 71	64	546	887	-	0	0	-	-			
Stage 1				~ 263	241	-	-	-	0	0	-	-			
Stage 2				506	447	-	-	-	0	0	-	-			
Platoon blocked, %								-			-	-			
Mov Cap-1 Maneuver				~ 41	0	546	887	-	-	~	-	-			
Mov Cap-2 Maneuver				~ 41	0	-	-	-	-	_	-	-			
Stage 1				~ 152	0	_	-	-	_	-	-	_			
Stage 2				506	0	-	-	-	-	-	-	-			
Approach				WB			NB			SB					
HCM Control Delay, s			\$ 4	178.4			5			0					
HCM LOS				F											
Minor Lane/Major Mvm	nt	NBL	NBTW	'Rl n1	SBT	SBR									
Capacity (veh/h)		887	- 10177	72	<u> </u>	JUIN									
HCM Lane V/C Ratio		0.422	- 1	0.041	-	-									
HCM Control Delay (s)		12		178.4	-	-									
HCM Lane LOS			\$ 4	_	-	-									
		B	•	F	-	-									
HCM 95th %tile Q(veh)	•	2.1	-	84.6	-	-									
Notes		-													
~: Volume exceeds cap	oacity	\$: De	lay exce	eds 30	0s -	t: Comp	outation	Not De	fined	*: All n	najor vo	olume in	platoor	1	

Intersection													
Int Delay, s/veh	2459.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					.		7	↑	2		1 >		/
Traffic Vol, veh/h	0	0	0	317		248	239	327.	0	0	578.	40 /	
Future Vol, veh/h	0	0	0	317	2	248	239	327	Ö	Õ	578	40	
Conflicting Peds, #/hr		0	0	0	0	0	0	0_0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized		-	None	-	-	None	- 100	-	None		1100	None	
Storage Length	-	-	-	_	_	-	0	_		_	_	-	
Veh in Median Storag	e.# -	_	2	_	0	_	-	0	_	_	0	_	
Grade, %	-,	0	_	_	0	_	_	0	_	_	0	_	
Peak Hour Factor	92	92	92	74	74	74	55	55	55	83	83	83	
Heavy Vehicles, %	2	2	2	3	0	7	5	4	2	2	7	3	
Mvmt Flow	0	0	0	428	3	335	435	595	0	0	696	48	
	J	J	Ū	.20	3	500	700	000	U	U	030	70	
Major/Minor			N.A	inor1		ı	Major1		B	Anior?			
Conflicting Flow All				2185	2209	595	744	0	N	/lajor2			
Stage 1				1465	1465	090	/ 44	U	-	-	-	0	
Stage 2				720	744	-	-	-	-	•	-	-	
Critical Hdwy				6.43	6.5	6 27	- 4 4 E	-	-	-	-	-	
Critical Hdwy Stg 1				5.43	5.5	6.27	4.15	-	-	-	-	-	
Critical Hdwy Stg 2				5.43	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy				5.43 3.527		2 262	2 245	-	-	-	-	-	
Pot Cap-1 Maneuver			3		4	3.363	2.245	-	-	_	-	-	
•				~ 50	45	495	850	-	0	0	-	-	
Stage 1			_	211	194	_	-	-	0	0	-	-	
Stage 2				480	424	-	-	-	0	0	-	-	
Platoon blocked, %				0.4	^	405	050	-			-	-	
Mov Cap-1 Maneuver				~ 24	0	495	850	-	-	-	-	-	
Mov Cap-2 Maneuver				~ 24	0	-	-	-	-	-	-	-	
Stage 1			~	103	0	-	-	-	-	-	-	-	
Stage 2				480	0	-	-	-	-	-	-	-	
Approach				WB			NB			SB			
HCM Control Delay, s			¢ 91	44.2			5.7						
HCM LOS			ψΟΙ	44.Z F			J.1			0			
.5.7. 200				ı									
Minor Lane/Major Mvn	nt	NBL	NBTWE	RI n1	SBT	SBR							
Capacity (veh/h)	114	850	IAPIAAE	41	וטטו	אמט							
HCM Lane V/C Ratio		0.511	- -10		-	-							
HCM Control Delay (s)				.688	-	-							
HCM Lane LOS	T	13.6	⊅ -01	44.2	-	-							
HCM 95th %tile Q(veh	١	В 3	-	F 93.7	-	-							
•)	ა	•	შ ა .1	-	-							
Notes													
-: Volume exceeds ca		\$: De						Not De					

Future Vol, veh/h 0 Conflicting Peds, #/hr 0 Sign Control Stop Stop RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - 0 Peak Hour Factor 92 92 Heavy Vehicles, % 2	0 0 313 0 0 313 0 0 0 0 p Stop Stop - None - 0 2 92 74 2 2 3 0 0 423 Minor1 2135	2	274 0 274 0 Stop None 74 7	NBL 227, 227 0 Free 0 - 55 5 413	NBT 314 314 0 Free - 0 0 55 4 571	NBR 0 0 0 Free None 55 2	SBL 0 0 0 Free -	\$BT \$90, 590 0 Free - 0 0	SBR 44 44 0 Free None	
Movement EBL EB Lane Configurations Traffic Vol, veh/h 0 Future Vol, veh/h 0 Conflicting Peds, #/hr 0 Sign Control Stop Stop RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - () Peak Hour Factor 92 93 Heavy Vehicles, % 2 2 Mvmt Flow 0 Major/Minor Conflicting Flow All Stage 1	0 0 313 0 0 313 0 0 0 0 p Stop Stop - None - 0 2 92 74 2 2 3 0 0 423 Minor1 2135	2 2 0 Stop - 0 0 74 0	274 0 274 0 Stop None - - - 74	227 227 0 Free - 0 - 55 5	314 314 0 Free - 0 0 55 4	0 0 0 Free None - - - 55	0 0 0 Free	590 590 0 Free - 0 0	44 44 0 Free	
Lane Configurations Traffic Vol, veh/h 0 Future Vol, veh/h 0 Conflicting Peds, #/hr 0 Sign Control Stop Stol RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - (Peak Hour Factor 92 9; Heavy Vehicles, % 2 Mymt Flow 0 Major/Minor Conflicting Flow All Stage 1	0 0 313 0 0 313 0 0 0 0 p Stop Stop - None - 0 2 92 74 2 2 3 0 0 423 Minor1 2135	2 2 0 Stop - 0 0 74 0	274 0 274 0 Stop None - - - 74	227 227 0 Free - 0 - 55 5	314 314 0 Free - 0 0 55 4	0 0 0 Free None - - - 55	0 0 0 Free	590 590 0 Free - 0 0	44 44 0 Free	
Traffic Vol, veh/h 0 Future Vol, veh/h 0 Conflicting Peds, #/hr 0 Sign Control Stop Stop RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - () Peak Hour Factor 92 93 Heavy Vehicles, % 2 2 Mvmt Flow 0 Major/Minor Conflicting Flow All Stage 1	0 0 313 0 0 0 0 p Stop Stop - None - 0 2 92 74 2 2 3 0 0 423 Minor1	2 2 0 Stop - 0 0 74 0	274 0 Stop None - - - 74 7	227 227 0 Free - 0 - - 55 5	314 0 Free - 0 0 55 4	0 0 Free None - - - 55	0 0 Free - - -	590 590 0 Free - 0 0	44 0 Free	
Future Vol, veh/h 0 Conflicting Peds, #/hr 0 Sign Control Stop Stop RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - 0 Peak Hour Factor 92 92 Heavy Vehicles, % 2 2 Mvmt Flow 0 Major/Minor Conflicting Flow All Stage 1	0 0 313 0 0 0 0 p Stop Stop - None - 0 2 92 74 2 2 3 0 0 423 Minor1	2 0 Stop - 0 0 74 0	274 0 Stop None - - - 74 7	227 0 Free - 0 - - 55 5	314 0 Free - 0 0 55 4	0 0 Free None - - - 55	0 0 Free - - -	590 0 Free - - 0 0	44 0 Free	
Conflicting Peds, #/hr 0 Sign Control Stop Stop RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - 0 Peak Hour Factor 92 93 Heavy Vehicles, % 2 2 Mvmt Flow 0 Major/Minor Conflicting Flow All Stage 1	0 0 0 p Stop Stop - None 0 2 92 74 2 2 3 0 0 423 Minor1 2135	0 Stop - 0 0 74 0	0 Stop None - - - 74 7	0 Free - 0 - - 55 5	0 Free - 0 0 55 4	0 Free None - - - 55	0 Free - - -	0 Free - - 0 0	0 Free	
Sign Control Stop Stop RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - (Peak Hour Factor 92 93 Heavy Vehicles, % 2 33 Mymt Flow 0 (Major/Minor Conflicting Flow All Stage 1	p Stop Stop - None - 0 2 92 74 2 2 3 0 0 423 Minor1 2135	Stop - 0 0 74 0	Stop None - - - 74 7	Free 0 - 0 55 5	Free - 0 0 55 4	Free None - - - 55	Free - - -	Free - 0 0 0	Free	
RT Channelized - Storage Length - Veh in Median Storage, # - Grade, % - () Peak Hour Factor 92 9; Heavy Vehicles, % 2 Mvmt Flow 0 Major/Minor Conflicting Flow All Stage 1	- None	0 0 74 0	None 74 7	0 - - 55 5	0 0 55 4	None 55	-	- 0 0		
Storage Length - Veh in Median Storage, # - Grade, % - () Peak Hour Factor 92 9/ Heavy Vehicles, % 2 // Mvmt Flow 0 () Major/Minor Conflicting Flow All Stage 1		0 74 0	- - 74 7	0 - - 55 5	0 0 55 4	- - - 55		0	None - -	
Veh in Median Storage, # - Grade, % - (Peak Hour Factor 92 93 Heavy Vehicles, % 2 2 Mvmt Flow 0 (Major/Minor Conflicting Flow All Stage 1	2 92 74 2 2 3 0 0 423 Minor1 2135	0 74 0	- 74 7	- - 55 5	0 55 4	55		0	- - -	
Grade, % - () Peak Hour Factor 92 92 Heavy Vehicles, % 2 22 Mvmt Flow 0 () Major/Minor Conflicting Flow All Stage 1	2 92 74 2 2 3 0 0 423 Minor1 2135	0 74 0	74 7	55 5	0 55 4	55		0	-	
Peak Hour Factor 92 93 Heavy Vehicles, % 2 2 Mvmt Flow 0 0 Major/Minor Conflicting Flow All Stage 1	2 92 74 2 2 3 0 0 423 Minor1 2135	74 0	74 7	55 5	55 4	55			-	
Heavy Vehicles, % 2 2 Mvmt Flow 0 0 Major/Minor Conflicting Flow All Stage 1	2 2 3 0 0 423 Minor1 2135	0	7	5	4		83			
Mvmt Flow 0 (Major/Minor Conflicting Flow All Stage 1	0 0 423 Minor1 2135						- 00	83	83	
Major/Minor Conflicting Flow All Stage 1	Minor1 2135	3	370		E74	_	2	7	3	
Conflicting Flow All Stage 1	2135				37 1	0	0	711	53	
Conflicting Flow All Stage 1	2135									
Stage 1				/lajor1		N	1ajor2			
		2161	571	764	0	-	-	-	0	
Stage 2	1397	1397	-	-	-	-	-	-	-	
	738	764	-	-	-	-	-	-	-	
Critical Hdwy	6.43	6.5	6.27	4.15	-	_	-	_	_	
Critical Hdwy Stg 1	5.43	5.5	-	-	-	-	-	_	_	
Critical Hdwy Stg 2	5.43	5.5	_	_	-	_	_	_	~	
Follow-up Hdwy	3.527		3.363	2.245	-	-	_	-	_	
Pot Cap-1 Maneuver	~ 54	48	511	836	-	0	0	-	_	
Stage 1	~ 228	210	6-8	-	_	0	0	_	_	
Stage 2	471	416	_	_		Ö	Ö	_	_	
Platoon blocked, %					_	·	·	_	_	
Mov Cap-1 Maneuver	~ 27	0	511	836	_	_	_	_	_	
Mov Cap-2 Maneuver	~ 27	0	-	-	_	_	_	-	_	
Stage 1	~ 115	0		-	_	_	_	-	_	
Stage 2	471	0	-	-	_	_	_	-	-	
·		•								
Approach	WB			NB			SB			
HCM Control Delay, s	\$ 7170.9			5.6			0			
HCM LOS	F									
Minor Lang/Major Minor	NIDTMO: 4	007	000							
Minor Lane/Major Mvmt NBL		SBT	SBR							
Capacity (veh/h) 836		-	-							
HCM Lane V/C Ratio 0.494		-	-							
HCM Control Delay (s) 13.4		-	-							
HCM Lane LOS B	•	-	-							
HCM 95th %tile Q(veh) 2.8	- 96.6	-	-							
Notes										
-: Volume exceeds capacity \$: D	elay exceeds 30	10s +	: Compi	utation	Not Dof	inad	*: All m			

			• • • • • • • • • • • • • • • • • • • •										
Intersection													
Int Delay, s/veh	4031.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					A			/1			f		
Traffic Vol, veh/h	0	0	0	345	2	274			-0	0	631	/44 V	
Future Vol., veh/h	0	0	0	345	2	274	260	355	0	0	631	44	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	Õ	Ö	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	Otop -	Otop	None	- 100	- 100	None	-	1 100	None	
Storage Length	_	_	-	Vac:	_	-	0	_	NONE	_	-	NOHE	
Veh in Median Storage	_ # _	_	_	_	0	_	U	0	-	-	_	-	
Grade, %	<i>σ, π</i> -	0	-	_	0	-	-	_	-	-	0	-	
Peak Hour Factor	92	92	92	74			- EE	0	-	-	0	-	
					74	74	55	55	55	83	83	83	
Heavy Vehicles, %	2	2	2	3	0	7	5	4	2	2	7	3	
Vivmt Flow	0	0	0	466	3	370	473	645	0	0	760	53	
Major/Minor			N	linor1			Major1		1	Acior?			
Conflicting Flow All			10		2404		Major1			/lajor2			
				2378	2404	645	813	0	-	-	-	0	
Stage 1				1591	1591	-	-	-	-	-	-	-	
Stage 2				787	813	-	<u>-</u>	-	-	-	-	-	
Critical Hdwy				6.43	6.5	6.27	4.15	-	-	-	-	-	
Critical Hdwy Stg 1				5.43	5.5	-	=	-	-	-		-	
Critical Hdwy Stg 2				5.43	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy			,	3.527	4	3.363		-	-	-	-	-	
Pot Cap-1 Maneuver				~ 38	34	463	801	-	0	0	-	-	
Stage 1			•	- 183	169	-	-	-	0	0	-	-	
Stage 2			-	- 447	395	-	-	-	0	0	-	-	
Platoon blocked, %								-			-	-	
Mov Cap-1 Maneuver				~ 16	0	463	801	-	-	_	-	-	
Mov Cap-2 Maneuver				~ 16	0	_	_	_	_	_	-	-	
Stage 1				~ 75	Õ	-	-	Æ	_	_	_	_	
Stage 2			-	- 447	Õ	_	-	_	_	_	_	-	
Č				-	•								
Approach				WB			NB			SB			
HCM Control Delay, s			\$ 133	302.2			6.7			0			
HCM LOS				F									
Minor Lane/Major Mvm	t	NBL	NBTW		SBT	SBR							
Capacity (veh/h)		801	-	28	-	-							
ICM Lane V/C Ratio		0.59	- 29	.971	-	-							
ICM Control Delay (s)		15.8	\$ 433	02.2	-	-							
ICM Lane LOS		С	_	F	-	-							
ICM 95th %tile Q(veh)		3.9	- 1	04.4	-	-							
lotes													
: Volume exceeds cap			ay exce			: Comp							

Intersection																
Int Delay, s/veh	434.1															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations					4	5	, in				1				· · · · · · · · · · · · · · · · · · ·	
Traffic Vol, veh/h	0	0	0	233	1	231	357		0.	0	386	14				
Future Vol, veh/h	0	0	0	233	1	231	357	264	0	0	386	14				
Conflicting Peds, #/hr	0	0	0	0	0	0		0	0	0	0	0				
Sign Control	Stop	Stop	Stop	Stop	Stop			Free	Free	Free	Free	Free				
RT Channelized	-		None	-	-	None		- 100	None	1100	1100	None				
Storage Length	_	_	-	_	_	-	0	_	-		_	110116				
Veh in Median Storage	# -	_	_	_	0		-	0	_	-	0	-				
Grade, %	, _	0		_	0	_	_	0	-	_	0	_				
Peak Hour Factor	92	92	92	84	84	84		89	89	91	91	04				
Heavy Vehicles, %	2	2	2	4	0	2	3	1	2			91				
Mymt Flow	0	0	0	277	1	275	401	297	0	2	2	7				
WITHE FIOW	v	U	U	211	'	213	401	291	U	U	424	15				
Major/Minor			N	1inor1			Major1		Λ.	1ajor2						
Conflicting Flow All		-		1531	1538	297	439	0		iajuiz						
Stage 1				1099	1099	231	403	U	-	-	-	0				
Stage 2				432	439	-	-	-	-	-	-	-				
Critical Hdwy				6.44	6.5	6.22	4.13	-	-	-	-	-				
Critical Hdwy Stg 1				5.44	5.5	0.22	4.13	-	-	-	-	-				
Critical Hdwy Stg 2				5.44	5.5	-	-	-	-	-	-	-				
Follow-up Hdwy				3.536	5.5 4	3.318	2 227	-	-	-	-	-				
Pot Cap-1 Maneuver				~ 127	117	742	1116	-	_	-	-	-				
Stage 1				316	291	142	1110	-	0	0	-	=				
Stage 2				650	582	-	-	-	0	0	-	-				
Platoon blocked, %				000	302	-	-	-	0	0	-	-				
Mov Cap-1 Maneuver				04	^	740	4440	•			-	-				
Mov Cap-1 Maneuver				~ 81	0	742	1116	-	-	-	-	-				
-				~ 81	0	-	-	-	-	-	-	-				
Stage 1			^	203	0	-	-	-	-	-	-	-				
Stage 2				650	0	-	-	-	-	-	-	-				
Approach				WB			ND			0.0						
HCM Control Delay, s			Ø 10				NB			SB						
HCM LOS			ФТ	318.5 F			5.8			0						
TIOW LOO				Г												
Minor Lane/Major Mvmt		NBL	NBTWI	3Ln1	SBT	SBR										
Capacity (veh/h)		1116	_	146	-	_										
HCM Lane V/C Ratio		.359	- 3	3.792	_	12										
HCM Control Delay (s)		10		18.5	_	_										
HCM Lane LOS		В	-	F	_	_										
HCM 95th %tile Q(veh)		1.7	-	54.7	_	_										
Notes																
: Volume exceeds capa	acity	\$: De	lay exce	eds 30	00s	+: Com	putation	Not De	efined	*· All	maior	volume	in plato	nn .		
	•	•	•				,			. 7 41	ajoi	· JIGITIO	piato	J. 1		

Intersection														
Int Delay, s/veh	817.5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations			-		4						1,		- 7	
Traffic Vol, veh/h	0	0	0	261		247			0	0	432			
Future Vol, veh/h	0	0	0	261	1	247	416	309	Ö	0	432	15	•	
Conflicting Peds, #/hr	0	0	Ō	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	Clop	Otop -	None	Olop -	Otop -	None	-	-	None	1166	1100	None		
Storage Length	_	_	-	_	_	140110	0	_	NONE	-	-	None		
√eh in Median Storage	#_				0	-	U	0	-	-	- -	-		
Grade, %	, 11 -	0	-	_	0	-	-	0	-	-	0	-		
Peak Hour Factor	92	92	92	84	84	- 84			-	- 04	0	- 04		
Heavy Vehicles, %		2					89	89	89	91	91	91		
	2		2	4	0	2	3	1	2	2	2	7		
Mvmt Flow	0	0	0	311	1	294	467	347	0	0	475	16		
Major/Minor			М	inor1			Major1		N	/lajor2				
Conflicting Flow All				1764	1772	347	491	0		najorz		0		
Stage 1				1281	1281	U -1 /	701	U	-	-	-	U		
Stage 2				483	491	-	-	-	-	-	-	-		
Critical Hdwy				6.44	6.5	6.22	- 4.13	-	-	-	-	-		
Critical Hdwy Stg 1				5.44	5.5	0.22	4.13	: = 3	-	-	-	-		
Critical Hdwy Stg 2						-	-	-	-	-	-	-		
follow-up Hdwy			,	5.44	5.5	2 240	0.007	-	-	-	-	-		
			٠	3.536	4	3.318	2.227	-	-	-	-	-		
Pot Cap-1 Maneuver				~ 91	84	696	1067	-	0	0	-	-		
Stage 1			Ŷ	258	238	-	-	-	0	0	-	-		
Stage 2				616	552	-	-	-	0	0	-	-		
Platoon blocked, %								-			-	-		
Nov Cap-1 Maneuver				~ 51	0	696	1067	1.	-	-	-	-		
Nov Cap-2 Maneuver				~ 51	0	-	-	-	-	~	-	-		
Stage 1			~	145	0	-	-	-	-	-	-	-		
Stage 2				616	0	-	-	-	-	-	-	-		
nn)A/D										
pproach				WB			NB			SB				
ICM Control Delay, s			\$ 25	70.7			6.3			0				
ICM LOS				F										
linor Lane/Major Mvmt		NBL	NBTWE	3Ln1	SBT	SBR								
apacity (veh/h)		1067	_	93								-		
CM Lane V/C Ratio		0.438	- 6	.516	_	-								
CM Control Delay (s)	`	11		70.7	_	_								
CM Lane LOS		В	Ψ 2 0	F	_	_								
CM 95th %tile Q(veh)		2.3	-	67.5	-	-								
otes				J. 10										
: Volume exceeds capa	acity	¢- D⊲	ay excee	de 30	00 '	. Cam-	utotics	Not Det	in a cl	*. 411		li ann i d	-1-1	
volumo oxoccus capa	Joily	ψ. D C I	ay excet	us JU	י פט	. Comp	utation	INUL DE	iiled	. All M	iajor vo	nume in	platoon	

Intersection													
Int Delay, s/veh	1387.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			2511	1100	4				INDIX	ODL		SDIN	
Traffic Vol, veh/h	0	0	0	299	***	247		250	/	0	}	1.1	
Future Vol, veh/h					V 1			358	0	0	479*	15	
	0	0	0	299	1	247	455	358	0	0	479	15	
Conflicting Peds, #/hr	0	0	0	0	0	0	_ 0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	_	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-	
Veh in Median Storage	e,# -	-	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	84	84	84	89	89	89	91	91	91	
Heavy Vehicles, %	2	2	2	4	0	2	3	1	2	2	2	7	
Mvmt Flow	0	0	0	356	1	294	511	402	0	0	526	16	
			-		•	301			•	Ü	020		
Major/Minor			N	/linor1		1	Major1		٨	/lajor2			
Conflicting Flow All				1958	1966	402	542	^	- 1\	najulz			
=						402	542	0	-	-	-	0	
Stage 1				1424	1424	-	-	-	-	-	-	-	
Stage 2				534	542	-	-	-	-	-	-	-	
Critical Hdwy				6.44	6.5	6.22	4.13	-	-	-	-	-	
Critical Hdwy Stg 1				5.44	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2				5.44	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy				3.536	4	3.318	2.227	-	-	-	-	-	
Pot Cap-1 Maneuver				~ 69	64	648	1022	-	0	0	-	-	
Stage 1				~ 220	204	-	-	-	0	0	-	-	
Stage 2				584	523	-	-	-	0	0	_	_	
Platoon blocked, %								-	-	•	_	_	
Mov Cap-1 Maneuver				~ 35	0	648	1022	_	_		_		
Mov Cap-2 Maneuver				~ 35	0	-	-	_	_		_	-	
Stage 1				~ 110	0	_	-	-	-	-	-	-	
Stage 2				584	0	-	-	-	-	-	-	-	
Olage Z				004	U	-	-	-	-	-	-	-	
Approach				WB			NB			SB			
HCM Control Delay, s			\$ 4	482.1			6.7			0			
HCM LOS				F									
Minor Lane/Major Mvm	ıt	NBL	NBTW	BLn1	SBT	SBR							
Capacity (veh/h)		1022	-	61								····	
HCM Lane V/C Ratio		0.5	_ 11	0.675	_	_							
HCM Control Delay (s)		12		482.1	-	-							
HCM Lane LOS			Ψ44		-	-							
HCM 95th %tile Q(veh)		В	-	F	-	-							
IN ANY MEDIT WITH LINVAN		2.9	-	76.9	-	-							
TOTAL SOUT TOUR Q(VCIT)													
Notes													

Intersection												
	1366.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	11011	7	<u> </u>	TUDIX	ODE	<u>⊕</u>	ODIT
Traffic Vol, veh/h	0	0	0	287	1	273	456	340	0	0	476 ·	17/
Future Vol, veh/h	0	0	0	287	1	273	456	340	0	0	476	17
Conflicting Peds, #/hr	0	0	0	0	0	0	450	0	0	-		
Sign Control										0	0	_ 0
RT Channelized	Stop	Stop	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free
	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	. ш	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage		_	-	-	0	-	•	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	89	89	89	91	91	91
Heavy Vehicles, %	2	2	2	4	0	2	3	1	2	2	2	7
Mvmt Flow	0	0	0	342	1	325	512	382	0	0	523	19
NAcion/NA:				P								
Major/Minor			N	linor1			Major1		<u> </u>	/lajor2		
Conflicting Flow All				1939	1948	382	542	0	-	-	-	0
Stage 1				1406	1406	-	-	-	-	-	-	-
Stage 2				533	542	-	-	-	-	-	-	-
Critical Hdwy				6.44	6.5	6.22	4.13	-	-	-	-	-
Critical Hdwy Stg 1				5.44	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.44	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.536	4	3.318	2.227	-	-	-	-	-
Pot Cap-1 Maneuver				~ 71	65	665	1022	-	0	0	-	-
Stage 1				~ 224	208	-	-	-	0	0	-	-
Stage 2				584	523	-	-	-	0	0	-	-
Platoon blocked, %								-			_	_
Mov Cap-1 Maneuver				~ 35	0	665	1022	-	_	_	_	-
Mov Cap-2 Maneuver				~ 35	0	_	-	2	-	_	_	-
Stage 1				~ 112	0	_	_	-	_	_	_	_
Stage 2				584	0	_	_	-	-	_	_	_
Ŭ -					-							
Approach				WB			NB			SB		
HCM Control Delay, s			\$ 4	294.5			6.9			0		
HCM LOS			-	F						-		
Minor Lane/Major Mvmt	t	NBL	NBTW	BLn1	SBT	SBR						
Capacity (veh/h)		1022	-	65	-							
HCM Lane V/C Ratio	(0.501	- 10	0.275	_	-						
HCM Control Delay (s)		12		294.5	-	_						
HCM Lane LOS		В	_	F	_	_						
HCM 95th %tile Q(veh)		2.9	-	78.5	_	_						
lotes		· -		. = . •								
	ooit.	¢. Dei	01/ 01/0	od- 20	ιΛο.	. 0	vided:	Na+ D	E. cl	¥. A11	! :	to a contract of
~: Volume exceeds cap	auity	φ. Del	ay exce	eus Ju	US 1	r. Comp	outation	NOT DE	iinea	": Ali n	najor vo	olume in p

Intersection															
Int Delay, s/veh	2347.9														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations			-		4			/			₽	_	-		
Traffic Vol, veh/h	0	0	0	325		273	495	389	0	0	523	17			
Future Vol, veh/h	0	0	Ō	325	1	273	495	389	0	Ö	523	17			
Conflicting Peds, #/hr		0	Ö	0	Ö	0	0	0	0	Ö	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free			
RT Channelized	-	-	None	otop -	Olop -	None	-	-	None	-	-	None			
Storage Length		_	-	_	_	-	0	_	-	_	_	NONE			
Veh in Median Storag	e# -	_	_	_	0	_	-	0	_	_	0	-			
Grade, %	-	0	_	_	0	_	_	0	_	-	0	_			
Peak Hour Factor	92	92	92	84	84	84	89	89	89	91	91	91			
Heavy Vehicles, %	2	2	2	4	0	2	3	1	2	2	2				
Mymt Flow	0	0	0	387	1	325	556	437	0	0	575	7			
WWITE LOW	U	U	U	307	1	323	220	437	U	U	5/5	19			
Major/Minor			Λ.	linor1		i	Major1		4	Major2					
Conflicting Flow All	·			2134	2143	437	594	0	'	viajuiz					
Stage 1				1549	1549	437	594	U	-	-	-	0			
Stage 2				585		-	-	-	-	-	-	-			
Critical Hdwy					594	6.00	4 4 2	-	-	-	-	-			
Critical Hdwy Stg 1				6.44	6.5	6.22	4.13	-	-	=	-	-			
, ,				5.44	5.5	-	-	-	-	-	-	-			
Critical Hdwy Stg 2				5.44	5.5	- 040	- 007	-	-	-	-	-			
Follow-up Hdwy				3.536	4	3.318		-	-	-	-	-			
Pot Cap-1 Maneuver				~ 53	49	620	977	-	0	0	-	-			
Stage 1				~ 191	177	-	-	-	0	0	-	-			
Stage 2				553	496	-	-	-	0	0	-	_			
Platoon blocked, %					_			-			-	-			
Mov Cap-1 Maneuver				~ 23	0	620	977	-	-	-	-	-			
Mov Cap-2 Maneuver				~ 23	0	-	-	-	-	-	-	-			
Stage 1				~ 82	0	-	-	-	-	-	-	_			
Stage 2				553	0	-	-	-	-	-	-	-			
A															
Approach				WB			NB			SB					
HCM Control Delay, s			\$ 7	561.5			7.5			0					
HCM LOS				F											
Minor Lane/Major Mvn	nt	NBL	NBTW	DI n1	CDT	ÇDD.									
	III.		INDIAA		SBT	SBR									
Capacity (veh/h)		977		41	-	-									
HCM Lane V/C Ratio		0.569		7.393	-	-									
HCM Control Delay (s))	13.4	\$ 73	561.5	-	-									
HCM Lane LOS		В	-	F	-	-									
HCM 95th %tile Q(veh)	3.7	-	87.1	-	-									
Notes															
~: Volume exceeds ca	pacity	\$: De	lay exce	eds 30	0s -	+: Comp	utation	Not De	fined	*: All r	najor v	olume ir	n platoo	n	
											-		•		

Intersection														
nt Delay, s/veh	6.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
ane Configurations		<u>4</u>	7					1		7	*	7		
Fraffic Vol, veh/h	4	0	323	0	0	0	0		233		502	0		
Future Vol, veh/h	4	0	323	0	0	0	0	433	233	207	502	0		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free		
RT Channelized			Stop	-	_	None	-	-	None	-	-	None		
Storage Length	-	_	215	_	_	_	_	_	-	0	_	-		
eh in Median Storage	e,# -	0	_	_	16979	_	_	0	-	-	0	_		
Grade, %		0	_	_	0	_	_	0		_	0	_		
Peak Hour Factor	86	86	86	92	92	92	68	68	68	91	91	91		
Heavy Vehicles, %	0	0	4	2	2	2	0	6	10	8	5	0		
Mvmt Flow	5	0	376	0	0	0	0	637	343	227	552	0		
	J	J	5, 5	J	J	J	U	001	U 1 U	441	JJZ	U		
Major/Minor	Minor2					ı	Major1		1	Major2				
Conflicting Flow All	1815	1986	552				_	0	0	980	0	0		
Stage 1	1006	1006	-				_	-	-	-	-	-		
Stage 2	809	980	-				_	_	_		-	_		
Critical Hdwy	6.4	6.5	6.24				_	_	_	4.18	_	_		
Critical Hdwy Stg 1	5.4	5.5	-				_	_		7.10	-	_		
Critical Hdwy Stg 2	5.4	5.5	_				_	_	-	-	-	-		
Follow-up Hdwy	3.5	4	3.336				-	-	-	2.272	-	-		
Pot Cap-1 Maneuver	87	62	530				0	-	-	681	-	-		
Stage 1	357	321	-				0	-	-	001	-	0		
Stage 2	441	331	_				0	-	-	-	-	0		
Platoon blocked, %	 1	331	-				U	-	-	-	-	0		
Mov Cap-1 Maneuver	58	0	530					-	-	004	-			
Mov Cap-1 Maneuver	58		550				-	_		681	-	-		
•		0	-				-	-	-	-	-	-		
Stage 1	357	0	-				-	-	-	-	-	-		
Stage 2	294	0	-				-	-	-	-	-	=		
pproach	EB						NB			SB				
ICM Control Delay, s	27.2						0			3.8				
CM LOS	27.2 D						U			5.0				
	_													
/linor Lane/Major Mvm	t	NBT	NBR E	BLn1 E	BLn2	SBL	SBT							
apacity (veh/h)		-	-	58	530	681	-					-		
ICM Lane V/C Ratio		_	_		0.709		-							
ICM Control Delay (s)		-	_	72.4	26.6	12.9	_							
ICM Lane LOS		_	_	F	20.0 D	12.0 B	_							
ICM 95th %tile Q(veh)		_	_	0.3	5.6	1.5	_							
				0.0	0.0	1.0	=							

Intersection													
Int Delay, s/veh	12.3			-									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		şî.						f		ኻ	<u>_</u>		
Traffic Vol, veh/h	4	0	374	0	0	0	0	488	263	-222	600	0	
Future Vol, veh/h	4	0	374	0		0	0	488	263	222	600	0	
Conflicting Peds, #/hr	0	0	0	0		0	0	0	0	0	0	Ö	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	Stop		-	None .	_	-	None	-	-	None	
Storage Length	-	-	215	-	-	-	_	-	-	0	_	_	
Veh in Median Storage	,# -	0	-	-	16979	-	-	0	-	_	0	-	
Grade, %	-	0	-	-	0	_	=	0	-	-	0	-	
Peak Hour Factor	86	86	86	92	92	92	68	68	68	91	91	91	
Heavy Vehicles, %	0	0	4	2	2	2	0	6	10	8	5	0	
Mvmt Flow	5	0	435	0		0	0	718	387	244	659	0	
												-	
Major/Minor	Minor2					N	/lajor1		ı	Major2			
Conflicting Flow All	2059	2252	659				-	0	0	1105	0	0	
Stage 1	1147	1147	-					-	-	- 1100	-	-	
Stage 2	912	1105	_				_	_	_	_	_	_	
Critical Hdwy	6.4	6.5	6.24				_	_	_	4.18	_	_	
Critical Hdwy Stg 1	5.4	5.5	-				_	_	_	4.10	_	_	
Critical Hdwy Stg 2	5.4	5.5	_				_	_	_		_	_	
Follow-up Hdwy	3.5	4	3.336				_		_	2.272	_	_	
Pot Cap-1 Maneuver	61	42	460				0	_	_	610	_	0	
Stage 1	305	276					Ö	_	_	-	_	Ö	
Stage 2	395	289	-				0	-	_	-	_	Õ	
Platoon blocked, %							•	_	_		_	v	
Mov Cap-1 Maneuver	37	0	460				_		_	610		_	
Mov Cap-2 Maneuver	37	Õ	-				_	_	_	-	-	_	
Stage 1	305	Ö	_				_	_	-	_	_	_	
Stage 2	237	Ő	-				_	_	_	_	_	_	
		•											
Approach	EB						NB			SB			
HCM Control Delay, s	60.1						0			4			
HCM LOS	F									•			
Minor Lane/Major Mvm	t	NBT	NBR F	EBLn1	EBLn2	SBL	SBT						
Capacity (veh/h)	-			37	460	610	-						
HCM Lane V/C Ratio		_	_		0.945	0.4	_						
HCM Control Delay (s)		_		115.8	59.5	14.8	-						
HCM Lane LOS		_	_	F	55.5 F	В	-						
HCM 95th %tile Q(veh)		_	-	0.4	11.3	1.9	-						
, , , , , , , , , , , , , , , ,			_	J.7	11.0	1.0	-						

Intersection	- ···-				-								
Int Delay, s/veh	22.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		\$	7					₽		7	↑		
Fraffic Vol, veh/h	4	10	406	0	0	0	0	562	2 96	1222		-0	
uture Vol, veh/h	4	0	406	0	0	0	0	562	296	222	673	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	<u>'</u> -	Stop	-	·-	None	1010000000	_	None	-	-	None	
Storage Length	_	-	215	-	_	-	_	_		0	_	-	
eh in Median Storage	э.# -	0	_	_	16979	_	_	0	_	-	0	_	
Grade, %	· -	0	_	_	0	_	_	0	-	_	0	_	
eak Hour Factor	86	86	86	92	92	92	68	68	68	91	91	91	
leavy Vehicles, %	0	0	4	2	2	2	0	6	10	8	5	0	
/lvmt Flow	5	0	472	0	0	0	0	826	435	244	740	0	
Will I IOW	J	Ū	712	U	U	U	U	020	433	244	740	U	
/ajor/Minor	Minor2					N	/lajor1		1	Major2			
Conflicting Flow All	2272	2489	740					0	0	1261	0	0	
Stage 1	1228	1228	-				_			_		-	
Stage 2	1044	1261	-				_	-	_	_	_	_	
ritical Hdwy	6.4	6.5	6.24				_	-	-	4.18	_	_	
ritical Hdwy Stg 1	5.4	5.5	_				_	_	-	-	_	-	
ritical Hdwy Stg 2	5.4	5.5	_				_	_	-	_	_	_	
ollow-up Hdwy	3.5	4	3.336				-	-	_	2.272	_	_	
ot Cap-1 Maneuver	45	30	~ 413				0	_	-	531	_	0	
Stage 1	279	253	-				0	_	-	-	_	0	
Stage 2	342	244	_				Ö	_	_	_	_	0	
latoon blocked, %	*						·	_	_		_	Ū	
lov Cap-1 Maneuver	24	0	~ 413				_	_	_	531	_		
lov Cap-2 Maneuver	24	Õ	-				_	_	_	-	_	_	
Stage 1	279	0	_				_	_	-	-	-	-	
Stage 2	185	0	_				_	-	-	-	-	-	
Glage 2	100	U	-				-	-	-	-	-	-	
pproach	EB						NB			SB			
CM Control Delay, s	120.9						0			4.3			
ICM LOS	F												
		NDT		·D. 45		0.71							
inor Lane/Major Mvm	ΙŢ	NBT	NRK E	BLn1 E		SBL	SBT						
apacity (veh/h)		-	-	24	413	531	-						
CM Cantral Dalay (a)		-	- 1		1.143		-						
CM Control Delay (s)		-	-		120.2	17.4	-						
CM Lane LOS		-	-	F	F	С	-						
CM 95th %tile Q(veh)	1	-	-	0.6	17.5	2.4	-						
otes													
	acity		lay exce					Not De		*: All n			

Intersection													
Int Delay, s/veh	22.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		<u></u>	7	2				1>	TTDIT	ሻ	1	ODIT	
Traffic Vol, veh/h	4	0	410	0	0	0	0	537	289	245	658	0	
Future Vol, veh/h	4	0	410	0	0	0	0	537	289	245	658	-	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	001	209	243		0	
Sign Control	Stop	Stop		Stop		Stop					0	0	
RT Channelized	Olop	Olop -	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free	
Storage Length	_	-	215	-	-	None	-	-	None	-	-	None	
Veh in Median Storage	. #	-		-	10070	-	-	-	-	0	-	-	
	, # -	0	-		16979	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	86	86	86	92	92	92	68	68	68	91	91	91	
Heavy Vehicles, %	0	0	4	2	2	2	0	6	10	8	5	0	
Mvmt Flow	5	0	477	0	0	0	0	790	425	269	723	0	
Major/Minor I	Minor2					N	/lajor1		N	Major2			
Conflicting Flow All	2264	2476	723					^			^	^	
Stage 1	1261	1261	123				-	0	0	1215	0	0	
Stage 2	1003	1201					-	-	-	-	-	-	
Critical Hdwy	6.4	6.5	6.04				-	-	-	- 440	-	-	
			6.24				-	-	-	4.18	-	-	
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	=	
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.336				-	-	-	2.272	-	-	
Pot Cap-1 Maneuver	45	30	~ 423				0	-	-	554	-	0	
Stage 1	269	244	-				0	-	-	-	-	0	
Stage 2	358	256	-				0	-	-	-	-	0	
Platoon blocked, %								-	-		-		
Mov Cap-1 Maneuver	23	0	~ 423				-	-	-	554	-	-	
Mov Cap-2 Maneuver	23	0	-				-	_	-	-	_	_	
Stage 1	269	0	-				_	_	-	_	_	-	
Stage 2	184	0	-				-	-	-	-	-	-	
A I													
Approach	EB						NB			SB			
HCM Control Delay, s							0			4.7			
HCM LOS	F												
<u>Mi</u> nor Lane/Major Mvmt	İ	NBT	NBR E	BLn1 E	BLn2	SBL	SBT						
Capacity (veh/h)		-	_	23	423	554							
HCM Lane V/C Ratio		-		0.202			_						
HCM Control Delay (s)		_		197.6		17.5	-						
HCM Lane LOS		_	_	F	F	17.5 C	_						
HCM 95th %tile Q(veh)		-	-	0.6	17.1	2.6	-						
Notes				0									
·				eds 30									

Intersection													
Int Delay, s/veh	37.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		भ	7					1		-	1		
Traffic Vol, veh/h	4	0	442	0	0	0	0	611	322		731	0	
Future Vol, veh/h	4	0	442	0	0	0	0	611	322	245	731	0	
Conflicting Peds, #/hr	Ö	0	0	0	0	0	0	0	0	243	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free		
RT Channelized	Clop	Olop -	Stop	Olop	Olop -	None	-	1166	None	-166		Free	
Storage Length			215		_	NOHE	-	-	None		-	None	
/eh in Median Storage	- # -	0	213	-	16979	-	-	^	-	0	-	-	
Grade, %				-		-	-	0	-	-	0	-	
Peak Hour Factor	86	0 86	-	-	0	-	-	0	-	-	0	-	
			86	92	92	92	68	68	68	91	91	91	
leavy Vehicles, %	0	0	4	2	2	2	0	6	10	8	5	0	
/lvmt Flow	5	0	514	0	0	0	0	899	474	269	803	0	
//ajor/Minor	Minor2						/lajor1			Major2			
Conflicting Flow All	2477	2714	803			<u> </u>	najor i	0	0	1373	0	^	
Stage 1	1341	1341	000				-	U	U	13/3	0	0	
Stage 2	1136	1373	-				-	-	-	-	-	-	
			-				-	-	-	- 40	-	-	
critical Hdwy	6.4	6.5	6.24				-	-	-	4.18	-	-	
ritical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-		-	-	
ollow-up Hdwy	3.5	4	3.336				-	-	-	2.272	•	-	
ot Cap-1 Maneuver	33		~ 380				0	-	-	481	-	0	
Stage 1	246	223	-				0	-	-	-	-	0	
Stage 2	309	215	-				0	-	-	-	-	0	
latoon blocked, %								-	-		-		
Nov Cap-1 Maneuver	15	0	~ 380				-	-	-	481	-	×.	
lov Cap-2 Maneuver	15	0	-						-	-	_	_	
Stage 1	246	0	-				_	_	-	_	_	_	
Stage 2	136	0	-				-	-	-	-	-	-	
pproach	EB						NB			SB			
CM Control Delay, s	204.7						0			5.4			
CM LOS	F												
linor Lano/Maior Mi		NIDT	NDD F	DI4 F	מיי ומי	CD	007						
linor Lane/Major Mvm	l	NBT	NBR E			SBL	SBT	-					
apacity (veh/h)		-	-	15	380	481	-						
CM Lane V/C Ratio		-	-	0.31		0.56	-						
CM Control Delay (s)		-	-\$:	329.7		21.6	-						
CM Lane LOS		-	-	F	F	С	-						
CM 95th %tile Q(veh)		-	-	8.0	24.6	3.4	-						
otes													
0100													

4 EBL	EBT		·									
EBL	EBT											
	EBT											
		EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	ų	7					1		ሻ	→ ↑	/	
15		218	0	0	0	0	606 _v	386		437	0	
15	1	218	0	0	0	0	606	386	182	437	Õ	
0	0	0	0	0	0	0	0	0	0	0	0	
Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
-	-		-	_		-	_		-			
-	-	215	_	-	_	_	_	-	0	_	-	
# -	0	-		16979	_	_	0	_	_	0	_	
-	0	_	-	0	-	_		_	-		-	
84	84	84	92	92	92	87	87	87	94	94	94	
0	0	4	2	2	2	0	2	2	2	3	0	
18	1	260	0	0	0	0	697	444		465	Ö	
					•	-					•	
inor2					N	/laior1		ł	Maior2			
	1994	465				-	n			0	Λ	
						_	-	-		-	-	
		_				_		_	_	_	_	
		6.24				_	_	_	4 12	_	_	
		-				_	_	_	-	_	_	
		_				-	_	_	_	_	_	
		3.336				-	_	_	2.218	_	_	
						0	_	_		_	0	
421	378	-					_	_	-	_		
392	278	-				0		_	_	_		
							_	_		_	•	
63	0	593				-	-	_	612	_	-	
63	0	_				_	_	_	-	_	_	
421	0	_				_	-	_	-	_	~	
268	0	-				_	-	-	-	_	-	
EB						NB			SB	-		
20.5						0			4	-		
С												
	NBT	NBR E	BLn1 E	BLn2	SBL	SBT						
	_	_										
	_	_				-						
	2	_				_						
	_	_				_						
	-					-						
	# - 84 0 18 inor2 1772 853 919 6.4 5.4 3.5 92 421 392 63 63 421 268 EB	# - 0 84 84 0 0 18 1 1772 1994 853 853 919 1141 6.4 6.5 5.4 5.5 5.4 5.5 5.4 5.5 3.5 4 92 61 421 378 392 278 63 0 63 0 421 0 268 0 EB	- Stop - 215 # - 0 - 84 84 84 0 0 4 18 1 260 inor2 7772 1994 465 853 853 - 919 1141 - 6.4 6.5 6.24 5.4 5.5 - 5.4 5.5 - 3.5 4 3.336 92 61 593 421 378 - 392 278 - 63 0 593 63 0 - 421 0 - 268 0 - EB 20.5 C	- Stop - 215 - 4 - 0 215 84 84 84 84 92 0 0 4 2 18 1 260 0 0	Stop	- Stop - None - 215 16979 0 16979 0 0 - 84 84 84 84 92 92 92 0 0 4 2 2 2 18 1 260 0 0 0 inor2	- Stop - None	Stop None	- Stop - None - None - None - 215 16979 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 0 - 0 -	- Stop None - None - 0 None - 215 0 None - 0 None	- Stop - None - None - None - O - None - O - O - O - O - O - O - O - O - O -	Stop None None None None None None None None None None None None None

Intersection														
nt Delay, s/veh	5.2												 	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
ane Configurations	LUL	A	LDIN	VVDL	AADI	VVDI	NDL	1 A	NDK	SDL T		SDR	 	
Fraffic Vol, veh/h	16			0	0	٥	0	709.	450		100	0		
-uture Vol, veh/h	16	1	242	_	0	0	0	709			498	0		
Conflicting Peds, #/hr	0	0	0	0	0	0	0		450	195	498	0		
Sign Control	Stop		Stop					0	0	0	0	0		
RT Channelized	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
Storage Length	-	-	215	-	-	None	-	-	None	-	-	None		
/eh in Median Storage	.# -	^	210	-	16979	-	-	_	-	0	-	-		
Grade, %	:, # -	0		-		-	-	0	-	-	0	-		
Peak Hour Factor	84	0 84	- 0.4	-	0	-	- 07	0	- 07	-	0			
			84	92	92	92	87	87	87	94	94	94		
Heavy Vehicles, %	0	0	4	2	2	2	0	2	2	2	3	0		
Nvmt Flow	19	1	288	0	0	0	0	815	517	207	530	0		
//ajor/Minor	Minor2					N	/lajor1		١	Major2				
Conflicting Flow All	2018	2276	530					0	0	1332	0	0	 	
Stage 1	944	944					-	-	-	-	-	-		
Stage 2	1074	1332	_				_	-	_	_		-		
Critical Howy	6.4	6.5	6.24				_		_	4.12	_			
Critical Hdwy Stg 1	5.4	5.5	-				_	_	_	-	-	_		
Critical Hdwy Stg 2	5.4	5.5	_				_	_	_	_	_	_		
ollow-up Hdwy	3.5	4	3.336				_	_	_	2.218	_	_		
ot Cap-1 Maneuver	65	41	545				0	_	_	518	_	0		
Stage 1	381	344	_				Õ	_	_	-	_	0		
Stage 2	331	225	_				0	_	_	_	_	0		
Platoon blocked, %	001	220					U	_		_	_	U		
Mov Cap-1 Maneuver	39	0	545					_	_	518	_			
Nov Cap-2 Maneuver	39	0	J - JJ				-	-	=	310	-	-		
Stage 1	381	0	-				-	-	-	-	•	-		
Stage 2	199	0	-				-	-	-	-	-	-		
Staye 2	199	U	-				-	-	-	-	-	-		
pproach	EB						NB			SB				
ICM Control Delay, s	28.8						0			4.6				
ICM LOS	D													
dinor Lang/Major Mare	•	NDT	אוסט יי	:DI -4 F	DI 50	CDI	CDT							
Minor Lane/Major Mymi		NBT	NDR	BLn1 E		SBL	SBT							
Capacity (veh/h)		-	-	39	545	518	-							
ICM Cantral Dalay (a)		-		0.519		0.4	-							
ICM Control Delay (s)		-	-	171.5	18.8	16.5	-							
HCM Lane LOS HCM 95th %tile Q(veh)		-	-	F	С	C	-							
				1.8	3.1	1.9								

Intersection													
Int Delay, s/veh	7.3												
Movement	EBL	EDT		/V/DI	WET	/V/DD	NDI	NDT	NIDD	CDI	CDT	ODE	
Lane Configurations	EDL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Vol, veh/h	16	भी	-		^	0	^	₽	600	*	†		
	16、	-	280	V 0	0	0	0		489			0	
Future Vol, veh/h	16	1	280	0	0	0	0	797	489	195	583	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	_ 0	_ 0	0	_ 0	_ 0	_ 0	
Sign Control RT Channelized	Stop	Stop	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free	
	-	-	Stop	-	-	None	-	-	None	-	•	None	
Storage Length	-	-	215	-	-	-	-	-	-	0	-	-	
Veh in Median Storage		0	-		16979	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	- 5	0	-	-	0	•	
Peak Hour Factor	84	84	84	92	92	92	87	87	87	94	94	94	
Heavy Vehicles, %	0	0	4	2	2	2	0	2	2	2	3	0	
Mvmt Flow	19	1	333	0	0	0	0	916	562	207	620	0	
Major/Minor N	/linor2					ĸ	laiar1			Mais=0			
Conflicting Flow All		2512	600				/lajor1			Major2			
	2231	2512	620				-	0	0	1478	0	0	
Stage 1	1034	1034	-				-	-	-	-	-	-	
Stage 2	1197	1478	-				-	-	-		-	-	
Critical Hdwy	6.4	6.5	6.24				-	-	~	4.12	-	-	
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.5					-	-	-	-	-	" -	
Follow-up Hdwy	3.5	4	3.336				-	-	-	2.218	-	-	
Pot Cap-1 Maneuver	48	29	484				0	-	-	456	-	0	
Stage 1	346	312	-				0	-	-	-	-	0	
Stage 2	289	192	-				0	-	-	-	-	0	
⊃latoon blocked, %								-	-		-		
Mov Cap-1 Maneuver	26	0	484				-	-	-	456	-	-	
Mov Cap-2 Maneuver	26	0	-				-	-	-	-	-	-	
Stage 1	346	0	-				-	-	_	_	-	_	
Stage 2	158	0	-				-	-	-	-	-	-	
N I													
Approach	EB						NB			SB			
HCM Control Delay, s	44						0			4.8			
HCM LOS	Ε												
Minor Lane/Major Mvmt		NBT	NRR F	BLn1 E	FRI n2	SBL	SBT						
Capacity (veh/h)		1101	11011	26	484	456	וטטו						
HCM Lane V/C Ratio		-	-				-						
HCM Control Delay (s)		-			0.689		-						
		-	-\$	319.4	27.3	19.3	-						
HCM Lane LOS		-	-	F 2.4	D 5.2	C 2.3	-						
HCM 95th %tile Q(veh)													

Intersection													
Int Delay, s/veh	7.8												 _
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		-4		_				1>		ሻ	†	<u> </u>	 _
Traffic Vol, veh/h	18	1	266	0	0	0	0	778 v	493	215		0	
Future Vol, veh/h	18	1	266	0	0	0	0	778	493	215	548	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop			Free	Free	Free	Free	Free	Free	
RT Channelized	·-	-	Stop	-		None	-	_	None	-		None	
Storage Length	_	-	215	-	_	_	_	-	-	0	_	-	
Veh in Median Storage	. # -	0	-	-	16979	_	_	0	_	-	0	_	
Grade, %	_	0	_	_	0	_	_	0	12	_	0	_	
Peak Hour Factor	84	84	84	92	92	92	87	87	87	94	94	94	
Heavy Vehicles, %	0	0	4	2		2	0	2	2	2	3	0	
Mvmt Flow	21	1	317	0	0	0	0	894	567	229	583	0	
	A 1	•	J11	J	0	J	Ū	007	501	223	505	U	
Major/Minor I	Vinor2					1	Major1		ı	Major2			
Conflicting Flow All	2219	2502	583				-	0	0	1461	0	0	
Stage 1	1041	1041	-				1	-	-	-	_	-	
Stage 2	1178	1461	_				_	_		_	_	_	
Critical Hdwy	6.4	6.5	6.24				_		_	4.12	_	_	
Critical Hdwy Stg 1	5.4	5.5	-				_	-		7.12		_	
Critical Hdwy Stg 2	5.4	5.5	_					_	_	-		_	
Follow-up Hdwy	3.5	4	3.336				_	-	•	2.218	-	-	
Pot Cap-1 Maneuver	49	29	508				0	•	-	462	-	_	
Stage 1	343	310	300				0	-	-	402	-	0	
Stage 2	295	195	-				0	-	-	-	-	0	
Platoon blocked, %	290	190	-				U	-	-	-	-	0	
	25	٥	500					-	-	400	-		
Mov Cap-1 Maneuver	25 25	0	508				-	-	-	462	-	-	
Mov Cap-2 Maneuver	25	0	-				-	-	-	-	•	-	
Stage 1	343	0	-				-	-	-	-	-	-	
Stage 2	149	0	-				-	-	-	-	-	-	
Approach	EB						NB			SB			
HCM Control Delay, s	46.3		···										
HCM LOS	40.3 E						0			5.7			
ION LOS													
Minor Lane/Major Mvm	t	NBT	NRR F	BLn1 i	=Bl n2	SBL	SBT						
Capacity (veh/h)	-			25	508	462	-						
HCM Lane V/C Ratio		_	-		0.623		-						
HCM Control Delay (s)		-		370.7	23.1		-						
HCM Lane LOS		-	-φ			20.2	-						
HCM 95th %tile Q(veh)		-	-	F	C	C	-						
TUIVI YOUI WIIIE Q(VEN)		-	-	2.8	4.2	2.7	-						

Intersection										-				
Int Delay, s/veh	12.3													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NDI	NDT	NDD	CDI	ODT	000		
Lane Configurations	LDL			VVDL	VVDI	VVDIC	NBL	NBT	NBR	SBL	SBT	SBR		
Traffic Vol, veh/h	18	Ą	T	0	^	•	•	4	/					
Future Vol, veh/h		1	304	0	0	0	0	866		215		0		
•	18	1	304	0	0	0	0	866	532	215	633	0		
Conflicting Peds, #/hr	0	0	0	0	0	0	_ 0	_ 0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None		
Storage Length		-	215	-		-	-	-	-	0	-	-		
Veh in Median Storage	e, # -	0	-	-	16979	-	-	0	_	-	0	-		
Grade, %	-	0	-	-	0	-	-	0	-	_	0	-		
Peak Hour Factor	84	84	84	92	92	92	87	87	87	94	94	94		
Heavy Vehicles, %	0	0	4	2	2	2	0	2	2	2	3	0		
Mvmt Flow	21	1	362	0	0	0	0	995	611	229	673	0		
N. 6 - 1 (N. 4)														
	Minor2					1	Major1			Major2			900 of the co.	
Conflicting Flow All	2432	2737	673				-	0	0	1606	0	0		
Stage 1	1131	1131	-				-	-	-	-	_	-		
Stage 2	1301	1606					-	-	-	-	-	_		
Critical Hdwy	6.4	6.5	6.24				-	-	-	4.12		-		
Critical Hdwy Stg 1	5.4	5.5	-				_	-	-	_	_	_		
Critical Hdwy Stg 2	5.4	5.5	-				-	_	_	_	_	_		
Follow-up Hdwy	3.5	4	3.336				_	-		2.218	_	_		
Pot Cap-1 Maneuver	36	21	452				0	_	_	407	_	0		
Stage 1	311	281	-				Ö	_			_	0		
Stage 2	258	166	_				Õ	_	_			0		
Platoon blocked, %							v	_			-	U		
Mov Cap-1 Maneuver	~ 16	0	452					_	_	407	-			
Mov Cap-2 Maneuver	~ 16	0	-02				-	-	-	407	-	-		
Stage 1	311	0	_				-	-	-	-	-	-		
Stage 2	113	0	-				-	-	-	-	-	-		
Olayo Z	113	U	-				-	-	-	-	-	-		
Approach	EΒ						NB			SB				
HCM Control Delay, s	77.7	••••			·		0			6.2				
HCM LOS	F						Ū			0.2				
Minor Lane/Major Mvmt	<u> </u>	NBT	NBR E	BLn1 E		SBL	SBT							
Capacity (veh/h)		-	-	16	452	407	-							
ICM Lane V/C Ratio		=		1.414			-							
HCM Control Delay (s)		-	-\$	712.7	38	24.6	-							
HCM Lane LOS		-	-	F	Ε	С	-							
HCM 95th %tile Q(veh)		-	-	3.4	7.3	3.3	-							
Votes														
: Volume exceeds cap			ay exce	1 00		: Comp							platoon	

Intersection						
Int Delay, s/veh	9.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	γ/		ĵ.			4
Traffic Vol, veh/h	29			0	50	775
Future Vol, veh/h	29	129	537	0	50	775
Conflicting Peds, #/hr			0	0	0	0
Sign Control	Stop		Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	66	66	79	79
Heavy Vehicles, %	4	3	8	0	0	3
Mvmt Flow	34	152	814	0	63	981
Major/Minor	Minor1	N	Major1	ı	Major2	
Conflicting Flow All	1921	814	0	0	814	0
Stage 1	814	-	-	-	-	_
Stage 2	1107	-	-	-	-	_
Critical Hdwy	6.44	6.23	-	_	4.1	_
Critical Hdwy Stg 1	5.44	-	-	-	-	_
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	_	-	2.2	-
Pot Cap-1 Maneuver	73	376	-	*	822	-
Stage 1	432	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	376	-	-	822	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	432	*	-	-	-	-
Stage 2	260	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s			0		0.6	
HCM LOS	F		-		J. •	
	•					
Minor Long/Major M.	.	NIDT	VIDDA	JDL 4	CDI	CDT
Minor Lane/Major Mym	11	NBT	NBRV		SBL	SBT
Capacity (veh/h)		-	-	193	822	-
HCM Cantral Dalay (a)		-		0.963		-
HCM Lang LOS		-	-	105.6	9.7	0
HCM Lane LOS HCM 95th %tile Q(veh	١	-	-	F 70	A	Α
TION SOUL WITH MICHAIL)	-	-	7.9	0.2	-

Intersection										
Int Delay, s/veh	30.3									
Movement	WBL		NDT	NIDD	CDI	CDT				
		WDR		NBR	SBL	SBT				
Lane Configurations	**	100	1		- 44	ુની				
Traffic Vol, veh/h	31	•	613		54					
Future Vol, veh/h	31	138	613	0	54	920				
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				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	85	85	66	66	79	79				
Heavy Vehicles, %	4	3	8	0	0	3				
Mvmt Flow	36	162	929	0	68	1165				
Major/Minor	Minor1		Major1	I	Major2					
Conflicting Flow All	2230	929	0	0	929	0				
Stage 1	929	-	-	_		_				
Stage 2	1301	_	_	_	-	_				
Critical Hdwy	6.44	6.23	_	_	4.1	_				
Critical Hdwy Stg 1	5.44	-	_	_		_				
Critical Hdwy Stg 2	5.44	_	_	_	_	_				
Follow-up Hdwy	3.536	3.327	-	_	2.2	_				
Pot Cap-1 Maneuver	46	323	_	_	744	_				
Stage 1	381	-	_	_						
Stage 2	253	_	_	_	_					
Platoon blocked, %	200		_			-				
Mov Cap-1 Maneuver	~ 34	323	_	_	744	-				
Mov Cap-2 Maneuver	~ 34	525	_	_	/ 44	-				
Stage 1	381	_	-	-	-	-				
Stage 2	187	-	-	-	-	-				
Staye 2	101	-	-	-	-	-				
annroach	WB		NB		CD					
Approach					SB					
HCM Control Delay, s\$			0		0.6					
HCM LOS	F									
NA'										
Minor Lane/Major Mvm	nt	NBT	NBRV		SBL	SBT				
Capacity (veh/h)		-	-	126	744	-				
HCM Lane V/C Ratio		-		1.578		-				
ICM Control Delay (s)		-	-\$	356.5	10.3	0				
HCM Lane LOS		-	-	F	В	Α				
ICM 95th %tile Q(veh))	-	-	14.3	0.3	-				
iotes										
: Volume exceeds car	pacity	\$: De	lay exce	eeds 30	0s +	: Compi	tation Not Defined	*: All maio	r volume in	plate
Notes -: Volume exceeds cap		\$: De	lay exce	eeds 30		: Compu	tation Not Defined	*: All majo	r volume in	plato

Intersection							
Int Delay, s/veh	61.5						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥			.,,,,,		4	1
Traffic Vol, veh/h	31、	138		0	54	1025	
Future Vol, veh/h	31	138	720	0	54	1025	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	Olop -	None	-	None	-	None	
Storage Length	0	-	_	NONG		NOIIE	
Veh in Median Storage		_	0	_	-	0	
Grade, %	σ, π Ο	_	0	_	_	0	
Peak Hour Factor	85	85	66	66	- 79	79	
Heavy Vehicles, %	4	3	8	0	0	3	
Mvmt Flow	36	162	0 1091	0	68		
IMMITTE TOW	30	102	1091	U	80	1297	
	Minor1		Major1		Major2		
Conflicting Flow All	2524	1091	0	0	1091	0	
Stage 1	1091	-	-	-	-	-	
Stage 2	1433	-	-	-	-	-	
Critical Hdwy	6.44	6.23	-	-	4.1	-	
Critical Hdwy Stg 1	5.44	-	-	=	-	-	
Critical Hdwy Stg 2	5.44	-	-	-	-	-	
Follow-up Hdwy	3.536	3.327	-	-	2.2	-	
Pot Cap-1 Maneuver	~ 30	260	-	-	647	-	
Stage 1	319	-	-	-	-	-	
Stage 2	218	-	-	-	-	_	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	~ 19	260	-	_	647	_	
Mov Cap-2 Maneuver	~ 19	_	-	-	-	_	
Stage 1	319	-	_	-	-	-	
Stage 2	136	-	-	_	_	-	
Ů.							
Approach	WB		NB		SB		
HCM Control Delay, s\$			0		0.6		
HCM LOS	F		U		0.0		
I IOIVI LOO	,						
NA:	. 1	NET	NES.	(D) (٠	055	
Minor Lane/Major Mvm)Į	NBT	NBRV		SBL	SBT	
Capacity (veh/h)		-	-	78	647	-	
HCM Lane V/C Ratio		-		2.549		-	
HCM Control Delay (s)		-	-\$	817.3	11.2	0	
HCM Lane LOS		-	-	F	В	Α	
HCM 95th %tile Q(veh))	-	-	19	0.4	-	
Notes							
~: Volume exceeds cap	nacity	\$ Del	av exce	eds 30	IOs 4	- Compi	tation Not Defined *: All major volume in platoon

Intersection									
Int Delay, s/veh	68.3								
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations	Y		1.			AÎ.	/		,
Traffic Vol, veh/h	34	152		0	60	1008			
Future Vol, veh/h	34	152	674	0	60	1008			
Conflicting Peds, #/hr		0	0	0	0	0			
Sign Control	Stop	Stop	Free	Free	Free	Free			
RT Channelized	Olop -	None	-	None	-	None			
Storage Length	0	-	_	TVOIC		TVOIC			
Veh in Median Storag		_	0	_	_	0			
Grade, %	0	_	0	-	_	0			
Peak Hour Factor	85	85	66	66	79				
	4	3	8	0	79	3			
Heavy Vehicles, %									
Mvmt Flow	40	179	1021	0	76	1276			
Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	2449	1021	0	0	1021	0			
Stage 1	1021	-	-	-	-	-			
Stage 2	1428	-	-	-	-	-			
Critical Hdwy	6.44	6.23	-	-	4.1	-			
Critical Hdwy Stg 1	5.44	-	-	-	-	-			
Critical Hdwy Stg 2	5.44	-	-	-	-	-			
Follow-up Hdwy	3.536	3.327	-	-	2.2	-			
Pot Cap-1 Maneuver	~ 34	286	_	_	688	-			
Stage 1	345	-	-	_	-	-			
Stage 2	219	-	_	_	-	_			
Platoon blocked, %			_	_		_			
Mov Cap-1 Maneuver	~ 21	286	-	_	688	_			
Mov Cap-2 Maneuver			-	_	-	_			
Stage 1	345	_	_	_	_	_			
Stage 2	136	_	_	_	_	_			
Clago 2	,00			-	-	_			
Approach	WB		NB		SB				
HCM Control Delay, s			0		0.6				
HCM LOS	ayouo.i F		U		0.0				
HOWI LOS	Г								
	_,			AUDI 1					
Minor Lane/Major Mvr	mt	NBT	NBRV	VBLn1	SBL	SBT			
Capacity (veh/h)		-	-	86	688	-			
HCM Lane V/C Ratio		-		2.544	0.11	-			
HCM Control Delay (s	s)	-	-\$	805.1	10.9	0			
HCM Lane LOS		-	-	F	В	Α			
HCM 95th %tile Q(veh	۱)	=	-	20.6	0.4	-			
Notes									
~: Volume exceeds ca	apacity	\$: De	lav exc	eeds 30)0s	+: Comp	utation Not Defined	*: All major volume in platoor	1
	-puonty	Ψ. Δ0	, 0,00	.5545 00	, , ,	. Comp	attation (10) Dominou	The major volume in platoor	

Movement	Intersection							
Movement		158.4						
Lane Configurations Major	•							
Traffic Vol, veh/h 34 152 781 0 60 1113 Conflicting Pods, #hr 10 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free Free Storage Length 0 - 0 - 0 0 0 Veh in Median Storage, # 0 - 0 - 0 0 0 0 Peak Hour Factor 85 85 66 66 67 9 79 Heavy Vehicles, # 4 3 8 0 0 0 3 Heavy Vehicles, # 4 3 8 0 0 0 3 Heavy Vehicles, # 4 3 0 76 1409 Majort/Minor Minort Majort Majort Majort Majort Stage 1 1183 0 0 1183 0 Stage 1 1183 0 0 1183 0 Stage 1 1183 0 0 1183 0 Stage 1 1183 0 0 1183 0 Stage 1 1183 0 0 1183 0 Stage 1 1183 0 0 1183 0 Stage 1 166 0 0 0 0 0 0 0 Frictial Howy Stg 1 5.44 0 0 0 0 0 0 0 0 0 Pot Cap J Maneuver 9 2 230 0 0 597 0 0 Stage 1 188 0 0 0 0 0 0 0 Stage 1 188 0 0 0 0 0 0 0 0 Stage 2 186 0 0 0 0 0 0 0 0 Stage 2 186 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			WBR		NBR	SBL		
Future Vol, veh/h 34 152 781 0 66 1113 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Sign	_							
Conflicting Peds, #hr	**				0			
Sign Control Stop Stop Free	· · ·				0	60	1113	
RT Channelized None None None None Slorage Length 0 -	Conflicting Peds, #/hr	0	0	0	0	0	0	
Storage Length 0	Sign Control	Stop	Stop	Free	Free	Free	Free	
Veh in Median Storage, # 0	RT Channelized	-	None	-	None	-	None	
Veh in Median Storage, # 0	Storage Length	0	-	-	-	-	-	
Grade, % 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0			_	0	_	_	0	
Peak Hour Factor			_		_	_		
Heavy Vehicles, % 4 3 8 0 0 0 3 Whymit Flow Holl 179 1183 0 76 1409 Major/Minor Minor1 Major1 Major2 Conflicting Flow All 2744 1183 0 0 1183 0 Stage 1 1183 Stage 1 1183 Stage 2 1561 Stage 2 1561 Stage 2 1561 Stage 2 1561 Stage 2 1561	· ·		85		66	79		
My Homit Flow								
Major/Minor Minor1 Major1 Major2 Conflicting Flow All 2744 1183 0 0 1183 0 Stage 1 1183	-							
Conflicting Flow All 2744 1183 0 0 1183 0	IAIAIII I IOAA	40	119	1100	U	10	1408	
Conflicting Flow All 2744 1183 0 0 1183 0								
Conflicting Flow All 2744 1183 0 0 1183 0	Major/Minor	Minor1		Major1		Major2		
Stage 1	Conflicting Flow All						0	
Stage 2	•		_	-	_	_	-	
Critical Hdwy Stg 1 5.44 4.1 - Critical Hdwy Stg 1 5.44			_	_	_	_	_	
Critical Hdwy Stg 1 5.44			6.23	_	_	41	_	
Critical Hdwy Stg 2 5.44			0.20	_	_	***	_	
Follow-up Hdwy 3.536 3.327 - 2.2 - Pot Cap-1 Maneuver ~ 22 230 - 597 - Stage 1 288 Stage 2 188 Platoon blocked, % Wov Cap-1 Maneuver ~ 9 230 - 597 Mov Cap-2 Maneuver ~ 9 230 - 597 Mov Cap-2 Maneuver ~ 9 Stage 1 288 Stage 1 288 Stage 2 78 Stage 2 78 Mov Cap-2 Maneuver ~ 9 Stage 2 78 Stage 2 78 Mov Cap-1 Maneuver ~ 9 Stage 1 288 Stage 2 78 Stage 2 78 Mov Cap-2 Maneuver ~ 9 Stage 2 78 Stage 2 78 Stage 2 78 Stage 2 78 Mov Cap-2 Maneuver ~ 9 Stage 2 78 S			_	-	_	_	_	
Pot Cap-1 Maneuver ~ 22 230 - 597 - Stage 1 288			3 327	_	_	22	_	
Stage 1 288				_	_		_	
Stage 2 188	•		230	-	-	331	5.	
Platoon blocked, % for Cap-1 Maneuver			-	-	-	-	-	
Mov Cap-1 Maneuver	•	100	-	-	-	*	-	
Stage 1		^	000	-	-	507	-	
Stage 1 288 -			230	-	-	597	-	
Stage 2 78			-	-	-	-	-	
Approach WB NB SB HCM Control Delay, s \$ 2086 0 0.6 HCM LOS F Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 42 597 - HCM Lane V/C Ratio - 5.21 0.127 - HCM Control Delay (s) - \$2086 11.9 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 25.3 0.4 -			-	-	-	-	-	
CM Control Delay, s \$ 2086	Stage 2	78	-	-	-	-	-	
CM Control Delay, s \$ 2086								
CM Control Delay, s \$ 2086	Approach	WR		NR		SB		
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 42 597 - HCM Lane V/C Ratio - 5.21 0.127 - HCM Control Delay (s) - \$2086 11.9 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 25.3 0.4 -								
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 42 597 - HCM Lane V/C Ratio 5.21 0.127 - HCM Control Delay (s)\$ 2086 11.9 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 25.3 0.4 -				U		0.0		
Capacity (veh/h) 42 597 - HCM Lane V/C Ratio 5.21 0.127 - HCM Control Delay (s)\$ 2086 11.9 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 25.3 0.4 -	HOW LOS	۲						
Capacity (veh/h) 42 597 - HCM Lane V/C Ratio 5.21 0.127 - HCM Control Delay (s)\$ 2086 11.9 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 25.3 0.4 -								
Capacity (veh/h) 42 597 - HCM Lane V/C Ratio 5.21 0.127 - HCM Control Delay (s)\$ 2086 11.9 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 25.3 0.4 -	Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT	
HCM Lane V/C Ratio 5.21 0.127 - HCM Control Delay (s)\$ 2086 11.9 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 25.3 0.4 - Notes	Capacity (veh/h)		_	-	42	597	_	
HCM Control Delay (s)\$ 2086 11.9 0 HCM Lane LOS F B A HCM 95th %tile Q(veh) 25.3 0.4 - Notes			_	_			_	
HCM Lane LOS F B A HCM 95th %tile Q(veh) 25.3 0.4 - Notes			_	_ 9			Λ	
ICM 95th %tile Q(veh) 25.3 0.4 - lotes			_					
lotes		١	-	_			^	
		,	•	-	20.0	0.4	-	
: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	Notes							
	~: Volume exceeds car	oacity	\$: De	lay exc	eeds 30)0s -	: Comp	outation Not Defined *: All major volume in platoon

4.2 WBL 17 17 0 Stop 0 9, # 0 0 87 0 20 Minor1 1761 1023 738	113 0 Stop None - - 87 2 130	NBT 879 879 0 Free - 0 0 86 3 1022 Major1			SBT 623 623 0 Free None 0 93 4 670
WBL 17 17 0 Stopp 0 9, # 0 0 87 0 20 Minor1 1761 1023	113 113 0 Stop None - - 87 2 130	879 879 0 Free - 0 0 86 3 1022	2 2 0 Free None - - 86 0 2	32 32 0 Free - - - 93 0 34	623 0 623 0 Free None - 0 0 93 4
17 17 0 Stop - 0 e, # 0 0 87 0 20 Minor1 1761 1023	113 113 0 Stop None - - 87 2 130	879 879 0 Free - 0 0 86 3 1022	2 2 0 Free None - - 86 0 2	32 32 0 Free - - - 93 0 34	623 0 623 0 Free None - 0 0 93 4
17 17 0 Stop - 0 e, # 0 0 87 0 20 Minor1 1761 1023	113 113 0 Stop None - - 87 2 130	879 879 0 Free - 0 0 86 3 1022	2 2 0 Free None - - 86 0 2	32 32 0 Free - - - 93 0 34	623 623 0 Free None 0 0 93 4
17 17 0 Stop - 0 9, # 0 0 87 0 20 Minor1 1761 1023	113 0 Stop None - - - 87 2 130	879 879 0 Free - 0 0 86 3 1022	2 0 Free None - - - 86 0 2	32 0 Free - - - 93 0 34	623 · 623 · 0 Free None - 0 0 93 4
17 0 Stop 0 9, # 0 0 87 0 20 Minor1 1761 1023	113 0 Stop None - - - 87 2 130	879 0 Free - 0 0 86 3 1022	2 0 Free None - - - 86 0 2	32 0 Free - - - 93 0 34	623 0 Free None 0 0 93 4
0 Stop 0 e, # 0 0 87 0 20 Minor1 1761 1023	0 Stop None - - - 87 2 130	0 Free - 0 0 86 3 1022	0 Free None - - 86 0 2	0 Free - - - 93 0 34	0 Free None - 0 0 93 4
Stop - 0 9, # 0 0 87 0 20 Minor1 1761 1023	Stop None - - - 87 2 130	Free - 0 0 86 3 1022	Free None - - 86 0 2	Free 93 0 34	Free None 0 0 93 4
0 9, # 0 0 87 0 20 Minor1 1761 1023	None - - - - - - - - - - - - - - - - - - -	- 0 0 86 3 1022	None - - - 86 0 2	- - - 93 0 34	None - 0 0 93 4
0 9, # 0 0 87 0 20 Minor1 1761 1023	87 2 130	0 0 86 3 1022 Major1	- - 86 0 2	93 0 34	0 0 93 4
e, # 0 0 87 0 20 Minor1 1761 1023	87 2 130	0 0 86 3 1022 Major1	86 0 2	93 0 34	0 93 4
0 87 0 20 Minor1 1761 1023	87 2 130	0 86 3 1022 <u>Major1</u>	86 0 2	93 0 34	0 93 4
87 0 20 Minor1 1761 1023	87 2 130	86 3 1022 <u>Major1</u>	86 0 2	93 0 34	93 4
0 20 Minor1 1761 1023	2 130	3 1022 <u>Major1</u>	0 2	0 34	4
20 Minor1 1761 1023	130	1022 <u>M</u> ajor1	2	34	
Minor1 1761 1023	Ŋ	Major1	F		670
1761 1023				Major2	
1761 1023				Maior2	
1761 1023				いコハイン	
1023	1023	()	^		
		•	0	1024	0
/38	-	-	-	-	-
_	-	-	-	-	-
6.4	6.22	-	-	4.1	-
5.4	-	-	-	-	-
5.4	-	-	-	-	-
3.5	3.318	-	-	2.2	-
94	286	-	_	686	-
350	_	_	_	_	_
	_	-	-	_	_
17.0		_	_		
97	206	_	_	606	-
	200	-	-	000	-
	-	-	-	-	-
	-	-	-	-	-
438	-	-	-	-	-
WB		NB		SB	
50.2		0			
		J		3.0	
<u>nt</u>	NBT	NBRV			SBT
	-	-	220		-
	-	-	0.679	0.05	-
	-	_	50.2	10.5	0
	-	-			Α
)	_	-			-
•					
<u>(</u>	5.4 3.5 94 350 476 87 87 350 438	5.4 - 3.5 3.318 94 286 350 - 476 - 87 286 87 - 350 - 438 - WB 50.2 F mt NBT - , - , - , -	5.4	5.4	5.4 3.5 3.318 2.2 94 286 686 350

						·····
Intersection						
Int Delay, s/veh	9.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		4			₩Î
Traffic Vol, veh/h	18	√121⊌	1038	/ 2	34,	706
Future Vol, veh/h	18	121	1038	2	34	706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop		Free	Free	Free	Free
RT Channelized	Olop -	None	-	None	-	None
Storage Length	0		-		_	- 10110
Veh in Median Storage		_	0	_	_	0
Grade, %	0	_	0	-	_	0
Peak Hour Factor	87	87	86	86		
					93	93
Heavy Vehicles, %	0	2	3	0	0	4
Mvmt Flow	21	139	1207	2	37	759
Major/Minor	Minor1	ı	Major1		Major2	
Conflicting Flow All	2041	1208	0	0	1209	0
_	1208		U	U	1209	U
Stage 1		-	-	-	-	-
Stage 2	833		-	_	-	-
Critical Hdwy	6.4	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	63	223	-	-	584	-
Stage 1	286	-	-	-	_	-
Stage 2	430	_	_	-	_	-
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	56	223	_		584	
Mov Cap-2 Maneuver	56	220	_	_	304	_
	286	_	-	-	-	-
Stage 1		-	-	-	-	-
Stage 2	383	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	125.6		0		0.5	
HCM LOS	F		v		0.0	
TIOWI LOO	•					
Minor Lane/Major Mvm	ıt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-	161	584	-
HCM Lane V/C Ratio		_	-	0.992		_
HCM Control Delay (s)		_		125.6	11.6	0
HCM Lane LOS		_	_	F	В	A
HCM 95th %tile Q(veh)		_	_	7.7	0.2	^
TOWN JOHN JUHIC Q(VCH)		-	-	1.1	U.Z	-

47.4					
47.4					
17.4					
WBL	WBR	NBT	NBR	SBI	SBT
		- L	/	<u> </u>	4
	121	1165	1/2	34	
					829
					023
			_		Free
- -		-		-	None
	- 10110	_	-	_	-
	_	ń	_	-	0
-	-		-	-	0
					93
					4
21	139	1300	2	3/	891
Minor1		Major1		Major2	
2321	1356	0	0	1357	0
1356	-	-	-	-	-
965	-	-	-	-	-
6.4	6.22	-	-	4.1	-
5.4	-	-	-	-	-
5.4	-	-	_	-	-
	3.318	_	-	2.2	-
	183	_	_		-
242	-	_	-	-	-
	_	-	_	_	
0.0		_			_
r 36	183	_	_	513	-
	-	_	_	010	
	-	-	-	-	-
	-	-	-	-	-
320	-	-	-	-	-
3 263		0		0.5	
F					
mt	NBT	NBRW	/BLn1	SBL	SBT
		-			-
	-	-			-
٥١	-	-			-
'/	-	-			0
	-	-			Α
ካ ነ			10 6	nn	
h)	-	-	10.6	0.2	~
	18 18 18 18 18 19 19 10 10 10 10 10 10 11 10 11 10 11 10 11 11	18 121 18 121 18 121 1 0 0 Stop Stop - None 0 - ge, # 0 - 87 87 0 2 21 139 Minor1 2321 1356 1356 - 965 - 6.4 6.22 5.4 - 5.4 - 3.5 3.318 42 183 242 - 373 - r 36 183 r 36 - 242 - 373 - r 36 183 r 36 - 242 - 320 - WB s 263 F mt NBT	18 121 1165 18 121 1165 18 121 1165 18 121 1165 18 121 1165 18 121 1165 18 121 1165 18 121 1165 18 121 1165 19 10 0 0 10 0 10 0 10 0 10 0 0 10	18 121 1165 2 18 121 1165 2 18 121 1165 2 18 121 1165 2 19 0 0 0 0 0 10 Stop Stop Free Free - None - None 0 0 - 0 - 0 87 87 86 86 0 2 3 0 21 139 1355 2 Minor1	18

Intersection								 	
Int Delay, s/veh	20.9			·			 	 	
-									
Movement	WBL	WBR	NBT	NBR	SBL	SBT	 		
Lane Configurations	\	100	₽	/_	/	₽			
Traffic Vol, veh/h	20		/1137	2		776			
Future Vol, veh/h	20	134	1137	2	38	776			
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	-	7	0			
Grade, %	0	-	0	-	-	0			
Peak Hour Factor	87	87	86	86	93	93			
leavy Vehicles, %	0	2	3	0	0	4			
√lvmt Flow	23	154	1322	2	41	834			
/lajor/Minor	Minor1	ľ	Major1	ı	Major2				
Conflicting Flow All	2239	1323	0	0	1324	0			
Stage 1	1323	-	-	-	-	-			
Stage 2	916	_	_	_	_				
ritical Hdwy	6.4	6.22	-	_	4.1	_			
itical Hdwy Stg 1	5.4	-	_	_	-	-			
ritical Hdwy Stg 2	5.4	_	_	_	_	_			
ollow-up Hdwy		3.318	_	_	2.2	_			
ot Cap-1 Maneuver	47	191	-	_	528	_			
Stage 1	251	-	_	_	-	_			
Stage 2	393	_	_	_	_	-			
latoon blocked, %	000	-	-	_	-	-			
ov Cap-1 Maneuver	40	191	-	-	528	-			
ov Cap-1 Maneuver	40	171	-	-	520	-			
•	251	-	-	•	-	-			
Stage 1		-	-	-	-	-			
Stage 2	336	-	-	-	-	-			
pproach	WD		NID		CD				
pproach	WB		NB 0		SB				
ICM Control Delay, s			0		0.6				
ICM LOS	F								
linor Lane/Major Mvm	nt	NBT	NBRV		SBL	SBT	 		
apacity (veh/h)		=	-	128	528	-			
CM Lane V/C Ratio		-		1.383	0.077	-			
CM Control Delay (s)		-	-	277.2	12.4	0			
CM Lane LOS		-	-	F	В	Α			
ICM 95th %tile Q(veh))	-	-	11.8	0.3	-			

Intersection Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, %	34.8 WBL 20 20 0 Stop	134 0 Stop	NBT 1264 1264 0		SBL	SBT	
Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage	WBL 20 0 20 0 Stop - 0	134 134 0 Stop	1264 1264	2.	SBL	SBT	
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage	20 20 0 Stop	134 134 0 Stop	1264 1264	2.	SBL	SBI	
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage	20 20 0 Stop	134 0 Stop	1264 1264				
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage	20 0 Stop - 0	134 0 Stop	1264			र्भ	
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage	0 Stop - 0	0 Stop					
Sign Control RT Channelized Storage Length Veh in Median Storage	Stop - 0	Stop	Λ	2	38	899	
RT Channelized Storage Length Veh in Median Storage	0			0	0	0	
Storage Length Veh in Median Storage	0		Free	Free	Free	Free	
Veh in Median Storage		None	-	None	-	None	
		-	-	-	-	-	
Grade, %	,#0	-	0	-	-	0	
	0	-	0	-	-	0	
Peak Hour Factor	87	87	86	86	93	93	
Heavy Vehicles, %	0	2	3	0	0	4	
Mvmt Flow	23	154	1470	2	41	967	
Major/Minor N	√linor1	1	Major1	ſ	Major2		
Conflicting Flow All	2520	1471	0	0	1472	0	
Stage 1	1471	-	-	-	_	-	
Stage 2	1049	_	-	_	_	_	
Critical Hdwy	6.4	6.22	_	_	4.1		
Critical Hdwy Stg 1	5.4	-	_	_		_	
Critical Hdwy Stg 2	5.4	_	_	_	_	_	
Follow-up Hdwy		3.318	_	_	2.2	_	
Pot Cap-1 Maneuver	31	156	_		464	_	
Stage 1	213	100	_	_	TOT	_	
Stage 2	340	_	_			_	
Platoon blocked, %	040		_	_	_	_	
Mov Cap-1 Maneuver	25	156	-	-	464	-	
Mov Cap-1 Maneuver	25	130	•	-	404	-	
Stage 1	213	-	-	-	•	-	
Stage 2	275	-	-	-	-	-	
Slaye 2	210	-	-	-	-	-	
Annroach	WD		ND		0.0		
Approach	WB		NB		SB		
HCM Control Delay, s\$:			0		0.5		
HCM LOS	F						
(4)							
Minor Lane/Major Mvmt	· -	NBT	NBRV		SBL	SBT	
Capacity (veh/h)		-	-	93	464	c.	
HCM Lane V/C Ratio		-		1.903		-	
HCM Control Delay (s)		-	-\$	519.9	13.5	0	
HCM Lane LOS		-	-	F	В	Α	
HCM 95th %tile Q(veh)		-	-	14.9	0.3	-	
Notes							
: Volume exceeds capa	acitv	\$: Del	av exce	eds 30	0s +	: Comp	utation Not Defined *: All major volume in platoon

4: NH27 & Gas Station Driveway

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Υ		1	.,,,,,	UDE	4
Traffic Vol, veh/h	38	√ 8		96	61	
Future Vol, veh/h	38	8	529	96	61	743
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	- 1100	None	- 100	None
Storage Length	0		_		_	-
Veh in Median Storage		_	0	_	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	72	72	68	68	81	81
Heavy Vehicles, %	3	0	8	3	7	4
Mvmt Flow	53	11	778	141	75	917
IVIVIIIL I IOW	33		110	141	13	917
	Minor1		Major1	[Major2	
Conflicting Flow All	1916	849	0	0	919	0
Stage 1	849	-	-	-	-	-
Stage 2	1067	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.43	-	_	-	_	_
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.263	=
Pot Cap-1 Maneuver	74	364	-	-	722	-
Stage 1	418	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	364	-	_	722	L
Mov Cap-2 Maneuver	58	-	_	_	_	_
Stage 1	418	-	_	_	_	_
Stage 2	259	_	Ţ	_	_	_
g - =						
Approach	WB		NB		SB	
HCM Control Delay, s			0		0.8	
HCM LOS	104.0 F		v		0.0	
	•					
Minor Lane/Major Mvm	nt	NBT	NRDV	VBLn1	SBL	SBT
Capacity (veh/h)	11.	וטוו	INDIA	68	722	
HCM Lane V/C Ratio		-	-	0.94		-
HCM Control Delay (s)		-	-	194.6	10.6	-
HCM Lane LOS		-	-	194.6 F		0
HCM 95th %tile Q(veh)	١	-	-	г 4.6	B 0.3	A
HOM JOHN JOHN G(VEH)	<i>i</i>	-	-	4.0	0.5	-

4: NH27 & Gas Station Driveway

Intersection									
Int Delay, s/veh	18.6								
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations	¥¥		1			स			
Traffic Vol, veh/h	41	y 9		103	65				
Future Vol, veh/h	41	9	604	103	65	886			
Conflicting Peds, #/hr	0	0	0	0	0	000			
Sign Control	Stop	Stop	Free	Free	Free	Free			
RT Channelized	Clop	None	-	None	1100	None			
Storage Length	0	-	_	None	-	NOHE			
Veh in Median Storage		-	0	-	-	0			
Grade, %	·, # 0	-	0	-	-				
Peak Hour Factor	72			-	- 04	0			
		72	68	68	81	81			
Heavy Vehicles, %	3	0	8	3	7	4			
Mvmt Flow	57	13	888	151	80	1094			
Major/Minor	Minor		Maia-4	Í	Maia=0				
	Minor1		Major1		Major2				
Conflicting Flow All	2218	964	0	0	1039	0			
Stage 1	964	-	-	-	-	-			
Stage 2	1254	-	-	-	-	-			
Critical Hdwy	6.43	6.2	-	-	4.17	-			
Critical Hdwy Stg 1	5.43	-	-	-	-	F-			
Critical Hdwy Stg 2	5.43	-	-	-	-	-			
Follow-up Hdwy	3.527	3.3	-	•	2.263	-			
Pot Cap-1 Maneuver	~ 48	312	-	-	650	_			
Stage 1	369	-	-	-	-	-			
Stage 2	267	-	-	-	-	-			
Platoon blocked, %			_	_		_			
Mov Cap-1 Maneuver	~ 33	312	_	2	650	_			
Mov Cap-2 Maneuver	~ 33	-	_	_	-	_			
Stage 1	369	_	_	_	_	_			
Stage 2	183	-	_	_	_				
-1090 -	.00								
Approach	WB		NB		SB				
HCM Control Delay, s\$			0		0.8				
HCM LOS	F		•		3.0				
	•								
Minor Lane/Major Mvm	t	NBT	NBRV	VBLn1	SBL	SBT			
Capacity (veh/h)		-	_	39	650				
ICM Lane V/C Ratio		_	_	1.781		_			
HCM Control Delay (s)		_		596.7	11.3	0			
HCM Lane LOS		_	Ψ -	550.7 F	11.3 B	A			
ICM 95th %tile Q(veh)		_	_	7.3	0.4	^			
		-	-	1.3	0.4	-			
lotes									
 : Volume exceeds cap 	acity	S: De	lay exc	eeds 30)Os -	Complete	utation Not Defined	*: All major volume in platoon	

4: NH27 & North Site Driveway/Gas Station Driveway

Intersection														
Int Delay, s/veh	334.6		1818											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		≠ 1	7	/	4	2		<u>₩</u>	MOIN	ODL	4	ODIT		
Traffic Vol, veh/h	107		27	41	0	9,	56	604	103	65	886	105		
Future Vol, veh/h	107	0	27	41	0		56	604	103	65	886	105	•	
Conflicting Peds, #/hr	0	0	0	0	0	0								
-							0	0	0	0	_ 0	_ 0		
Sign Control RT Channelized	Stop	Stop	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free		
	-	-	None	-	-	None	-	•	None	-	-	None		
Storage Length	- .u	-	215	-	-	-	-	-	-	-	-	=		
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-		
Grade, %	-	0	-		0	-	-	0	-	-	0	-		
Peak Hour Factor	90	90	90	72	72		68	68	68	81	81	81		
Heavy Vehicles, %	0	0	0	3	0		0	8	3	7	4	0		
Mvmt Flow	119	0	30	57	0	13	82	888	151	80	1094	130		
			_											
	Minor2			Minor1			/lajor1			Major2				
Conflicting Flow All	2453	2522	1159	2462	2512	964	1224	0	0	1039	0	0		
Stage 1	1319	1319	-	1128	1128	-	-	-	-	-	-	-		
Stage 2	1134	1203	-	1334	1384	-	-	-	-	-	-	-		
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.1	-	-	4.17	-	-		
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	_	_	-	_	_	_	_		
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.3	2.2	-	_	2.263	_	_		
Pot Cap-1 Maneuver	~ 21	28	241	~ 21	29	312	577	-	_	650	_	_		
Stage 1	195	229	_	247	282	_	-	_	_	-	_	_		
Stage 2	249	260	_	189	213	_	_	_	_	_	_	_		
Platoon blocked, %					•			_	_		_	_		
Mov Cap-1 Maneuver	~ 10	11	241	~ 9	11	312	577	_	_	650	_	_		
Mov Cap-2 Maneuver	~ 10	11	271	~ 9	11	012	011	-	_	030	-	-		
Stage 1	127	137	=	161	183	-	_	-	-	-	-	-		
-	155	169	-	99		-	-	-	-	-	-	-		
Stage 2	100	109	-	99	127	-	-	-	-	-	-	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, \$ 4			\$ 3	3063.6			0.9			0.7				
HCM LOS	F		Ψι	F			0.0			0.1				
10.11.200	1			ı										
Minor Lane/Major Mvm	t	NBL	NBT	NBR E	EBLn1 i	EBLn2W	BLn1	SBL	SBT	SBR				
Capacity (veh/h)		577	<u></u>		10	241	11	650		-				
HCM Lane V/C Ratio		0.143	_	_ 1		0.124			-	-				
HCM Control Delay (s)		12.3	0		630.8	22.\$ 3		11.3	^	-				
HCM Control Delay (s)				φί	030.6 F				0	-				
		B 0.5	Α			C 0.4	F	В	Α	-				
HCM 95th %tile Q(veh)		0.5		-	16.3	0.4	9.9	0.4	-	-				
Votes														
~: Volume exceeds cap														

Intersection									
Int Delay, s/veh	42.9								
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations	¥	-	1,		46	भे			
Traffic Vol, veh/h	45	10		114	72				
Future Vol, veh/h	45	10	664	114	72	970	•		
Conflicting Peds, #/hr	0	0	004	0	0	0			
Sign Control	Stop	Stop	Free	Free	Free	Free			
RT Channelized	Stop -	None	-	None	-	None			
	0	NOTIC	-	None	-	None			
Storage Length		-	-	-	-	_			
Veh in Median Storage		-	0	-	-	0			
Grade, %	0	-	0	-	-	0			
Peak Hour Factor	72	72	68	68	81	81			
Heavy Vehicles, %	3	0	8	3	7	4			
Mvmt Flow	63	14	976	168	89	1198			
	Minor1		Major1		Major2				
Conflicting Flow All	2436	1060	0	0	1144	0			
Stage 1	1060	-	-	-	-	-			
Stage 2	1376	-	· ·	-	-	-			
Critical Hdwy	6.43	6.2	-	-	4.17	-			
Critical Hdwy Stg 1	5.43	-	-	-	-	-			
Critical Hdwy Stg 2	5.43	-	12	_	_	_			
Follow-up Hdwy	3.527	3.3	-	-	2.263	_			
Pot Cap-1 Maneuver	~ 35	275	_	_	593	_			
Stage 1	332		_	_	-	_			
Stage 2	233	_	_	_	_	_			
Platoon blocked, %	200		_	_		_			
Mov Cap-1 Maneuver	~ 19	275	_		593				
Mov Cap-2 Maneuver	~ 19	210	_	_	030	-			
Stage 1	332	-	-	-	-	-			
		-	-	-	-	-			
Stage 2	129	-	-	-	-	-			
			,						
Approach	WB		NB		SB				
HCM Control Delay, \$			0		8.0				
HCM LOS	F								
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT			
Capacity (veh/h)		-	-	23	593	-			
HCM Lane V/C Ratio		-	-	3.321	0.15	-			
HCM Control Delay (s)		-	\$ 1	1395.6	12.1	0			
HCM Lane LOS		-	-	F	В	Α			
HCM 95th %tile Q(veh))	-	· ·	9.6	0.5	-			
Notes									
~: Volume exceeds cap	oacity	\$: De	lay exc	eeds 30)0s -	+: Comr	outation Not Defined	*: All major volume in platoon	
		,, _ 0	, ce					major volumo in piatoon	

4: NH27 & North Site Driveway/Gas Station Driveway

Intersection Int Delay, s/veh Movement	694.2												
-													
Movement													
· · · · · · · · · · · · · · · · · · ·	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		∞ 1	_ #		/ (h)			/			A	/	/
Traffic Vol, veh/h	107	/ 0	27.	45	0	10	56	664	114	72	970	105	✓
Future Vol, veh/h	107	0	27	45	0	10	56	664	114	72	970	105	
Conflicting Peds, #/hr	0	0	0	0	0		0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	'-	None	<u>'</u>		None	_	-	None	-	-	None	
Storage Length	-	-	215	_	-	-	_	_	-	_	_	-	
Veh in Median Storage	e.# -	0		_	0	_	_	0	_	_	0	_	
Grade, %	-,	0	_	_	0		_	0	_	_	0	_	
Peak Hour Factor	90	90	90	72	72		68	68	68	81	81	81	
Heavy Vehicles, %	0	0	0	3	0		0	8	3	7	4		
Mvmt Flow	119	0	30	63	0		82	976	168	89		0	
WINTER TOW	110	U	30	05	U	14	02	910	100	09	1198	130	
Asian/Adinan	N 40								_				
	Minor2	07.10		Minor1			Major1			Major2			
Conflicting Flow All	2672	2749	1263	2680	2730	1060	1328	0	0	1144	0	0	
Stage 1	1441	1441	-	1224	1224	-	-	-	-	-	-	-	
Stage 2	1231	1308	-	1456	1506	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.1	-	_	4.17	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	_	
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.3	2.2	-	_	2.263	_		
Pot Cap-1 Maneuver	~ 15	20	209	~ 14	21	275	527	_	_	593	_	_	
Stage 1	166	200	_	218	254	-	_	_	_	-	_	_	
Stage 2	219	231	_	161	186	_	_	_	_	_	_	_	
Platoon blocked, %								_	_		_	_	
Nov Cap-1 Maneuver	~ 5	4	209	~ 4	5	275	527	_	_	593		_	
Nov Cap-2 Maneuver	~ 5	4		~ 4	5	2,70	021		_	000	_		
Stage 1	~ 91	79		120	140	_	_	-	-	-	-	-	
Stage 2	~ 114	127	-	~ 55	74	-	-	-	-	-	-	-	
Glaye Z	- 114	121	-	~ 55	/4	-	-	-	-	-	-	-	
Approach	EΒ			WB			NID			CD.			
ICM Control Delay, \$ 9			ф 7	845.2			NB			SB			
ICM LOS	533U.3 F		Þ /				0.9			0.8			
IGIVI EUS	Г			F									
linor Lane/Major Mvm	t	NBL	NBT	NBR F	Rin1 i	EBLn2W	/Ri n1	SBL	SBT	SBR			
Capacity (veh/h)	-	527	,,,,,,	1101\L	5	209			וטט	אמט			,, <u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>
ICM Lane V/C Ratio			-	- 01	-		5 5 270	593	-	-			
		0.156	^			0.1441		0.15	-	-			
ICM Control Delay (s)		13.1	0		378.3	25.\$ 7		12.1	0	-			
ICM Lane LOS		В	Α	-	F	D	F	В	Α	-			
ICM 95th %tile Q(veh)		0.6	-	-	16.9	0.5	11.4	0.5	-	-			
1_4=													
lotes													

4: NH27 & Gas Station Driveway

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥	**DI	4	HUIN	ODL	्र €ि /
Traffic Vol, veh/h	26	9	872	97	23	
Future Vol, veh/h	26	9	872	97	23	617
Conflicting Peds, #/hr		0	0,2	0	0	017
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Otop -	None	1100	None	1 100	None
Storage Length	0	INOING	-	NONE	-	NOILE
Veh in Median Storage		_	0	_	_	0
Grade, %	e, # 0 0	-	0	-	-	
· ·	63			- 0E	- -	0
Peak Hour Factor		63	85	85	95	95
Heavy Vehicles, %	4	0	3	3	4	3
Mvmt Flow	41	14	1026	114	24	649
Major/Minor	Minor1	ı	Major1	-	Major2	
Conflicting Flow All	1780	1083	0	0	1140	0
Stage 1	1083		_	_	-	-
Stage 2	697	_	_	_	_	_
Critical Hdwy	6.44	6.2	_	_	4.14	_
Critical Hdwy Stg 1	5.44	-	_	_	7.17	
Critical Hdwy Stg 2	5.44	_	_	_	_	-
Follow-up Hdwy	3.536	3.3		_	2.236	-
Pot Cap-1 Maneuver	89	266	_	-	606	-
Stage 1	322	200	_	_	000	-
Stage 2	490		_	_	_	-
Platoon blocked, %	430	_	_	-	-	
	02	266	-	-	606	-
Mov Cap-1 Maneuver	83	200	-	-	606	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	46 0	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s			0		0.4	
HCM LOS	F		-		٠	
	•					
Minor Lang /Master PA	_1	NIDT	VID.D.	m	OP	ODT
Minor Lane/Major Mvm	11	NBT	NBRV		SBL	SBT
Capacity (veh/h)		-	-	101	606	-
HCM Lane V/C Ratio		-	-	0.55	0.04	-
HCM Control Delay (s)		-	-	77.5	11.2	0
HCM Lane LOS		-	-	F	В	Α
HCM 95th %tile Q(veh)	-	-	2.5	0.1	-

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		/}		- JA	्री
Traffic Vol, veh/h	28	10	1030	104	25	699
Future Vol, veh/h	28	10	1030	104	25	699
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storag		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	85	85	95	95
Heavy Vehicles, %	4	0	3	3	4	3
Mvmt Flow	44	16	1212	122	26	736
Major/Minor	Minor1		Vlajor1	ļ	Major2	
Conflicting Flow All	2061	1273	0	0	1334	0
Stage 1	1273	-	-	-	-	-
Stage 2	788	_	-	_	_	_
Critical Hdwy	6.44	6.2	_	-	4.14	-
Critical Hdwy Stg 1	5.44	_	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	59	206	-	-	511	-
Stage 1	261	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	206	-	-	511	-
Mov Cap-2 Maneuver	54	-	-		-	-
Stage 1	261	-	-	-	-	
Stage 2	407	_	-	-	-	-
*						
Approach	WB		NB		SB	
HCM Control Delay, s			0		0.4	
HCM LOS	F		-			
Minor Lane/Major Mvn	nt	NBT	NRDV	VBLn1	SBL	CDT
Capacity (veh/h)	11,	INDI	NDICA	67	511	SBT
HCM Lane V/C Ratio		-	-		0.051	-
HCM Control Delay (s)		-		185.5	12.4	- -
HCM Lane LOS	'	_		100.5 F	12. 4 B	0 A
HCM 95th %tile Q(veh)	-	-	4.4	0.2	-
oda zalo del toli	,	-		7.7	0.2	-

ntersection nt Delay, s/veh Movement Lane Configurations Fraffic Vol, veh/h	251.3			-										
Movement Lane Configurations													 	
ane Configurations	EDI													
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
		र्भ	7	_	4			/ (_	4			
	127	/ 0	32	28	V 0	10.	66 ^v		104v	25.		123		
Future Vol, veh/h	127	0	32	28	0	10	66	1030	104	25	699	123		
Conflicting Peds, #/hr	0	0	0	0	Ő	0	0	0	0	0	000	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	Otop -	Otop -	None	Otop	Olop -	None	1166	1100	None	1166	1100	None		
Storage Length	_	_	215		_	-		_	NONE	-	-	NOHE		
/eh in Median Storage	#_	0	210	_	0	_	-	0	-	•	-	-		
Grade, %	, # -	0	_	-	0	-	-	0	-	-	0	-		
Peak Hour Factor	90	90	90	63	63	- 63	85		-	- 0E	0	-		
						63		85	85	95	95	95		
Heavy Vehicles, %	0	0	0	4	0	0	0	3	3	4	3	0		
Mvmt Flow	141	0	36	44	0	16	78	1212	122	26	736	129		
Major/Minor I	Minor2		,	Minor1		ħ.	//ajor1		A	laior?				
Conflicting Flow All	2290	2343	801	2300	2246			^		/lajor2	^	^	 	
•	853	853	OU I		2346	1273	865	0	0	1334	0	0		
Stage 1			-	1429	1429	-	-	-	-	-	-	-		
Stage 2	1437	1490	6.0	871	917	-	- 4 4	-	-	-	-	-		
Critical Hdwy	7.1	6.5	6.2	7.14	6.5	6.2	4.1	-	-	4.14	-	-		
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-		
ollow-up Hdwy	3.5	4		3.536	4	3.3	2.2	-	-	2.236	-	-		
ot Cap-1 Maneuver	~ 28	37	388	~ 27	37	206	787	-	-	511	-	-		
Stage 1	357	378	-	166	202	-	-	-	-	-	-	-		
Stage 2	167	189	-	343	354	-	-	-	-	-	-	-		
Platoon blocked, %								-	-		-	-		
lov Cap-1 Maneuver	~ 16	20	388	~ 16	20	206	787		-	511	-	-		
Nov Cap-2 Maneuver	~ 16	20	-	~ 16	20	-	-	-	-	-	-	_		
Stage 1	213	340	-	99	120	-	-	-	-	-	-	-		
Stage 2	~ 92	113	-	280	318	-	-	-	-	-	-	•		
pproach	EB			WB			NB			SB				
ICM Control Delay, \$ 3	187.2		\$ 1	229.4			0.6			0.4			 	-
ICM LOS	F			F										
linor Lano/Maior Maren		NIDI	NOT	NDD 5	'DL :- 4 5	-DI OI4	mi4	OD:	OPT	000				
linor Lane/Major Mvm		NBL	NBT	NRKE		EBLn2W		SBL	SBT	SBR				
apacity (veh/h)		787	-	-	16	388	21	511	-	-				
CM Cantrol Dalay (2)		0.099	-			0.092			-	-				
CM Control Delay (s)		10.1	0	\$3	986.5	15.\$21.		12.4	0	-				
CM Lane LOS		В	Α	-	F	С	F	В	Α	-				
CM 95th %tile Q(veh)		0.3	-	-	18.5	0.3	7.8	0.2	-	-				
otes														

Movement										
Movement	Intersection									
Lane Configurations Traffic Vol, veh/h 31	Int Delay, s/veh	11,1								
Traffic Vol, veh/h 31	Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Traffic Vol, veh/h 31	Lane Configurations	Ϋ́		- B			~ ₽			
Future Vol, veh/h Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Control Sign Storage Length O - Veh in Median Storage, # O	Traffic Vol, veh/h		11	1128	115	28				
Conflicting Peds, #hr										
Sign Control Stop Stop Free ·										
RT Channelized										
Storage Length		-				-				
Weh in Median Storage, # 0		0	-		-	_	-			
Grade, % 0 - 0 0 Peak Hour Factor 63 63 85 85 95 95 95 Heavy Vehicles, % 4 0 3 3 85 85 95 95 95 Heavy Vehicles, % 4 0 3 3 3 4 3 3 Mvmt Flow 49 17 1327 135 29 808 Mvmt Flow 49 17 1327 135 29 808 Mvmt Flow 49 17 1327 135 29 808 Mvmt Flow 49 17 1327 135 29 808 Mvmt Flow 49 17 1327 135 29 808 Mvmt Flow 49 17 1395 0 0 1462 0 Stage 1 1395			_	0	_	_	0			
Peak Hour Factor 63 63 85 85 95 95 95			_		_	_				
Heavy Vehicles, % 4 0 3 3 3 4 3 3 4 3 Mvmt Flow 49 17 1327 135 29 808 Major/Minor Minor1 Major1 Major2										
Major/Minor Major Major Major Major Major										
Major/Minor Minor Major1 Major2 Conflicting Flow All 2261 1395 0 0 1462 0 Stage 1 1395										
Conflicting Flow All 2261 1395 0 0 1462 0 Stage 1 1395 Stage 2 866 Critical Hdwy 6.44 6.2 - 4.14 - Critical Hdwy Stg 1 5.44 - Critical Hdwy Stg 2 5.44 - Critical Hdwy Stg 2 5.44 - Critical Hdwy Stg 2 5.44 - Critical Hdwy Stg 3 5.33 - 2.236 - Collow-up Hdwy 3.536 3.3 - 2.236 - Collow-up Hdwy 3.536 - - - Stage 1 227 - - - - Stage 2 408 - - - - Stage 1 227 - - - - Stage 1 227 - - - - Stage 2 361 - - - Stage 3 386.7 - GM Control Delay, \$\$ 386.7 0 GM Lane/Major Mvmt NBT NBRWBLn1 SBL SBT SBT	WWINC FIOW	70	17	1321	133	29	000			
Conflicting Flow All 2261 1395 0 0 1462 0 Stage 1 1395 Stage 2 866 Critical Hdwy 6.44 6.2 - 4.14 - Critical Hdwy Stg 1 5.44 - Critical Hdwy Stg 2 5.44 - Critical Hdwy Stg 2 5.44 - Critical Hdwy Stg 2 5.44 - Critical Hdwy Stg 3 5.33 - 2.236 - Collow-up Hdwy 3.536 3.3 - 2.236 - Collow-up Hdwy 3.536 - - - Stage 1 227 - - - - Stage 2 408 - - - - Stage 1 227 - - - - Stage 1 227 - - - - Stage 2 361 - - - Stage 3 386.7 - GM Control Delay, \$\$ 386.7 0 GM Lane/Major Mvmt NBT NBRWBLn1 SBL SBT SBT										
Stage 1 1395 -										
Stage 2 866			1395	0	0	1462	0			
Critical Hdwy Stg 1 5.44 6.2 - 4.14 - Critical Hdwy Stg 1 5.44			-	-	-	-	-			
Critical Hdwy Stg 1 5.44				-	-	-	-			
Critical Hdwy Stg 2 5.44			6.2	-	-	4.14	-			
Follow-up Hdwy 3.536 3.3 - 2.236 - Pot Cap-1 Maneuver ~ 44 175 - 456 - Stage 1 227	Critical Hdwy Stg 1	5.44	-	-	-	-	-			
Pot Cap-1 Maneuver	Critical Hdwy Stg 2	5.44	-	-	-		_			
Stage 1 227	Follow-up Hdwy	3.536	3.3	-	-	2.236	-			
Stage 2	Pot Cap-1 Maneuver	~ 44	175	-	-	456	-			
Platoon blocked, % Mov Cap-1 Maneuver ~ 39 175 456 - Mov Cap-2 Maneuver ~ 39 Stage 1 227 Stage 2 361 Stage 2 361 Mapproach WB NB SB HCM Control Delay, s\$ 386.7 HCM LOS F Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 49 456 - HCM Lane V/C Ratio - 1.361 0.065 - HCM Lane V/C Ratio 1.361 0.065 - HCM Control Delay (s) - \$ 386.7 13.4 0 HCM Lane LOS - F B A HCM Stage 2	Stage 1	227	-	-		_	_			
Platoon blocked, % Mov Cap-1 Maneuver ~ 39 175 456 - Mov Cap-2 Maneuver ~ 39 Stage 1 227 Stage 2 361 Stage 2 361 Mapproach WB NB SB HCM Control Delay, s\$ 386.7 HCM LOS F Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 49 456 - HCM Lane V/C Ratio - 1.361 0.065 - HCM Lane V/C Ratio 1.361 0.065 - HCM Control Delay (s) - \$ 386.7 13.4 0 HCM Lane LOS - F B A HCM Stage 2	Stage 2	408	-	_	-	_	_			
Mov Cap-1 Maneuver ~ 39 175 - 456 - Mov Cap-2 Maneuver ~ 39 Stage 1 227 Stage 2 361 Napproach WB NB SB HCM Control Delay, s\$ 386.7 HCM LOS F Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 49 456 - HCM Lane V/C Ratio 1.361 0.065 - HCM Control Delay (s) - \$ 386.7 13.4 0 HCM Lane LOS - F B A HCM Sth Wille Q(veh) - 6.2 0.2 - Hotes	Platoon blocked, %			-	_		_			
Stage 1		~ 39	175	_	_	456	_			
Stage 1 227			-	_	_	-	_			
Stage 2 361			-	_	_	_	_			
Approach WB NB SB HCM Control Delay, s\$ 386.7 HCM LOS F Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 49 456 - HCM Lane V/C Ratio - 1.361 0.065 - HCM Control Delay (s) - \$386.7 13.4 0 HCM Lane LOS - F B A HCM 95th %tile Q(veh) - 6.2 0.2 - Hotes	•			_	_	_	_			
CM Control Delay, s\$ 386.7	010.90 =	001					_			
CM Control Delay, s\$ 386.7 0 0.5	Annroach	\A/D		A I D		0.0				
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 49 456 - ICM Lane V/C Ratio - 1.361 0.065 - ICM Control Delay (s) - \$386.7 13.4 0 ICM Lane LOS - F B A ICM 95th %tile Q(veh) - 6.2 0.2 -										
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 49 456 - ICM Lane V/C Ratio 1.361 0.065 - ICM Control Delay (s)\$ 386.7 13.4 0 ICM Lane LOS F B A ICM 95th %tile Q(veh) 6.2 0.2 -				0		0.5				
Capacity (veh/h) 49 456 - ICM Lane V/C Ratio 1.361 0.065 - ICM Control Delay (s)\$ 386.7 13.4 0 ICM Lane LOS F B A ICM 95th %tile Q(veh) 6.2 0.2 -	HCM LOS	۲								
Capacity (veh/h) 49 456 - ICM Lane V/C Ratio 1.361 0.065 - ICM Control Delay (s)\$ 386.7 13.4 0 ICM Lane LOS F B A ICM 95th %tile Q(veh) 6.2 0.2 -										
ICM Lane V/C Ratio 1.361 0.065 - ICM Control Delay (s)\$ 386.7 13.4 0 ICM Lane LOS - F B A ICM 95th %tile Q(veh) - 6.2 0.2 - Iotes		ıt	NBT	NBRW			SBT			
ICM Control Delay (s)\$ 386.7 13.4 0 ICM Lane LOS F B A ICM 95th %tile Q(veh) 6.2 0.2 - Iotes			-	-			-			
ICM Lane LOS F B A ICM 95th %tile Q(veh) 6.2 0.2 - lotes			-				-			
ICM 95th %tile Q(veh) 6.2 0.2 - lotes	HCM Control Delay (s)		-	-\$	386.7	13.4	0			
lotes	HCM Lane LOS		-	-	F	В	Α			
	HCM 95th %tile Q(veh)	1	-	-	6.2	0.2	-			
	Notes									
. Forming officers supporting with policy exceeds 5005 1. Computation Not Delined . All major volume in piatoon		acity	\$ Del	lav evce	apple 30	lUe ¬	· Comp	outation Not Defined	*: All major valuma in plata	
			Ψ, Βοι	a, once	,545 00		. Comp	AGGORINOL DEHILEG	. Air major volume in piatoon	

4: NH27 & North Site Driveway/Gas Station Driveway

													_		
Intersection															
Int Delay, s/veh	502.7														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		भ्री	7		4			4			44		,		
Traffic Vol, veh/h	127	Ö	32	31.	0	/11	66		115	28	768	123			
Future Vol, veh/h	127	0	32	31	0	11	66	-	115	28	768	123			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop		Free	Free	Free	Free	Free	Free			
RT Channelized	-	-	None	-	Olop	None	-	-	None	1100	-	None			
Storage Length	_	_	215	_		-	_	_	110110	_		None			
Veh in Median Storage	e#-	0		_	0	_		0	_	_	0	-			
Grade, %	o, <i>n</i>	0	_	_	0		_	0	-	_	0	-			
Peak Hour Factor	90	90	90	63	63	63	85	85	85	95	95	- 0E			
Heavy Vehicles, %	0	0	0	4								95			
Mvmt Flow	141	0	36		0	0	0	3	3	4	3	0			
INIVITE FIOW	141	U	30	49	0	17	78	1327	135	29	808	129			
Major/Minor	Minor2		1	Minor1			Anior1			Main on					
		25.40		Minor1	0540		Major1			Major2					
Conflicting Flow All	2490	2549	873	2500	2546	1395	937	0	0	1462	0	0			
Stage 1	931	931	-	1551	1551	-	-	-	-	-	-	-			
Stage 2	1559	1618	-	949	995	-	-	-	-	-	-	-			
Critical Hdwy	7.1	6.5	6.2	7.14	6.5	6.2	4.1	-	-	4.14	-	-			
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-			
Follow-up Hdwy	3.5	4	3.3	3.536	4	3.3	2.2	-	_	2.236	-	2			
Pot Cap-1 Maneuver	~ 20	27	352	~ 19	27	175	739	-	-	456	-	-			
Stage 1	323	348	-	141	177	-	-	-	17	-	-	-			
Stage 2	142	164	-	310	325	-	-	-	-	-		-			
Platoon blocked, %								-	_		-	-			
Mov Cap-1 Maneuver	~ 8	9	352	~ 8	9	175	739	_	_	456	_	-			
Mov Cap-2 Maneuver	~ 8	9	_	~ 8	9	_	_	-	-	_	_	_			
Stage 1	~ 125	300	_	55	69	_	_	-	_	_	_	_			
Stage 2	~ 50	64	F-	241	280	-	-	-	-	-	-	-			
Approach	EB			WB			NB			SB					
HCM Control Delay, \$ 6	6706.7		\$ 2	2950.5			0.5			0.4					
HCM LOS	F			F											
8.4tm and an a 19.4 tm a 2		A IPS													
Minor Lane/Major Mvm	I	NBL	NBT	NRK F		EBLn2W		SBL	SBT	SBR					
Capacity (veh/h)		739	-	-	8	352	11	456	-	-					
HCM Lane V/C Ratio		0.105	-			0.101		0.065	-	-					
HCM Control Delay (s)		10.4	0	\$8	392.5	16.\$42	950.5	13.4	0	-					
HCM Lane LOS		В	Α	-	F	С	F	В	Α	-					
HCM 95th %tile Q(veh)		0.4	-	-	19.4	0.3	9.6	0.2	-	-					
Notes															
~: Volume exceeds cap	acity	\$: Del	lay exc	eds 30	0s -	⊦: Comp	utation	Not De	fined	*: All n	najor vo	olume in pl	atoon	·	
											•	= F			

5: NH27 & South Site Driveway

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	IADE	A	<u>351</u>	ODIX
Traffic Vol, veh/h	0	31.	0		954	0
Future Vol, veh/h	0	31	0	763	954	0
Conflicting Peds, #/hr	0	0	0	0	954	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Olop -	None	-	None	1166	None
Storage Length	_	0	_	NOIIC	_	NOHE
Veh in Median Storage	, # 0	-	-	0	0	-
Grade, %	,# 0	-	-	0	0	-
Peak Hour Factor	90	90	68	68		70
					79	79
Heavy Vehicles, %	0	0	0	7	4	0
Mvmt Flow	0	34	0	1122	1208	0
Major/Minor N	Minor2	Ņ	Major1	1	Major2	
Conflicting Flow All	_	1208	_	0		0
Stage 1	_	-	_	-	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.2	_	_	_	_
Critical Hdwy Stg 1	_	0.2	_	_	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
	-	- 2.2	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	225	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	225	-	~	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	_	-	-	_	_	_
Stage 2	_	-	_	_	_	_
Annroach	EB		NB		CD	
Approach					SB	
HCM Control Delay, s	23.9		0		0	
HCM LOS	С					
Minor Lane/Major Mvmt	t	NBT E	BLn1	SBT		
Capacity (veh/h)		-	225	_		
HCM Lane V/C Ratio		-	0.153			
HCM Control Delay (s)		_	23.9	200		
HCM Lane LOS		_	20.5 C	250 _		
HCM 95th %tile Q(veh)		_	0.5	_		
TIOM COM MAIC Q(VOII)		-	0.0	•		

5: NH27 & South Site Driveway

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	1104	1	<u> </u>	JUIN
Traffic Vol, veh/h	0	31	/0		1042	0
Future Vol, veh/h	0	31	0	834	1042	0
Conflicting Peds, #/hr	0	0	0	0.04	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Olop -	None	-		1166	None
Storage Length		0	_	-	_	-
Veh in Median Storage	e,# 0	-	_	0	0	_
Grade, %	0	_	-	0	0	-
Peak Hour Factor	90	90	68	68	79	- 79
Heavy Vehicles, %	0	0	0	7	4	0
Mvmt Flow	0	34	0	1226		
INVITIL I IOW	U	34	U	1220	1319	0
	Minor2		Major1		Major2	
Conflicting Flow All	-	1319	-	0	=	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2		-	-	-
Critical Hdwy Stg 1	-	-	-	•	-	-
Critical Hdwy Stg 2	-	-	-	¥	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	194	0	-	-	0
Stage 1	0	-	0	-	_	0
Stage 2	0	-	0	-	_	Ō
Platoon blocked, %	-		-	-	_	•
Mov Cap-1 Maneuver	_	194	_	_	_	_
Mov Cap-2 Maneuver	_	-	_	_	_	_
Stage 1	_	_	_	_	_	-
Stage 2	_	_	_	_	-	<u>-</u>
Olage Z	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	27.5		0		0	
HCM LOS	27.5 D		U		U	
TION LOG	ט					
Minor Lane/Major Mvm	t	NBT E		SBT		
Capacity (veh/h)		-	194	-		
HCM Lane V/C Ratio		-	0.178	-		
HCM Control Delay (s)		-	27.5	-		
HCM Lane LOS		-	D	-		
HCM 95th %tile Q(veh)		-	0.6	-		

Intersection Int Delay, s/veh
Movement EBL EBR NBL NBT SBT SBR Lane Configurations Traffic Vol, veh/h 0 36 0 1200 759 0 Future Vol, veh/h 0 36 0 1200 759 0 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Stop Stop Stop Free Free Free Free Free Free Ree Ree Ree Ree Ree Free
Lane Configurations
Lane Configurations
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h O Sign Control Stop Stop Stop Free RT Channelized Storage Length Veh in Median Storage, # 0 - None Grade, % 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Future Vol, veh/h 0 36 0 1200 759 0 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Stop Stop Free 9 0 0 0
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 - - 0 0 - Veh in Median Storage, # 0 - - 0 0 - - - 0 0 - - - 0 0 - - - 0 0 - - - 0 0 - - - 0 0 -
Sign Control Stop Stop Free Round Storage Length - 0 - - 0 0 0 -
RT Channelized - None - None - None - None Storage Length - 0 - 0 - 0 0 0 0 0 - 0 0 0 0 0 0 0
Storage Length - 0 - 0 0 - - - 0 0 - - 0 0 - - - 0 0 - - - 0 0 0 3 3 0 0 Mwmt Flow 0 0 0 3 3 0 0 0 3 3 0
Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 90 90 85 85 91 91 Heavy Vehicles, % 0 0 0 3 3 0 Mvmt Flow 0 40 0 1412 834 0 Major/Minor Minor2 Major1 Major2 Conflicting Flow All - 834 - 0 - 0 Stage 1 -
Grade, % 0 - - 0 0 - Peak Hour Factor 90 90 85 85 91 91 Heavy Vehicles, % 0 0 0 3 3 0 Mvmt Flow 0 40 0 1412 834 0 Major/Minor Minor2 Major1 Major2 Conflicting Flow All - 834 - 0 - 0 Stage 1 -
Peak Hour Factor 90 90 85 85 91 91 Heavy Vehicles, % 0 0 0 3 3 0 Mvmt Flow 0 40 0 1412 834 0 Major/Minor Minor2 Major1 Major2 Conflicting Flow All - 834 - 0 - 0 Stage 1 - - - - - - - Stage 2 - - - - - - - Critical Hdwy Stg 1 -
Heavy Vehicles, % 0 0 0 3 3 0 Mvmt Flow 0 40 0 1412 834 0 Major/Minor Minor2 Major1 Major2 Conflicting Flow All - 834 - 0 - 0 Stage 1 - </td
Momental Momental Major/Minor Minor Minor Major Ma
Major/Minor Minor2 Major1 Major2 Conflicting Flow All - 834 - 0 - 0 Stage 1 -
Conflicting Flow All - 834 - 0 - 0 Stage 1 -
Conflicting Flow All - 834 - 0 - 0 Stage 1 -
Stage 1 - </td
Stage 2 - - - - - Critical Hdwy - 6.2 - - - Critical Hdwy Stg 1 - - - - - Critical Hdwy Stg 2 - - - - - Follow-up Hdwy - 3.3 - - - - Pot Cap-1 Maneuver 0 371 0 - 0 0 Stage 1 0 - 0 - 0 - 0 Stage 2 0 - 0 - 0 - 0 Platoon blocked, % Mov Cap-1 Maneuver - 371 - - - - Mov Cap-2 Maneuver - - - - - - - - Stage 1 - - - - - - - - - - - Bov Cap-2 Maneuver - - - - - - - - - - -
Critical Hdwy - 6.2 - - - Critical Hdwy Stg 1 - - - - - Critical Hdwy Stg 2 - - - - - Follow-up Hdwy - 3.3 - - - Pot Cap-1 Maneuver 0 371 0 - 0 Stage 1 0 - 0 - 0 Stage 2 0 - 0 - 0 Platoon blocked, % Mov Cap-1 Maneuver - 371 - - - Mov Cap-2 Maneuver - - - - - - Stage 1 - - - - - - -
Critical Hdwy - 6.2 - - - Critical Hdwy Stg 1 - - - - - Critical Hdwy Stg 2 - - - - - Follow-up Hdwy - 3.3 - - - Pot Cap-1 Maneuver 0 371 0 - 0 Stage 1 0 - 0 - 0 Stage 2 0 - 0 - 0 Platoon blocked, % Mov Cap-1 Maneuver - 371 - - - Mov Cap-2 Maneuver - - - - - Stage 1 - - - - -
Critical Hdwy Stg 1
Critical Hdwy Stg 2
Follow-up Hdwy - 3.3 0 Pot Cap-1 Maneuver 0 371 0 - 0 Stage 1 0 - 0 - 0 Stage 2 0 - 0 - 0 Platoon blocked, %
Pot Cap-1 Maneuver 0 371 0 - - 0 Stage 1 0 - 0 - - 0 Stage 2 0 - 0 - - 0 Platoon blocked, % - - - - - - Mov Cap-1 Maneuver - 371 - - - - Mov Cap-2 Maneuver - - - - - - - Stage 1 - - - - - - - -
Stage 1 0 - 0 - 0 Stage 2 0 - 0 - - 0 Platoon blocked, % -
Stage 2 0 - 0 - 0 Platoon blocked, % - - - - Mov Cap-1 Maneuver - 371 - - - - Mov Cap-2 Maneuver - - - - - - - - Stage 1 - - - - - - - -
Platoon blocked, % - - - Mov Cap-1 Maneuver - 371 - - - Mov Cap-2 Maneuver - - - - - - Stage 1 - - - - - - -
Mov Cap-1 Maneuver - 371 - - - Mov Cap-2 Maneuver - - - - - Stage 1 - - - - -
Mov Cap-2 Maneuver
Stage 1
<u> </u>
Stage 2
~
Approach EB NB SB
HCM Control Delay, s 15.9 0 0
HCM LOS C
Minor Lane/Major Mvmt NBT EBLn1 SBT
Capacity (veh/h) - 371 -
HCM Lane V/C Ratio - 0.108 -
HCM Control Delay (s) - 15.9 -
HCM Lane LOS - C -
HCM 95th %tile Q(veh) - 0.4 -
VIII

5: NH27 & South Site Driveway

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<u> </u>	<u> </u>	
Traffic Vol, veh/h	0	36	0	1309√		0
Future Vol, veh/h	0	36	0	1309	831	0
Conflicting Peds, #/hr	0	0	0	0	0	Ō
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	· -	None	-	None	-	None
Storage Length	-	0	-	-	-	_
Veh in Median Storage	e,# 0	-	-	0	0	_
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	85	85	91	91
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	0	40	0	1540	913	0
Major/Minor	Minor2	ŗ	Major1	٨	/lajor2	
Conflicting Flow All	-	913	viajoi i	'	najorz	0
Stage 1	_	-	_	-	_	-
Stage 2	-	-	-	=	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	21	٠.۷	-	_	-	-
Critical Hdwy Stg 2	_	_	_	_	-	-
Follow-up Hdwy	_	3.3	-	_	-	-
Pot Cap-1 Maneuver	0	334	0	_	_	0
Stage 1	0	-	0	_	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %	U	-	U	-	-	U
Mov Cap-1 Maneuver		334		-	-	
Mov Cap-1 Maneuver	-	JJ4	-	-	-	-
	-	-	-		-	-
Stage 1	-	-	-	-	-	-
Stage 2	=	-	-	-	-	-
Approach	EB		NB		SB	-
HCM Control Delay, s	17.2		0		0	
HCM LOS	C					
Minor Lane/Major Mvm	ıt	NBT E	BL _n 1	SBT		
Capacity (veh/h)		-	334	_		
HCM Lane V/C Ratio		-	0.12	-		
HCM Control Delay (s)		-	17.2	-		
HCM Lane LOS		-	С	-		
HCM 95th %tile Q(veh)	•	-	0.4	-		
. ,						

	۶	•	4	†	↓	4			
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	ሻ	_ 7	_ ኘ	_ 1	/ 1	/ t /			
Traffic Volume (vph)	، 14	/ 14/	44 -	∕ 565 √	635 _°	/ 101 /			
Future Volume (vph)	14	14	44	565	635	101			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	0.85	1.00	1.00	1.00	0.85			
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00			
Satd. Flow (prot)	1719	1214	1597	1792	1759	1553			
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00			
Satd. Flow (perm)	1719	1214	1597	1792	1759	1553			
Peak-hour factor, PHF	0.88	0.88	0.76	0.76	0.78	0.78			
Adj. Flow (vph)	16	16	58	743	814	129			
RTOR Reduction (vph)	0	13	0	0	0	23			
Lane Group Flow (vph)	16	3	58	743	814	106			
Heavy Vehicles (%)	5%	33%	13%	6%	8%	4%			
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov			
Protected Phases	4	45	5	2	6	64			
Permitted Phases	7	40	J		U	0 4			
Actuated Green, G (s)	4.0	11.9	3.4	57.7	49.8	57.8			
Effective Green, g (s)	4.0	11.9	3.4	57.7	49.8	57.8			
Actuated g/C Ratio	0.06	0.17	0.05	0.82	0.71	0.82			
Clearance Time (s)	4.5	0.17	4.5	4.0	4.0	0.02			
Vehicle Extension (s)	3.0		3.0	3.0	3.0				
Lane Grp Cap (vph)	97	205	77	1472	1247	1278			
v/s Ratio Prot	c0.01	0.00	0.04	c0.41	c0.46	0.07			
v/s Ratio Perm	00.01	0.00	0.04	00.41	60.40	0.07			
v/c Ratio	0.16	0.01	0.75	0.50	0.65	0.08			
Uniform Delay, d1	31.5	24.3	33.0						
Progression Factor	1.00	24.3 1.00	33.0 1.00	1.9 1.00	5.5 1.00	1.2			
Incremental Delay, d2	0.8		33.5			1.00			
•	32.3	0.0 24 .3	33.5 66.4	1.2	1.2	0.0			
Delay (s) Level of Service	32.3 C	24.3 C	66.4 E	3.1	6.8	1.2			
Approach Delay (s)		C	E	A 7.7	A	Α			
Approach LOS	28.3 C			7.7 A	6.0 A				
• •	J			^	^				
Intersection Summary			7.0		ON 1 0000	l1 - f O		A	
HCM 2000 Control Delay			7.2	H	UM 2000	Level of Servi	ce	Α	
HCM 2000 Volume to Capa	icity ratio		0.63	_				10.0	
Actuated Cycle Length (s)	4!		70.2		um of lost			13.0	
Intersection Capacity Utiliza	ation		47.8%	IC	U Level (of Service		Α	
Analysis Period (min)			15						
c Critical Lane Group									

	•	*	1	1	↓	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	ነ	↑	†	7
Traffic Volume (vph)	14	14	44	565	635	101
Future Volume (vph)	14	14	44	565	635	101
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	45	5	2	6	6 4
Permitted Phases						
Detector Phase	4	45	5	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	9.5		10.0	50.5	40.5	
Total Split (%)	15.8%		16.7%	84.2%	67.5%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	5.0	13.2	5.5	56.9	50.7	59.0
Actuated g/C Ratio	0.07	0.19	0.08	0.84	0.75	0.87
v/c Ratio	0.12	0.06	0.44	0.49	0.62	0.09
Control Delay	29.5	10.0	39.5	3.5	9.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	10.0	39.5	3.5	9.5	0.6
LOS	С	Α	D	Α	Α	Α
Approach Delay	19.8			6.1	8.2	
Approach LOS	В			Α	Α	

Intersection Summary Cycle Length: 60

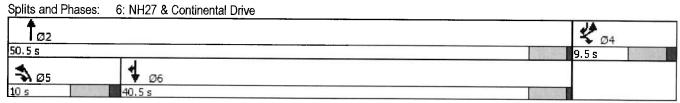
Actuated Cycle Length: 67.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62 Intersection Signal Delay: 7.5 Intersection Capacity Utilization 47.8% Analysis Period (min) 15

Intersection LOS: A ICU Level of Service A



	•	•	1	†	1	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	16	16	58	743	814	129
v/c Ratio	0.12	0.06	0.44	0.49	0.62	0.09
Control Delay	29.5	10.0	39.5	3.5	9.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	10.0	39.5	3.5	9.5	0.6
Queue Length 50th (ft)	7	0	27	66	185	0
Queue Length 95th (ft)	21	12	43	80	235	5
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	128	248	131	1505	1316	1370
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.06	0.44	0.49	0.62	0.09
Intersection Summary						

	•	*	4	†	ļ	1		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	ħ	- P	الر د	_ ↑	1	77		
Traffic Volume (vph)	22	19	/ 77/	627	709	162		
Future Volume (vph)	22	19	77	627	709	162		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1719	1214	1597	1792	1759	1553		
FIt Permitted	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	1719	1214	1597	1792	1759	1553		
Peak-hour factor, PHF	0.88	0.88	0.76	0.76	0.78	0.78		
Adj. Flow (vph)	25	22	101	825	909	208		
RTOR Reduction (vph)	0	17	0	0	0	42		
Lane Group Flow (vph)	25	5	101	825	909	166		
Heavy Vehicles (%)	5%	33%	13%	6%	8%	4%		
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov		
Protected Phases	4	4 5	5	2	6	64		
Permitted Phases	-	. •		-	J	.		
Actuated Green, G (s)	5.1	14.2	4.6	54.1	45.0	54.1		
Effective Green, g (s)	5.1	14.2	4.6	54.1	45.0	54.1		
Actuated g/C Ratio	0.08	0.21	0.07	0.80	0.66	0.80		
Clearance Time (s)	4.5	·	4.5	4.0	4.0	0.00		
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	129	254	108	1432	1169	1241		
v/s Ratio Prot	0.01	0.00	c0.06	0.46	c0.52	c0.11		
v/s Ratio Perm					00.02	55.11		
v/c Ratio	0.19	0.02	0.94	0.58	0.78	0.13		
Uniform Delay, d1	29.4	21.2	31.4	2.5	7.9	1.5		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.7	0.0	65.7	1.7	3.3	0.0		
Delay (s)	30.1	21.2	97.1	4.2	11.2	1.6		
Level of Service	С	C	F	Α	В	A		
Approach Delay (s)	26.0	-	•	14.4	9.4	, ,		
Approach LOS	C			В	A			
Intersection Summary								
HCM 2000 Control Delay			12.0	Н	CM 2000	Level of Service	В	
HCM 2000 Volume to Capaci	ty ratio		0.74				-	
Actuated Cycle Length (s)	•		67.7	Sı	ım of lost	time (s)	13.0	
Intersection Capacity Utilization	on		56.6%			f Service	В	
Analysis Period (min)			15	.0			<i>5</i>	
Critical Lane Group								

	۶	*	4	Ť		4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	*	1	↑	77
Traffic Volume (vph)	22	19	77	627	709	162
Future Volume (vph)	22	19	77	627	709	162
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	45	5	2	6	64
Permitted Phases						
Detector Phase	4	4 5	5	2	6	64
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	9.5		10.0	50.5	40.5	
Total Split (%)	15.8%		16.7%	84.2%	67.5%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	5.0	15.1	5.6	53.3	45.0	55.3
Actuated g/C Ratio	0.07	0.23	0.08	0.80	0.67	0.83
v/c Ratio	0.19	0.08	0.77	0.58	0.77	0.16
Control Delay	30.0	8.9	65.4	4.6	15.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.9	65.4	4.6	15.1	0.6
LOS	С	Α	E	Α	В	Α
Approach Delay	20.1			11.2	12.4	
Approach LOS	С			В	В	

Intersection Summary

Cycle Length: 60 Actuated Cycle Length: 66.9

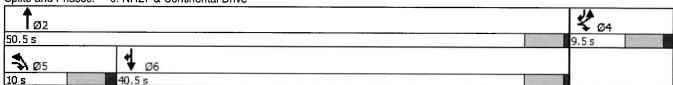
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77 Intersection Signal Delay: 12.1 Intersection Capacity Utilization 56.6%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15



	•	•	4	†	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	25	22	101	825	909	208
v/c Ratio	0.19	0.08	0.77	0.58	0.77	0.16
Control Delay	30.0	8.9	65.4	4.6	15.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.9	65.4	4.6	15.1	0.6
Queue Length 50th (ft)	9	0	40	81	229	0
Queue Length 95th (ft)	28	14	#79	96	288	6
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	129	292	132	1426	1182	1319
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.08	0.77	0.58	0.77	0.16
Intersection Summary						

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	۶	•	1	†	ţ	4			- 	
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	14	//			<i>></i> 1	-1				
Traffic Volume (vph)	22	19 ,	77 .	683	767	162				
Future Volume (vph)	22	19	77	683	767	162				
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Frt	1.00	0.85	1.00	1.00	1.00	0.85				
Fit Protected	0.95	1.00	0.95	1.00	1.00	1.00				
Satd. Flow (prot)	1719	1214	1597	1792	1759	1553				
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00				
Satd. Flow (perm)	1719	1214	1597	1792	1759	1553				
Peak-hour factor, PHF	0.88	0.88	0.76	0.76	0.78	0.78				
Adj. Flow (vph)	25	22	101	899	983	208				
RTOR Reduction (vph)	0	18	0	0	0	39				
Lane Group Flow (vph)	25	4	101	899	983	169				
Heavy Vehicles (%)	5%	33%	13%	6%	8%	4%				
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov		-		
Protected Phases	4	4 5	5	2	6	64				
Permitted Phases										
Actuated Green, G (s)	5.0	14.9	5.4	64.0	54.1	63.1				
Effective Green, g (s)	5.0	14.9	5.4	64.0	54.1	63.1				
Actuated g/C Ratio	0.06	0.19	0.07	0.83	0.70	0.81				
Clearance Time (s)	4.5		4.5	4.0	4.0					
Vehicle Extension (s)	3.0		3.0	3.0	3.0					
Lane Grp Cap (vph)	110	233	111	1479	1227	1264				
v/s Ratio Prot	c0.01	0.00	c0.06	0.50	c0.56	0.11				
v/s Ratio Perm										
v/c Ratio	0.23	0.02	0.91	0.61	0.80	0.13				
Uniform Delay, d1	34.4	25.4	35.8	2.4	8.0	1.5				
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	1.1	0.0	57.1	1.9	3.9	0.0				
Delay (s)	35.5	25.4	92.9	4.2	11.9	1.6				
Level of Service	D	С	F	A	В	A				
Approach Delay (s)	30.8	-	•	13.2	10.1	.,				
Approach LOS	С			В	В					
Intersection Summary										
HCM 2000 Control Delay			11.9	Н	CM 2000	Level of Se	rvice	В		
HCM 2000 Volume to Capaci	ty ratio		0.76				• •			
· · · · · · · · · · · · · · · · · · ·			77.5	Sı	ım of lost	time (s)		13.0		
Intersection Capacity Utilization	on		59.6%			of Service		В		
Analysis Period (min)			15	.0						
c Critical Lane Group										

	•	*	1	Ť	ļ	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	74	ሻ	1		7
Traffic Volume (vph)	22	19	77	683	767	162
Future Volume (vph)	22	19	77	683	767	162
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	4 5	5	2	6	6 4
Permitted Phases						
Detector Phase	4	4 5	5	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	9.5		11.0	60.5	49.5	
Total Split (%)	13.6%		15.7%	86.4%	70.7%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	5.0	16.1	6.5	63.2	54.1	64.4
Actuated g/C Ratio	0.07	0.21	0.08	0.82	0.70	0.84
v/c Ratio	0.22	0.08	0.75	0.61	0.79	0.16
Control Delay	36.4	10.4	66.1	4.6	15.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	10.4	66.1	4.6	15.5	0.6
LOS	D	В	E	Α	В	Α
Approach Delay	24.2			10.8	12.9	
Approach LOS	С			В	В	
Intersection Summary						

Intersection Summary

Actuated Cycle Length: 76.8

Natural Cycle: 70

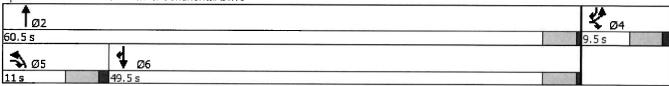
Cycle Length: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79 Intersection Signal Delay: 12.2 Intersection Capacity Utilization 59.6%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15



	•	*	1	†	1	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	25	22	101	899	983	208
v/c Ratio	0.22	80.0	0.75	0.61	0.79	0.16
Control Delay	36.4	10.4	66.1	4.6	15.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	10.4	66.1	4.6	15.5	0.6
Queue Length 50th (ft)	11	0	46	94	287	0
Queue Length 95th (ft)	32	16	#85	107	340	6
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	112	272	136	1474	1239	1335
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.08	0.74	0.61	0.79	0.16
Intersection Summary						

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	۶	•	4	†	ţ	1	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	7	٦ ٦		1	7	
Traffic Volume (vph)	22	19	77	691		∕ 162 ∼	
Future Volume (vph)	22	19	77	691	780	162	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00	
Satd. Flow (prot)	1719	1214	1597	1792	1759	1553	
FIt Permitted	0.95	1.00	0.95	1.00	1.00	1.00	
Satd. Flow (perm)	1719	1214	1597	1792	1759	1553	
Peak-hour factor, PHF	0.88	0.88	0.76	0.76	0.78	0.78	
Adj. Flow (vph)	25	22	101	909	1000	208	
RTOR Reduction (vph)	0	18	0	0	0	39	
Lane Group Flow (vph)	25	4	101	909	1000	169	
Heavy Vehicles (%)	5%	33%	13%	6%	8%	4%	
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov	
Protected Phases	4	4 5	5	2	6	6 4	
Permitted Phases							
Actuated Green, G (s)	5.0	14.9	5.4	64.0	54.1	63.1	
Effective Green, g (s)	5.0	14.9	5.4	64.0	54.1	63.1	
Actuated g/C Ratio	0.06	0.19	0.07	0.83	0.70	0.81	
Clearance Time (s)	4.5		4.5	4.0	4.0		
Vehicle Extension (s)	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	110	233	111	1479	1227	1264	
v/s Ratio Prot	c0.01	0.00	c0.06	0.51	c0.57	0.11	
v/s Ratio Perm							
v/c Ratio	0.23	0.02	0.91	0.61	0.81	0.13	
Uniform Delay, d1	34.4	25.4	35.8	2.4	8.2	1.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.1	0.0	57.1	1.9	4.3	0.0	
Delay (s)	35.5	25.4	92.9	4.3	12.5	1.6	
Level of Service	D	C	F	A	В	A	
Approach Delay (s)	30.8			13.2	10.6		
Approach LOS	С			В	В		
Intersection Summary							
HCM 2000 Control Delay			12.2	H	CM 2000	Level of Se	ervice B
HCM 2000 Volume to Capaci	ity ratio		0.78		2000		
Actuated Cycle Length (s)	-		77.5	Sı	um of lost	time (s)	13.0
Intersection Capacity Utilizati	on		60.3%			of Service	В
Analysis Period (min)			15				_
c Critical Lane Group							

Intersection Summary
Cycle Length: 70

Actuated Cycle Length: 76.8

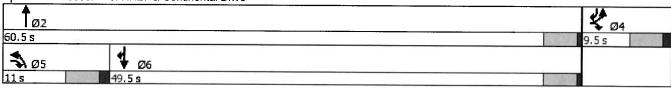
Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay: 12.6 Intersection Capacity Utilization 60.3%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15



	•	\	1	1	Į.	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	25	22	101	909	1000	208
v/c Ratio	0.22	0.08	0.75	0.62	0.81	0.16
Control Delay	36.4	10.4	66.1	4.7	16.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	10.4	66.1	4.7	16.3	0.6
Queue Length 50th (ft)	11	0	46	96	298	0
Queue Length 95th (ft)	32	16	#85	108	353	6
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	112	272	136	1474	1239	1335
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.08	0.74	0.62	0.81	0.16
Intersection Summary						

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	*	•	1	 	4		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	ሻ	7	_ T	_ 1	↑	_ # /		
Traffic Volume (vph)	22	19	77 •	747	838	162		
Future Volume (vph)	22	19	77	747	838	162		
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00	1.00	0.85		
FIt Protected	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1719	1214	1597	1792	1759	1553		
FIt Permitted	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	1719	1214	1597	1792	1759	1553		
Peak-hour factor, PHF	0.88	0.88	0.76	0.76	0.78	0.78		-
Adj. Flow (vph)	25	22	101	983	1074	208		
RTOR Reduction (vph)	0	18	0	0	0	36		
Lane Group Flow (vph)	25	4	101	983	1074	172		
Heavy Vehicles (%)	5%	33%	13%	6%	8%	4%		
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov		
Protected Phases	4	4 5	5	2	6	64		
Permitted Phases	,		Ū	_	Ŭ	• •		
Actuated Green, G (s)	5.0	15.7	6.2	74.0	63.3	72.3		
Effective Green, g (s)	5.0	15.7	6.2	74.0	63.3	72.3		
Actuated g/C Ratio	0.06	0.18	0.07	0.85	0.72	0.83		
Clearance Time (s)	4.5	0.10	4.5	4.0	4.0	0.00		
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	98	217	113	1515	1272	1283		
v/s Ratio Prot	c0.01	0.00	c0.06	0.55	c0.61	0.11		
v/s Ratio Perm	00.01	0.00	00.00	0.00	00.01	0.11		
v/c Ratio	0.26	0.02	0.89	0.65	0.84	0.13		
Uniform Delay, d1	39.5	29.6	40.3	2.3	8.6	1.5		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.00	0.0	52.6	2.2	5.3	0.0		
Delay (s)	40.8	29.6	92.9	4.5	13.9	1.5		
Level of Service	40.6 D	29.0 C	92.9 F	4.5 A	13.9 B	1.5 A		
Approach Delay (s)	35.6	C	Г	12.7	11.9	^		
Approach LOS	33.0 D			12.7 B	11.9 B			
Intersection Summary								
HCM 2000 Control Delay			12.7	Ц	CM 2000	Level of Serv	vice B	
HCM 2000 Control Delay	city ratio		0.81	п	OIVI 2000	FEACUAL OCL	VICE D	
Actuated Cycle Length (s)	ionly ratio		87.5	e.	um of los	t time (c)	13.0	
Intersection Capacity Utiliza	ation		63.4%			of Service	13.0 B	
Analysis Period (min)	AUOH		15	ic	O LEVEL	OI OCIVICE	<u> </u>	
c Critical Lane Group			10					

	٦	*	1	†	+	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7*	ሻ	†	†	7
Traffic Volume (vph)	22	19	77	747	838	162
Future Volume (vph)	22	19	77	747	838	162
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	4 5	5	2	6	64
Permitted Phases						
Detector Phase	4	4 5	5	2	6	64
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	9.5		12.0	70.5	58.5	
Total Split (%)	11.9%		15.0%	88.1%	73.1%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	5.0	17.0	7.4	73.2	63.3	73.6
Actuated g/C Ratio	0.06	0.20	0.09	0.84	0.73	0.85
v/c Ratio	0.25	0.09	0.74	0.65	0.84	0.15
Control Delay	43.0	11.8	69.4	4.8	17.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	11.8	69.4	4.8	17.6	0.5
LOS	D	В	E	Α	В	Α
Approach Delay	28.4			10.9	14.8	
Approach LOS	С			В	В	
Internación O						

Intersection Summary

Cycle Length: 80 Actuated Cycle Length: 86.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84 Intersection Signal Delay: 13.3 Intersection Capacity Utilization 63.4%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15



	•	\(\psi\)	4	†	1	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	25	22	101	983	1074	208
v/c Ratio	0.25	0.09	0.74	0.65	0.84	0.15
Control Delay	43.0	11.8	69.4	4.8	17.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	11.8	69.4	4.8	17.6	0.5
Queue Length 50th (ft)	13	0	53	114	374	0
Queue Length 95th (ft)	35	18	#91	122	417	6
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	99	257	138	1511	1283	1349
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.09	0.73	0.65	0.84	0.15
Intersection Summary						

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	•	*	1	†	ţ	4			
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	75	/ 1	<u> </u>	_ 1	/ 1	/ 1 /			
Traffic Volume (vph)	128 ⋅	59 ✓	18	788 🗸	601 ✓	21			
Future Volume (vph)	128	59	18	788	601	21			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	0.85	1.00	1.00	1.00	0.85			
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00			
Satd. Flow (prot)	1805	1568	1736	1845	1827	1615			
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00			
Satd. Flow (perm)	1805	1568	1736	1845	1827	1615			
Peak-hour factor, PHF	0.71	0.71	0.87	0.87	0.89	0.89			
Adj. Flow (vph)	180	83	21	906	675	24			
RTOR Reduction (vph)	0	59	0	0	0/3	5			
Lane Group Flow (vph)	180	24	21	906	675	19			
Heavy Vehicles (%)	0%	3%	4%	3%	4%	0%			
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov			
Protected Phases	4	45	5	2	6	6 4			
Permitted Phases	7	43	5	2	O	0 4			
Actuated Green, G (s)	9.7	18.4	4.2	44.6	35.9	49.6			
Effective Green, g (s)	9.7	18.4	4.2	44.6	35.9	49.6 49.6			
Actuated g/C Ratio	0.15	0.29	0.07	0.71	0.57	0.79			
Clearance Time (s)	4.5	0.29	4.5	4.0	4.0	0.78			
Vehicle Extension (s)	3.0		3.0	3.0	3.0				
Lane Grp Cap (vph)	278	459	116	1310	1044	4075			
v/s Ratio Prot	c0.10	0.02	0.01			1275			
v/s Ratio Perm	60.10	0.02	0.01	c0.49	0.37	0.01			
v/c Ratio	0.65	0.05	0.40	0.60	0.05	0.04			
	0.65	0.05	0.18	0.69	0.65	0.01			
Uniform Delay, d1	24.9	15.9	27.7	5.2	9.1	1.4			
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	5.1	0.0	0.8	3.0	1.4	0.0			
Delay (s)	30.1	16.0	28.4	8.2	10.5	1.4			
Level of Service	C	В	С	A	B	Α			
Approach Delay (s)	25.6			8.7	10.2				
Approach LOS	С			Α	В				
Intersection Summary									
HCM 2000 Control Delay			11.6	HC	CM 2000	Level of Serv	rice	В	
HCM 2000 Volume to Capa	city ratio		0.74						
Actuated Cycle Length (s)			62.8	Su	m of lost	time (s)		13.0	
Intersection Capacity Utiliza	ition		55.6%			of Service		В	
Analysis Period (min)			15						
c Critical Lane Group									

	•	•	4	†	Ţ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥.	7	ኘ		↑	7
Traffic Volume (vph)	128	59	18	788	601	21
Future Volume (vph)	128	59	18	788	601	21
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	45	5	2	6	6 4
Permitted Phases						
Detector Phase	4	45	5	2	6	64
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	15.0		9.5	45.0	35.5	
Total Split (%)	25.0%		15.8%	75.0%	59.2%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	9.7	19.2	5.0	43.8	35.9	50.8
Actuated g/C Ratio	0.16	0.31	0.08	0.71	0.58	0.82
v/c Ratio	0.64	0.15	0.15	0.70	0.64	0.02
Control Delay	34.7	4.8	28.2	9.2	13.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	4.8	28.2	9.2	13.4	0.8
LOS	С	Α	С	Α	В	Α
Approach Delay	25.3			9.7	13.0	
Approach LOS	С			Α	В	
Intersection Summans						

Intersection Summary
Cycle Length: 60

Actuated Cycle Length: 62

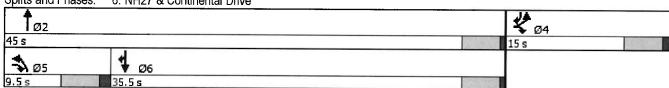
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70 Intersection Signal Delay: 13.1 Intersection Capacity Utilization 55.6%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15



Queues

	•	•	4	†	Ţ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	180	83	21	906	675	24
v/c Ratio	0.64	0.15	0.15	0.70	0.64	0.02
Control Delay	34.7	4.8	28.2	9.2	13.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	4.8	28.2	9.2	13.4	0.8
Queue Length 50th (ft)	60	0	7	161	167	0
Queue Length 95th (ft)	87	14	24	260	274	3
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	306	523	140	1303	1057	1332
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.16	0.15	0.70	0.64	0.02
Intersection Summary					····	

	•	`	4	†	1	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ኘ	7	- 1		/	7	
Traffic Volume (vph)	192	94	23	√874 V	668	30	
Future Volume (vph)	192	94	23	874	668	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00	
Satd. Flow (prot)	1805	1568	1736	1845	1827	1615	
FIt Permitted	0.95	1.00	0.95	1.00	1.00	1.00	
Satd. Flow (perm)	1805	1568	1736	1845	1827	1615	
Peak-hour factor, PHF	0.71	0.71	0.87	0.87	0.89	0.89	
Adj. Flow (vph)	270	132	26	1005	751	34	
RTOR Reduction (vph)	0	88	0	0	0	7	
Lane Group Flow (vph)	270	44	26	1005	751	27	
Heavy Vehicles (%)	0%	3%	4%	3%	4%	0%	
Turn Type	Prot .	pt+ov	Prot	NA	NA	pt+ov	
Protected Phases	4	4 5	5	2	6	64	
Permitted Phases			•	_	_		
Actuated Green, G (s)	12.0	20.6	4.1	41.6	33.0	49.0	
Effective Green, g (s)	12.0	20.6	4.1	41.6	33.0	49.0	
Actuated g/C Ratio	0.19	0.33	0.07	0.67	0.53	0.79	
Clearance Time (s)	4.5		4.5	4.0	4.0		
Vehicle Extension (s)	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	348	520	114	1235	970	1274	
v/s Ratio Prot	c0.15	0.03	0.01	c0.54	0.41	0.02	
v/s Ratio Perm							
v/c Ratio	0.78	0.08	0.23	0.81	0.77	0.02	
Uniform Delay, d1	23.8	14.3	27.5	7.4	11.6	1.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.4	0.1	1.0	5.9	3.9	0.0	
Delay (s)	34.1	14.3	28.5	13.4	15.5	1.4	
Level of Service	С	В	С	В	В	Α	
Approach Delay (s)	27.6			13.8	14.9		
Approach LOS	С			В	В		
Intersection Summary							
HCM 2000 Control Delay			16.7	НС	CM 2000	Level of Se	ervice B
HCM 2000 Volume to Capaci	ity ratio		0.88				
Actuated Cycle Length (s)			62.1	Su	m of lost	time (s)	13.0
Intersection Capacity Utilization	on		63.7%			of Service	В
Analysis Period (min)			15				
c Critical Lane Group							

	<i>></i>	*	1	†	↓	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	1 5	7	ሻ	↑	†	7
Traffic Volume (vph)	192	94	23	874	668	30
Future Volume (vph)	192	94	23	874	668	30
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	4 5	5	2	6	64
Permitted Phases						
Detector Phase	4	4 5	5	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	17.1		9.5	42.9	33.4	
Total Split (%)	28.5%		15.8%	71.5%	55.7%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	12.0	21.5	5.0	40.8	33.0	50.3
Actuated g/C Ratio	0.20	0.35	0.08	0.67	0.54	0.82
v/c Ratio	0.76	0.21	0.18	0.82	0.76	0.03
Control Delay	38.9	3.8	28.9	15.7	19.8	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	3.8	28.9	15.7	19.8	0.7
LOS	D	Α	С	В	В	Α
Approach Delay	27.4			16.0	18.9	
Approach LOS	С			В	В	
Intersection Summary						

Intersection Summary
Cycle Length: 60

Actuated Cycle Length: 61.3

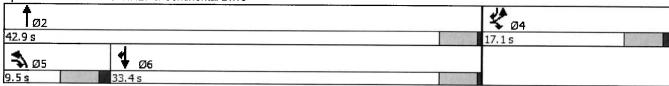
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82 Intersection Signal Delay: 19.1 Intersection Capacity Utilization 63.7%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15



	*	*	4	†	ļ	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	270	132	26	1005	751	34
v/c Ratio	0.76	0.21	0.18	0.82	0.76	0.03
Control Delay	38.9	3.8	28.9	15.7	19.8	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	3.8	28.9	15.7	19.8	0.7
Queue Length 50th (ft)	91	0	9	232	218	0
Queue Length 95th (ft)	121	15	28	#415	#414	3
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	371	609	141	1227	983	1326
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.22	0.18	0.82	0.76	0.03
Intersection Summary						

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	٠	`	1	†	Ţ	4		
Movement	EBL	EBR	, NBL	NBT	SBT	SBR		
Lane Configurations	ሻ	7	7	<u></u>	_ ^ †	/ 1 /		
Traffic Volume (vph)	192	94	23	940	736	30		
Future Volume (vph)	192	94	23	940	736	30		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1805	1568	1736	1845	1827	1615		
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	1805	1568	1736	1845	1827	1615		
Peak-hour factor, PHF	0.71	0.71	0.87	0.87	0.89	0.89		
Adj. Flow (vph)	270	132	26	1080	827	34		
RTOR Reduction (vph)	0	91	0	0	0	7		
Lane Group Flow (vph)	270	41	26	1080	827	27		
Heavy Vehicles (%)	0%	3%	4%	3%	4%	0%		
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov		
Protected Phases	4	4 5	5	2	6	6.4		
Permitted Phases								
Actuated Green, G (s)	12.1	20.7	4.1	46.5	37.9	54.0		
Effective Green, g (s)	12.1	20.7	4.1	46.5	37.9	54.0		
Actuated g/C Ratio	0.18	0.31	0.06	0.69	0.56	0.80		
Clearance Time (s)	4.5		4.5	4.0	4.0			
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	325	483	106	1278	1031	1299		
v/s Ratio Prot	c0.15	0.03	0.01	c0.59	0.45	0.02		
v/s Ratio Perm								
v/c Ratio	0.83	0.08	0.25	0.85	0.80	0.02		
Uniform Delay, d1	26.5	16.5	30.0	7.6	11.6	1.3		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	16.3	0.1	1.2	7.0	4.6	0.0		
Delay (s)	42.8	16.5	31.2	14.6	16.2	1.3		
Level of Service	D	В	С	В	В	Α		
Approach Delay (s)	34.2			15.0	15.6			
Approach LOS	С			В	В			
Intersection Summary								
HCM 2000 Control Delay			18.5	HC	M 2000 L	evel of Servi	ce B	
HCM 2000 Volume to Capaci	ty ratio		0.91					
Actuated Cycle Length (s)			67.1	Sui	m of lost	time (s)	13.0	
Intersection Capacity Utilization	on		67.2%		J Level of		C	
Analysis Period (min)			15					
c Critical Lane Group								

	•	•	4	†	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	79	7	Ť	†	†	7
Traffic Volume (vph)	192	94	23	940	73 6	30
Future Volume (vph)	192	94	23	940	736	30
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	45	5	2	6	64
Permitted Phases						
Detector Phase	4	4 5	5	2	6	64
Switch Phase					•	
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	17.0		9.5	48.0	38.5	
Total Split (%)	26.2%		14.6%	73.8%	59.2%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	12.1	21.7	5.0	45.6	37.9	55.3
Actuated g/C Ratio	0.18	0.33	0.08	0.69	0.57	0.83
v/c Ratio	0.82	0.22	0.20	0.85	0.79	0.03
Control Delay	47.3	4.4	32.0	17.0	20.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	4.4	32.0	17.0	20.1	0.6
LOS	D	Α	С	В	С	Α
Approach Delay	33.2			17.4	19.4	
Approach LOS	С			В	В	
Intersection Summary						

Cycle Length: 65

Actuated Cycle Length: 66.3

Natural Cycle: 65

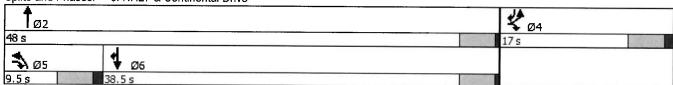
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85 Intersection Signal Delay: 20.8 Intersection Capacity Utilization 67.2%

Intersection LOS: C
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: NH27 & Continental Drive



	•	*	4	†	1	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	270	132	26	1080	827	34
v/c Ratio	0.82	0.22	0.20	0.85	0.79	0.03
Control Delay	47.3	4.4	32.0	17.0	20.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	4.4	32.0	17.0	20.1	0.6
Queue Length 50th (ft)	103	0	10	273	258	0
Queue Length 95th (ft)	132	17	30	#497	#478	3
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	341	591	131	1269	1043	1343
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.22	0.20	0.85	0.79	0.03
Intersection Summary						

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	۶	*	1	†	↓	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	N,	7	_ 1	^	/ ↑	7	/
Traffic Volume (vph)	192 v	94、	23	963	736	/ 30 V	
Future Volume (vph)	192	94	23	963	736	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00	
Satd. Flow (prot)	1805	1568	1736	1845	1827	1615	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00	
Satd. Flow (perm)	1805	1568	1736	1845	1827	1615	
Peak-hour factor, PHF	0.71	0.71	0.87	0.87	0.89	0.89	
Adj. Flow (vph)	270	132	26	1107	827	34	
RTOR Reduction (vph)	0	93	0	0	0	5	
Lane Group Flow (vph)	270	39	26	1107	827	29	
Heavy Vehicles (%)	0%	3%	4%	3%	4%	0%	
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov	
Protected Phases	4	4 5	5	2	6	6 4	
Permitted Phases							
Actuated Green, G (s)	16.6	26.1	5.0	63.1	53.6	74.2	
Effective Green, g (s)	16.6	26.1	5.0	63.1	53.6	74.2	
Actuated g/C Ratio	0.19	0.30	0.06	0.72	0.61	0.84	
Clearance Time (s)	4.5		4.5	4.0	4.0		
Vehicle Extension (s)	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	339	464	98	1319	1110	1358	
v/s Ratio Prot	c0.15	0.02	0.01	c0.60	0.45	0.02	
v/s Ratio Perm							
v/c Ratio	0.80	0.08	0.27	0.84	0.75	0.02	
Uniform Delay, d1	34.2	22.4	39.8	8.9	12.4	1.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.2	0.1	1.5	6.5	2.8	0.0	
Delay (s)	46.4	22.5	41.3	15.5	15.2	1.1	
Level of Service	D	С	D	В	В	Α	
Approach Delay (s)	38.5			16.1	14.6		
Approach LOS	D			В	В		
Intersection Summary							
HCM 2000 Control Delay			19.3	HC	M 2000	Level of Sei	rvice B
HCM 2000 Volume to Capaci	ty ratio		0.88	_			
Actuated Cycle Length (s)			88.2		m of lost	. ,	13.0
Intersection Capacity Utilization	on		68.4%	ICI	J Level o	f Service	С
Analysis Period (min)			15				
c Critical Lane Group							

Timings

6: NH27 & Continental Drive

	•	•	4	†		4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	ች	↑		7
Traffic Volume (vph)	192	94	23	963	736	30
Future Volume (vph)	192	94	23	963	736	30
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	4 5	5	2	6	64
Permitted Phases						
Detector Phase	4	4 5	5	2	6	64
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	23.0		9.5	67.0	57.5	
Total Split (%)	25.6%		10.6%	74.4%	63.9%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	16.6	26.1	5.0	63.1	53.6	74.7
Actuated g/C Ratio	0.19	0.30	0.06	0.72	0.61	0.85
v/c Ratio	0.79	0.24	0.27	0.84	0.75	0.02
Control Delay	52.1	5.5	47.7	17.3	18.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	5.5	47.7	17.3	18.2	0.4
LOS	D	Α	D	В	В	Α
Approach Delay	36.8			18.0	17.5	
Approach LOS	D			В	В	
Interception Comment						

Intersection Summary
Cycle Length: 90

Actuated Cycle Length: 88.2

Natural Cycle: 70

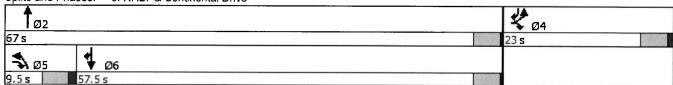
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84 Intersection Signal Delay: 21.0 Intersection Capacity Utilization 68.4%

Intersection LOS: C ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: NH27 & Continental Drive



6: NH27 & Continental Drive

	۶	•	1	†	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	270	132	26	1107	827	34
v/c Ratio	0.79	0.24	0.27	0.84	0.75	0.02
Control Delay	52.1	5.5	47.7	17.3	18.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	5.5	47.7	17.3	18.2	0.4
Queue Length 50th (ft)	145	0	15	405	320	0
Queue Length 95th (ft)	172	19	39	587	471	3
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	379	551	98	1319	1109	1406
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.24	0.27	0.84	0.75	0.02
Intersection Summary						

6: NH27 & Continental Drive

	۶	*	4	<u>†</u>	ļ	4		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	7	7	7	_	· - 1	7		
Traffic Volume (vph)	192	94.	23 •	1029	804	30		
Future Volume (vph)	192	94	23	1029	804	30		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.5	4.5	4.5	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00	1.00	0.85		
FIt Protected	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1805	1568	1736	1845	1827	1615		
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	1805	1568	1736	1845	1827	1615		
Peak-hour factor, PHF	0.71	0.71	0.87	0.87	0.89	0.89		
Adj. Flow (vph)	270	132	26	1183	903	34		
RTOR Reduction (vph)	0	95	0	0	0	5		
Lane Group Flow (vph)	270	37	26	1183	903	29		
Heavy Vehicles (%)	0%	3%	4%	3%	4%	0%		
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov		
Protected Phases	4	4 5	5	2	6	6 4		
Permitted Phases					_			
Actuated Green, G (s)	15.8	25.3	5.0	65.0	55.5	75.3		
Effective Green, g (s)	15.8	25.3	5.0	65.0	55.5	75.3		
Actuated g/C Ratio	0.18	0.28	0.06	0.73	0.62	0.84		
Clearance Time (s)	4.5		4.5	4.0	4.0			
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	319	444	97	1342	1135	1361		
v/s Ratio Prot	c0.15	0.02	0.01	c0.64	0.49	0.02		
v/s Ratio Perm								
v/c Ratio	0.85	0.08	0.27	0.88	0.80	0.02		
Uniform Delay, d1	35.6	23.5	40.4	9.2	12.7	1.1		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	18.3	0.1	1.5	8.6	3.9	0.0		
Delay (s)	53.9	23.6	41.9	17.8	16.6	1.1		
Level of Service	D	C	D	В	В	A		
Approach Delay (s)	43.9	-	_	18.3	16.0			
Approach LOS	D			В	В			
Intersection Summary								
HCM 2000 Control Delay			21.5	Н	CM 2000	Level of Servic	e C	
HCM 2000 Volume to Capa	city ratio		0.93		_			
Actuated Cycle Length (s)	•		89.3	Sı	ım of lost	time (s)	13.0	
Intersection Capacity Utiliza	ition		71.9%			of Service	C	
Analysis Period (min)			15				-	
c Critical Lane Group								

Timings

6: NH27 & Continental Drive

	٠	•	1	†	ļ	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*	7	۲	1	<u></u>	7
Traffic Volume (vph)	192	94	23	1029	804	30
Future Volume (vph)	192	94	23	1029	804	30
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4	4 5	5	2	6	64
Permitted Phases						
Detector Phase	4	4 5	5	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0		5.0	4.0	4.0	
Minimum Split (s)	9.5		9.5	20.0	20.0	
Total Split (s)	21.0		9.5	69.0	59.5	
Total Split (%)	23.3%		10.6%	76.7%	66.1%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	None	
Act Effct Green (s)	15.8	25.3	5.0	65.0	55.5	75.8
Actuated g/C Ratio	0.18	0.28	0.06	0.73	0.62	0.85
v/c Ratio	0.85	0.25	0.27	0.88	0.80	0.02
Control Delay	60.6	5.9	48.0	19.4	19.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	5.9	48.0	19.4	19.6	0.4
LOS	E	Α	D	В	В	Α
Approach Delay	42.7			20.1	18.9	
Approach LOS	D			С	В	
Interception Currency						

Intersection Summary
Cycle Length: 90

Actuated Cycle Length: 89.3

Natural Cycle: 90

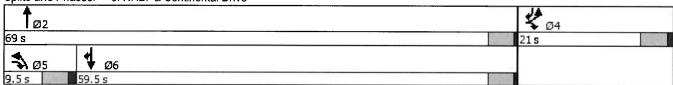
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88 Intersection Signal Delay: 23.2 Intersection Capacity Utilization 71.9%

Intersection LOS: C ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: NH27 & Continental Drive



	•	•	4	†	ļ	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	270	132	26	1183	903	34
v/c Ratio	0.85	0.25	0.27	0.88	0.80	0.02
Control Delay	60.6	5.9	48.0	19.4	19.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	5.9	48.0	19.4	19.6	0.4
Queue Length 50th (ft)	149	0	15	436	354	0
Queue Length 95th (ft)	178	20	39	#666	526	3
Internal Link Dist (ft)	217			330	1245	
Turn Bay Length (ft)		120	250			215
Base Capacity (vph)	333	535	97	1343	1135	1388
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.25	0.27	0.88	0.80	0.02
Intersection Summary						

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Appendix H

Traffic Signal Warrants Analysis

Seasonal Adjustment Factors NHDOT Group 4 (Urban Highways)

Year 2019 Monthly Data - Urban

		Adjustm	nent to
Month	ADT	Average	Peak
Jan	11,431	1.12	1.23
Feb	11,848	1.08	1.18
Mar	12,141	1.06	1.15
Apr	12,860	1.00	1.09
May	13,551	0.95	1.03
Jun	13,785	0.93	1.02
Jul	13,942	0.92	1.01
Aug	14,016	0.92	1.00
Sep	13,379	0.96	1.05
Oct	13,339	0.96	1.05
Nov	12,265	1.05	1.14
Dec	11,496	1.12	1.22

Year 2018 Monthly Data - Urban

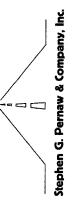
		Adjustn	nent to
<u>Month</u>	ADT	Average	Peak
Jan	11,282	1.13	1.24
Feb	11,848	1.08	1.18
Mar	11,828	1.08	1.18
Apr	12,491	1.02	1.12
May	13,587	0.94	1.03
Jun	13,911	0.92	1.00
Jul	13,765	0.93	1.01
Aug	13,945	0.92	1.00
Sep	13,168	0.97	1.06
Oct	13,367	0.96	1.04
Nov	12,215	1.05	1.14
Dec	11,963	1.07	1.17

Average Peak-Month Factor 1.05

AVG MONTH FACTOR = 0.96

Traffic Signal Warrants Analysis

NH27 / North Site Driveway / Gas Station Driveway 2031 Average-Month Build Volumes



Traffic Signal Warrants Inputs (Exiting Vehicles) - NH27 / North Site Driveway

				ı										ı						•						North I	North Driveway
		- 1	Day Ca	ÐΙ	- 1			- 1	٦,	Office Exits					Retail	Retail Exits				œ	Residential Exits	al Exits			Ιფ	65% L-Out	16% R-Out
	ITE %	٠_	% Ont	0	. Adj	Onts	ITE %	5 Trips	s % Out	t Outs	Adj.	Outs	ITE %	Trips	% Out	Outs	Adj.	Outs	ITE %	Trips	% Out	Outs	Adj.	Outs	Tot.		
12-1 AM	0.0	0	0.50	0		0	0.1	0	0.50	0		0	0.2	-	0.50	-		_	0.5	9	0.50	က		ო	4	က	-
1-2 AM	0.0	0	0.50	0		0	0.0	0	0.50	0		0	0.1	0	0.50	0		0	0.3	4	0.50	7		7	7	-	0
2-3 AM	0.0	0	0.50	0		0	0.0	0	0.50	0		0	0.0	0	0.50	0		0	0.2	7	0.50	_		_	_		0
3-4 AM	0.0	0	0.50	0		0	0.1	0	0.50	0		0	0.0	0	0.50	0		0	0.3	4	0.50	7		2	. 2	-	0
4-5 AM	0.0	0	0.50	0		0	0.2	0	0.50	0		0	0.0	0	0.50	0		0	0.5	9	0.50	က		ო	က	2	0
5-6 AM	0.4	4	0.50	7	7	-	0.2	0	0.50	0		0	0.1	0	0.50	0		0	1.7	2	0.50	-		-	12	1 00	0 0
6-7 AM	3.6	34	0.50	17		17	2.2	4	0.50	2	-	-	0.2	-	0.50	_		_	4.0	49	0.50	52		25	4	58 0	7
7-8 AM	25.2	240	0.47	113	-10	103	7.0	14	0.14	2		2	1.1	2	0.38	2		2	7.5	92	0.74	88	-13	55	162	105	26
8-9 AM	9.3	83	0.47	42	-5	37	8.8	17	0.14	2	-	3	2.0	80	0.38	က	_	4	6.2	9/	0.74	99	7	55	66	64	16
9-10 AM	4	39	0.50	20	က်	क्	5.4	10	0.50	2		5	3.6	15	0.50	ھ		∞	4.3	52	09.0	31		31	59	38	6
10-11 AM	5.5	52	0.50	26	ဂှ	21	5.9	7	0.50	9		9	5.6	24	0.50	12		12	3.7	45	0.50	23		23	62	40	10
11-12 PM	3.8	36	0.50	18	ç,	13	8.4	16	0.50	∞		80	8.3	35	0.50	48		18	4.5	55	0.50	28		28	29	4	11
12-1 PM	2.3	55	0.50	7	ç	9	10.4	8	0.50	10		9	10.0	42	0.50	21		21	4.7	22	0.50	29		29	99	43	11
1-2 PM	2.5	54	0.50	12	လု	7	8.2	16	0.50	œ		∞	9.3	39	0.50	20		20	4.4	54	0.50	27		27	62	4	10
2-3 PM	9.7	93	0.50	47	လု	42	7.5	15	0.50	80		80	9.0	38	0.50	19		19	5.4	99	0.50	33		33	102	99	16
3-4 PM	9.1	87	0.50	44	-2	39	7.4	14	0.50	7		7	8.8	37	0.50	19		19	5.8	71	0.50	36		36	101	99	16
4-5 PM	8 6	93	0.53	49	φ	4	10.1	20	0.84	17	-	18	9.2	39	0.52	20	2	22	8.3	101	0.39	39	-5	37	121	79	19
5-6 PM	11.7	112	0.53	29	29	118	10.4	20	0.84	17	-	18	9.3	39	0.52	20	7	22	10.1	123	0.39	48	-	37	195	127	31
6-7 PM	2.9	78	0.50	14		14	2.4	5	0.50	က	÷	2	8.0	34	0.50	17		17	7.9	96	0.39	37		37	70	46	11
7-8 PM	0.0	0	0.50	0		0	1.7	က	0.50	7	7	-	6.1	56	0.50	13	-5	11	6.3	11	0.50	39		39	51	33	80
8-9 PM	0.0	0	0.50	0		0	1.0	7	0.50	-	7	0	4.4	19	0.50	10	ņ	œ	5.1	62	0.50	31	4	35	43	28	7
9-10 PM	0.0	0	0.50	0		0	1.0	7	0.50	-	7	0	2.9	12	0.50	9	Ņ	4	3.9	48	0.50	24	4	28	32	21	ĸ
10-11 PM	0.0	0	0.50	0		0	1.0	7	0.50	-	7	0	7	S	0.50	ო	7	2	2.7	33	0.50	17	4	21	23	. 5	4
11-12 AM	0.0	0	0.50	0		0	0.4	-	0.50	-	7	0	0.5	7	0.50	-		-	1.5	18	0.50	თ	က	12	13	œ	2
	6.66	953		474		477	8.66	192		101		97	8.66	421		214		212	99.8	1218		622	v	610	1396	806	222
		954						194						424						1220							



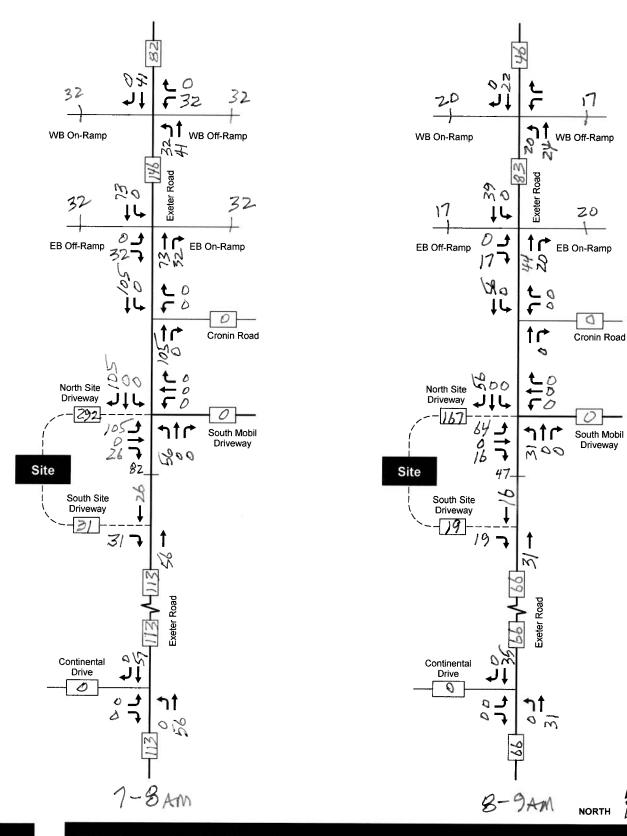
Stephen G. Pernaw & Company, Inc.

Traffic Signal Warrants Inputs (Entering Vehicles) - NH27 / North Site Driveway

												•)	-					•						North	Morth Driveway
	İ		Day Care Exits	e Exits	- 1				Office Exits	xits					Retail Exits	xits				ፚ	Residential Exits	Exits			926	65% R-In	35% I -In
	ITE %	•	u %	<u>su</u>	Adj.	<u>su</u>	ITE %	Trips	ul %		Adj.	sul	ITE %	Trips	N In	Ins A	Adj.	SEI SEI	ITE %	Trips	ul %	2	Adi	lus	To T	=	:
12-1 AM	0.0	0	0.50	0		0	0.1	0	0.50	0		0	0.2	-	0.50	_		_	0.5	. დ	0.50			l m	4	œ	7
1-2 AM	0.0	0	0.50	0		0	0.0	0	0.50	0		0	0.1	0	0.50	0		0		4	0.50				۰ ،	, 4	- 4
2-3 AM	0.0	0	0.50	0		0	0.0	0	0.50	0		0	0.0	0	0.50	0		0	0.2	. ^	0.50	٠ -		ı -	ı -		- c
3-4 AM	0.0	0	0.50	0		0	0.1	0	0.50	0		0	0.0	0	0.50				, e	1 4	25.0	۰ ،		- ເ	- c) 1
4-5 AM	0.0	0	0.50	0		0	0.2	0	0.50	0		0	00		0.50			· c	, c	rα	200	1 0	•	v -	v •	- 0	- ,
5-6 AM	0.4	4	0.50	7		7	0.2	0	0.50	0			2 0	o c	0.00) c			, t	5 5	00.0	o 2	- ,	4 (4 ;	n (r- 1
6-7 AM	3.6	34	0.50	17		17	2.2	4	0.50	2		0 0	0.2		0.50	> * ~		- c	4	- 67	0.50	: ×	_	7. Y	4 4 4	თვ	ر ج
7-8 AM	25.2	240	0.53	127	-10	117	7.0	14	98.0	12	5	17	1-		0.62		4	7	7.5	92	0.26	2 2	4	2 2	191	105	92
8-9 AM	9.3	88	0.53	47		47	8.8	17	0.86	15		15	2.0	œ	0.62	2	0	2	6.2	9/	0.26	2		20	87	22	8 8
9-10 AM	4.	36	0.50	20	φ	4	5.4	10	0.50	5		5	3.6		0.50	l	 -	7	4.3	52	09.0	31		33	59	38	23
10-11 AM	5.5	25	0.50	56	φ	20	5.9	7	0.50	9	7	ري د	5.6	24	0.50	12	7	-	3.7	45	0.50	23		25	9 6	8 6	2 2
11-12 PM	3.8	36	0.50	18	φ	12	8.4	16	0.50	80	7	7	8.3		0.50		-	17	4.5		0.50	28		3.	. 2	44	- 20
12-1 PM	2.3	22	0.50	Ξ	φ	2	10.4	20	0.50	9	<u>-</u>	თ	10.0		0.50	21	·,	20	4.7	57	0.50	18	· м	32	. 99	43	3 8
1-2 PM	2.5	24	0.50	12	φ	9	8.2	16	0.50	æ	-	7	9.3		0.50	20	7	19	4.4		0.50	27		30	62	40	22
2-3 PM	9.7	69	0.50	47	φ	4	7.5	15	0.50	80	7	7	9.0	38	0.50		+	18	5.4		0.50	33		35	101	99	35
3-4 PM	19.	87	0.50	44	φ	38	7.4	4	0.50	_		7	8.8		0.50	19	-1	18	5.8	71	0.50	36	7	38	101	99	35
4-5 PM	8.6	e ;	0.47	44		4	10.1	20	0.16	ო		8	9.2	39	0.48	19		1:	8.3	101	0.61	62		59	127	83	44
MH 9-6	11.7	112	0.47	53	25	105	10.4	50	0.16	က	-	4	9.3		0.48		2	21	10.1	123	0.61	75		29	189	123	. 99
6-7 PM	2.9	28	0.50	4	ကု	တ	2.4	2	0.50	က		₆	8.0		0.50			9	7.9		0.50	1	1	202	8 82	51	22
7-8 PM	0.0	0	0.50	0		0	1.7	က	0.50	7		2	6.1		0.50	13	-	12	6.3	77	0.50	39	. 0	. 1	55	36	19
8-9 PM	0.0	0	0.50	0		0	1.0	7	0.50	Ψ-		-	4.4		0.50	10		G.	5.1	62	0.50	31			43	8 8	5 4
9-10 PM	0.0	0	0.50	0		0	0.1	8	0.50	-		_	2.9		0.50		<u> </u>	ır	о С		0.50	24		2 %	2 6	3 5	2 7
10-11 PM	0.0	0	0.50	0		0	1.0	7	0.50	-		_	1.1		0.50	_ر س		. ~	2.2		0.50	17		3 5	7 %	- 4	_ •
11-12 AM	0.0	0	0.50	0		0	0.4	-	0.50	τ		~	0.5	7	0.50	 -		_	5.	18	0.50	: თ		10	12	2 ω	0 4
	6.66	953		482		477	8.66	192		96		97	8.66	421		215	Ŋ	212	8.66	1218	•	603	g	610	1396	911	485
		954						194						424						1220							



Pernaw & Company, Inc



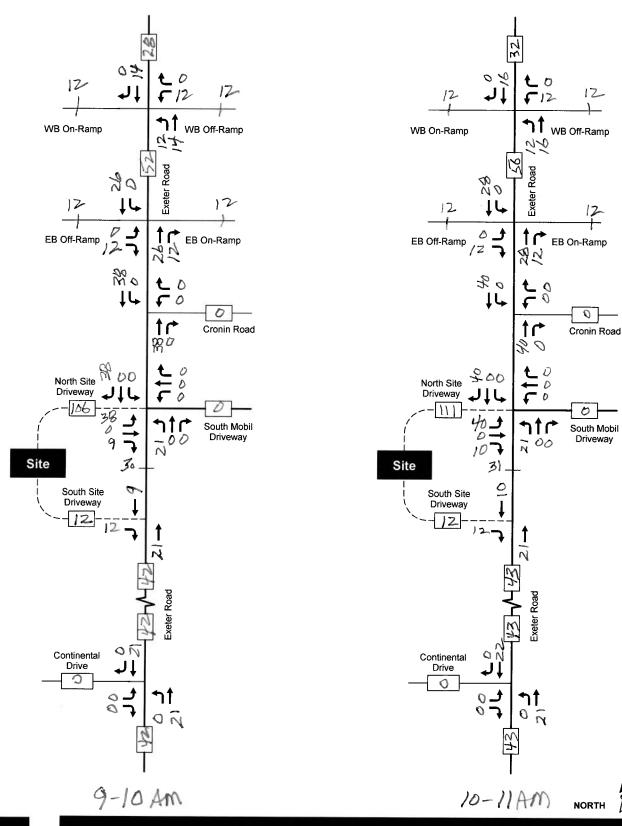
1941A

Appendix

Site Generated Traffic Volumes



Pernaw & Company, Inc



1941A

Appendix

13

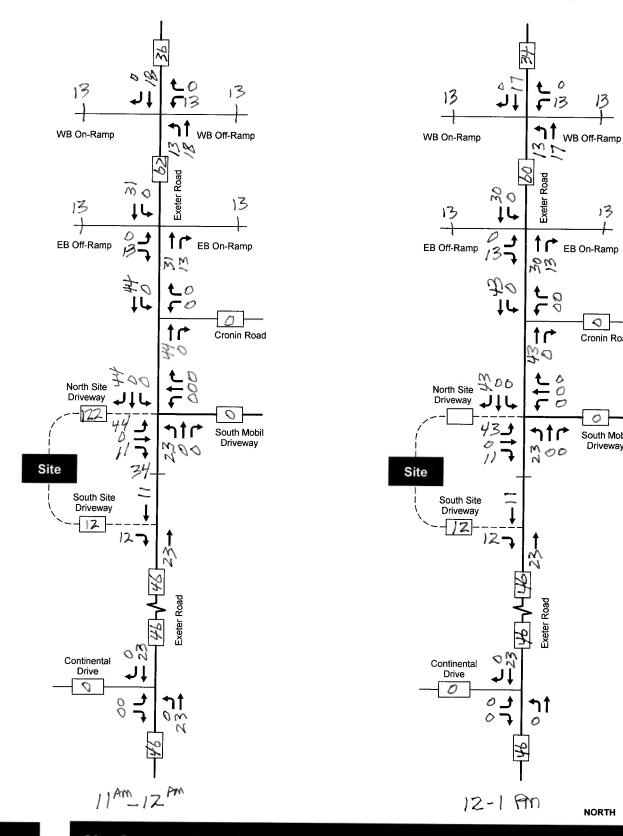
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Cronin Road

South Mobil Driveway

NORTH

Pernaw & Company, Inc



1941A

Appendix

Site Generated Traffic Volumes

20

20

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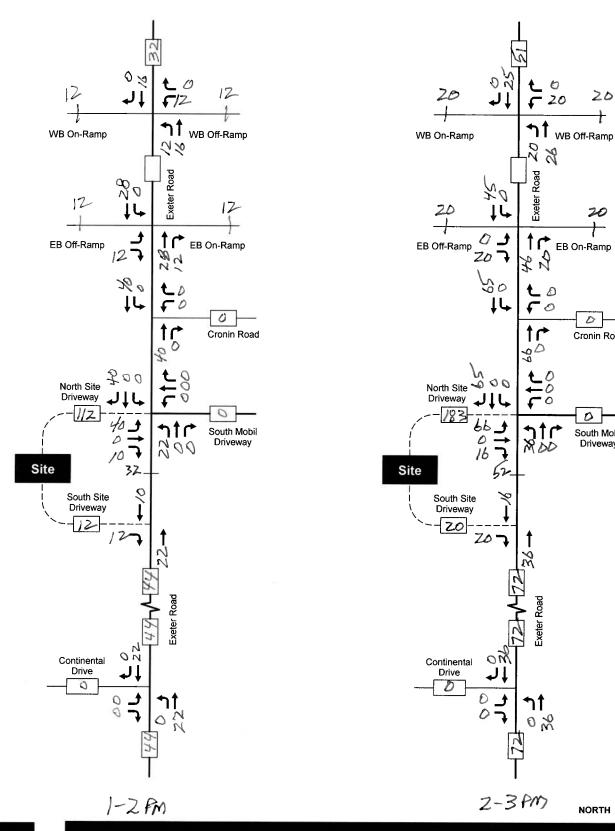
Cronin Road

South Mobil

Driveway

NORTH

Pernaw & Company, Inc



1941A

Appendix

Site Generated Traffic Volumes



WB Off-Ramp

0

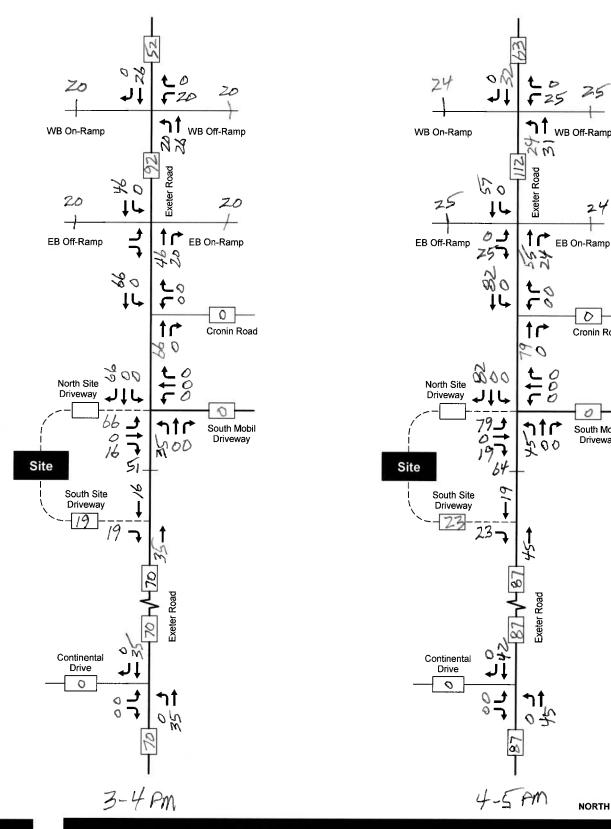
Cronin Road

South Mobil

Driveway

NORTH

Pernaw & Company, Inc

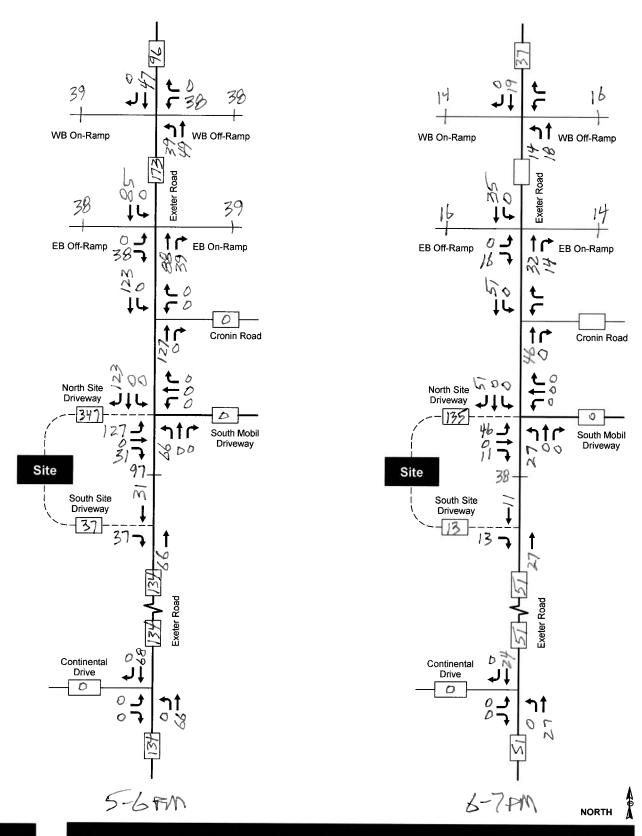


1941A

Appendix

Site Generated Traffic Volumes

Pernaw & Company, Inc



1941A

Appendix

Site Generated Traffic Volumes

Warrants Summary Report 3: NH27 / North Driveway 2031 Build

Intersection Information

	Major Street	Minor Street
Street Name	NH27	Gas Station Driveway
Direction	NB/SB	EB/WB
Number of Lane:	1	1
Approach Speed	30	20

Warrant	Met?	Notes
Warrant 1, Eight-Hour \	/ehicular Volum	ne
	No	
Condition A or B Met	No	3 Hours met (8 required)
Condition A and B M	No	1 Hours met (8 required)
Warrant 2, Four-Hour V	ehicular Volume	е
	No	2 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

3: NH27 / North Driveway

Intersection Information

Major Street Name: NH27
Major Street Direction: NB/SB
Minor Street Direction: EB/WB

WARRANT 1 MET?	No

Details:

Condition A Met?	No 3 Hours met (8 required)	
Condition B Met?	No 1 Hours met (8 required)	

Hour **Major Street Vehicles High Volume Minor** 100% Standard Met? 80% Standard Met? (Total of Both Approaches) **Approach Vehicles** Cond. A OR Cond. B Cond. A AND Cond. B Condition A Condition B Condition A Condition B 100% 100% 80% 80% Column Column Column Column

07:00 to 08:00	1,840	6	105		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	Volume >= 100% column (750)?	Yes	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (600)?	Yes	Volume >= 80% column (60)?	Yes				

08:00 to 09:00	1,448	3	64	No No	No Y	'es
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% No column (750)?			
	Volume >= 80% column (400)?	Yes	Volume >= 80% No column (600)?			
Condition B	Volume >= 100% column (750)?	Yes	Volume >= 100% No column (75)?			
	Volume >= 80% column (600)?	Yes	Volume >= 80% Yes column (60)?			

09:00 to 10:00	1,059	5	49	No No	No No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% No column (750)?		
	Volume >= 80% column (400)?	Yes	Volume >= 80% No column (600)?		
Condition B	Volume >= 100% column (750)?	Yes	Volume >= 100% No column (75)?		
	Volume >= 80% column (600)?	Yes	Volume >= 80% No column (60)?		

Warrant 1: Eight-hour Vehicular Volume

3: NH27 / North Driveway

10:00 to 11:00	939		40	No No	No No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% No column (750)?		
	Volume >= 80% column (400)?	Yes	Volume >= 80% No column (600)?		
Condition B	Volume >= 100% column (750)? Volume >= 80% column (600)?	Yes Yes	Volume >= 100% column (75)? Volume >= 80% column (60)?		
11:00 to 12:00	1,06	5	44	No No	No No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% No column (750)?		
	Volume >= 80% column (400)?	Yes	Volume >= 80% No column (600)?		
Condition B	Volume >= 100% column (750)?	Yes	Volume >= 100% No column (75)?		
	Volume >= 80% column (600)?	Yes	Volume >= 80% No column (60)?		
12:00 to 13:00	1,219)	44	No No	No No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% No column (750)?		
	Volume >= 80% column (400)?	Yes	Volume >= 80% No column (600)?		
Condition B	Volume >= 100% column (750)?	Yes	Volume >= 100% No column (75)?		
	Volume >= 80% column (600)?	Yes	Volume >= 80% No column (60)?		
40.00					
13:00 to 14:00	1,092	2	40	No No	No No
13:00 to 14:00 Condition A	1,092 Volume >= 100% column (500)?	Yes	40 Volume >= 100% No column (750)?	No No	No No
	Volume >= 100%		Volume >= 100% No	No No	No No
	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)?	Yes Yes Yes	Volume >= 100%	No No	No No
Condition A	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100%	Yes Yes	Volume >= 100% No column (750)? Volume >= 80% No column (600)? Volume >= 100% No	No No	No No
Condition A	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80%	Yes Yes Yes Yes	Volume >= 100%	No No	No No
Condition A Condition B	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)?	Yes Yes Yes Yes	Volume >= 100%		
Condition A Condition B 14:00 to 15:00	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)? 1,417 Volume >= 100%	Yes Yes Yes Yes	Volume >= 100%		
Condition A Condition B 14:00 to 15:00	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)? 1,417 Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)?	Yes Yes Yes Yes	Volume >= 100% column (750)? Volume >= 80% column (600)? Volume >= 100% column (75)? Volume >= 80% column (60)? 66 Volume >= 100% No column (750)? Volume >= 80% column (600)? Volume >= 100% No column (600)? Volume >= 100% No column (75)?		
Condition A Condition B 14:00 to 15:00 Condition A	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)? 1,417 Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100%	Yes Yes Yes Yes Yes Yes	Volume >= 100% column (750)? Volume >= 80% column (600)? Volume >= 100% column (75)? Volume >= 80% column (60)? 66 Volume >= 100% No column (750)? Volume >= 80% column (600)? Volume >= 80% No column (600)?		
Condition A Condition B 14:00 to 15:00 Condition A	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (600)? 1,417 Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (400)? Volume >= 100% column (500)? Volume >= 80% column (750)? Volume >= 80%	Yes Yes Yes Yes Yes Yes Yes Yes Yes	Volume >= 100% column (750)? Volume >= 80% column (600)? Volume >= 100% column (75)? Volume >= 80% No column (60)? 66 Volume >= 100% No column (750)? Volume >= 80% No column (600)? Volume >= 100% No column (750)? Volume >= 100% No column (750)? Volume >= 100% No column (75)? Volume >= 100% No column (75)? Volume >= 80% Yes		
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (600)? Volume >= 80% column (500)? Volume >= 80% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (750)? Volume >= 80% column (600)?	Yes Yes Yes Yes Yes Yes Yes Yes Yes	Volume >= 100% column (750)? Volume >= 80% column (600)? Volume >= 100% column (75)? Volume >= 80% column (60)? 66 Volume >= 100% No column (750)? Volume >= 80% No column (600)? Volume >= 100% No column (750)? Volume >= 100% No column (750)? Volume >= 80% No column (75)? Volume >= 100% No column (75)? Volume >= 80% Column (60)? Yes	No No	No Yes
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)? Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)? 1,674 Volume >= 100%	Yes Yes Yes Yes Yes Yes Yes Yes Yes	Volume >= 100% column (750)? Volume >= 80% column (600)? Volume >= 100% column (75)? Volume >= 80% No column (60)? 66 Volume >= 100% No column (750)? Volume >= 80% No column (600)? Volume >= 100% No column (75)? Volume >= 80% column (75)? Volume >= 80% Yes column (60)?	No No	No Yes
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)? 1,417 Volume >= 100% column (500)? Volume >= 80% column (400)? Volume >= 100% column (750)? Volume >= 80% column (600)? 1,674 Volume >= 100% column (500)? Volume >= 80% column (500)? Volume >= 80% column (500)?	Yes Yes Yes Yes Yes Yes Yes Yes Yes	Volume >= 100% column (750)? Volume >= 80% column (600)? Volume >= 100% column (75)? Volume >= 80% column (60)? 66 Volume >= 100% No column (750)? Volume >= 80% column (600)? Volume >= 100% No column (75)? Volume >= 80% column (75)? Volume >= 80% Yes Column (60)? 66 Volume >= 100% Yes Column (750)? Volume >= 80% No column (750)? Volume >= 80% No No column (750)? Volume >= 80% No No No No Column (750)?	No No	No Yes

Warrant 1: Eight-hour Vehicular Volume

3: NH27 / North Driveway

16:00 to 17:00	2,00	1	79		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	Volume >= 100% column (750)?	Yes	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (600)?	Yes	Volume >= 80% column (60)?	Yes				
17:00 to 18:00	1,829)	127		No	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	Volume >= 100% column (750)?	Yes	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (600)?	Yes	Volume >= 80% column (60)?	Yes				

Warrant 2: Four-hour Vehicular Volume

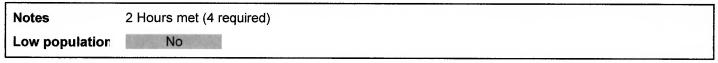
3: NH27 / North Driveway

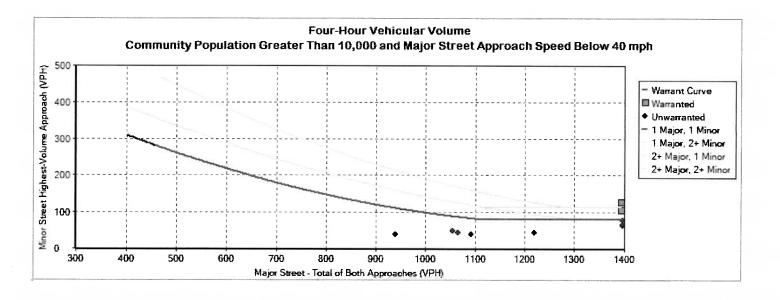
Intersection Information

	Major Street	Minor Street
Street Name	NH27	Gas Station Driveway
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approch Speed	30	20

Warrant 2 Met? No

Details:





Warrant 2: Four-hour Vehicular Volume

3: NH27 / North Driveway

Hourly Volumes

	Hourly volumes	
Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	0	0
07:00:00 - 08:00:00	1,846	105 🗸
08:00:00 - 09:00:00	1,448	64
09:00:00 - 10:00:00	1,055 🗸	49 /
10:00:00 - 11:00:00	939 🗸	40√
11:00:00 - 12:00:00	1,065 🗸	44 🗸
12:00:00 - 13:00:00	1,219 🗸	44 🗸
13:00:00 - 14:00:00	1,092 🗸	40 /
14:00:00 - 15:00:00	1,417 🗸	66√
15:00:00 - 16:00:00	1,674 🗸	66
16:00:00 - 17:00:00	2,001	79 🗸
17:00:00 - 18:00:00	1,829	127 🗸
18:00:00 - 19:00:00	0	0
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0
23:00:00 - 00:00:00	0	0

Warrant 2: Four-hour Vehicular Volume

3: NH27 / North Driveway

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
07:00:00 - 08:00:00	1,846.00	105.00
17:00:00 - 18:00:00	1,829.00	127.00

Note: Only data of hours warranted is represented in the above table.

TRAFFIC SIGNAL WARRANTS - INPUT VOLUMES

NH27 / North Site Driveway / Gas Station Driveway

					0	ctober :	2019 T	МС					-
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SUM
7-8 AM	0	743	61	8	0	38	96	529	0	0	0	0	1475
8-9 AM	0	616	38	6	0	42	86	415	0	0	0	Ō	1203
9-10 AM	0	406	34	13	0	32	69	335	0	0	0	0	889
10-11 AM	0	356	24	7	0	19	59	306	0	0	0	0	771
11-12 PM	0	428	17	2	0	16	59	342	0	0	0	0	864
12-1 PM	0	475	22	6	0	34	73	410	0	0	0	0	1020
1-2 PM	0	416	15	1	0	14	60	387	0	0	0	0	893
2-3 PM	0	501	36	6	0	19	63	520	0	0	0	0	1145
3-4 PM	0	554	16	3	0	22	80	691	0	0	0	0	1366
4-5 PM	0	604	20	7	0	25	95	877	0	0	0	0	1628
5-6 PM	0	598	25	6	0	26	78	696	0	0	0	0	1429
	0	5697	308	65	0	287	818	5508	0	0	0	0	12683
				2031 A	verage	Month	No Buil	ld (0.96	X 1.13)				1.09
	SBR	SBT	SBL	WBR	MDT	MDI	NDD	NDT	MDI	EDD	EDT	EDI	
7-8 AM	0	810	66	9	WBT 0	WBL 41	NBR	NBT	NBL	EBR	EBT	EBL	4000
8-9 AM	0	671	41	7	0	46	105 94	577 452	0	0	0	0	1608
9-10 AM	0	443	37	, 14	0	35	94 75	452 365	0	0	0	0	1311
10-11 AM	0	388	26	8	0	21	64	334	0 0	0	0	0	969
11-12 PM	Ö	467	19	2	0	17	64	373	0	0	0	0	841
12-1 PM	Ö	518	24	7	0	37	80	447	0	0	0	0	942
1-2 PM	0	453	16	1	0	15	65	422	0	0	0	0	1113
2-3 PM	Ö	546	39	7	0	21	69	567	0	0	0	0	972
3-4 PM	0	604	17	3	0	24	87	753	0	0	0	0	1249 1488
4-5 PM	Ö	658	22	8	0	27	104	956	0	0	0	0	1775
5-6 PM	Ō	652	27	7	0	28	85	759	0	0	0	0	1558
	Ō	6210	334	73	0	312	892	6005	0	0	0	0	13826
					Other F) o colo o		:					
					Other L	Develop	mem P	Tojecis					
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	
7-8 AM		90						37					127
8-9 AM		73						30					103
9-10 AM		54						22					76
10-11 AM		47						19					66
11-12 PM		53						22					75
12-1 PM		24						60					84
1-2 PM		21						53					74
2-3 PM		27						68					95
3-4 PM	ī	32						80					112
4-5 PM	ļ	38					Ŀ	96					134
5-6 PM		33						84					117
		492						571					1063

TRAFFIC SIGNAL WARRANTS - INPUT VOLUMES

NH27 / North Site Driveway / Gas Station Driveway

702 6702 334

					Site	Genera	ted Vol	umes								
7-8 AM 8-9 AM 9-10 AM 10-11 AM 11-12 PM 12-1 PM 1-2 PM 2-3 PM	SBR 105 56 38 40 44 43 40 65	SBT	SBL	WBR	WBT	WBL.	NBR	NBT	NBL 56 31 21 23 23 22 36 36	EBR 26 16 9 10 11 11 10 16	EBT	EBL 105 64 38 40 44 43 40 66	292 167 106 111 122 120 112 183			
3-4 PM 4-5 PM 5-6 PM	66 82 123 702								35 45 66 379	16 19 31 175		66 79 127 712	183 225 347 1968			
					2031	Averago	e Month	Build								
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL		Mainline	EB	WB
7-8 AM	105	900	66	9	0	41	105	614	56	26	0	105	2027	1846	131	50
8-9 AM	56	744	41	7	0	46	94	482	31	16	0	64	1581	1448	80	53
9-10 AM	38	497	37	14	0	35	75	387	21	9	0	38	1151	1055	47	49
10-11 AM	40	435	26	8	0	21	64	353	21	10	0	40	1018	939	50	29
11-12 PM	44	520	19	2	0	17	64	395	23	11	0	44	1139	1065	55	19
12-1 PM	43	542	24	7	0	37	80	507	23	11	0	43	1317	1219	54	44
1-2 PM	40	474	16	1	0	15	65	475	22	10	0	40	1158	1092	50	16
2-3 PM	65	573	39	7	0	21	69	635	36	16	0	66	1527	1417	82	28
3-4 PM	66	636	17	3	0	24	87	833	35	16	0	66	1783	1674	82	27
4-5 PM	82	696	22	8	0	27	104	1052	45	19	0	79	2134	2001	98	35
5-6 PM	123	685	27	7	0	28	85	843	66	31	0	127	2022	1829	158	35

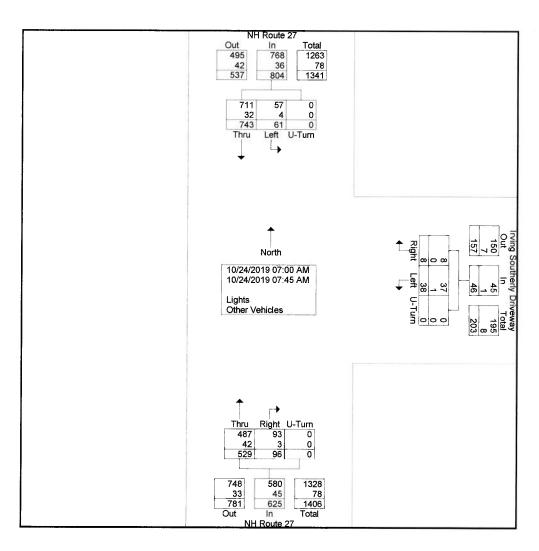
892 6576 379

Concord, New Hampshire 03302

File Name: 1941A_INT_A_AM

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

			oute 27		Irvi		erly Drive	way		NH R	oute 27	*******	
		From	North			Fron	n East			From	South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Tota	Right	Thru	U-Turn	App. Total	Int. Tota
07:00 AM	131	14	0	145	4	7	0	11		199	0	231	387
07:15 AM	190	13	0	203	1	8	0	g	21	116	Ô	137	349
07:30 AM	188	19	0	207	1	9	0	10	22	121	0	143	360
07:45 AM	234	15	0	249	2	14	0	16	21	93	Ö	114	379
Total	743	61	Ō	804	8	38	0	46	96	529	0	625	1475
Grand Total	743	61	0	804	8	38	0	46	96	529	0	625	1475
Apprch %	92.4	7.6	0		17.4	82.6	0		15.4	84.6	0		
Total %	50.4	4.1	0	54.5	0.5	2.6	0	3.1	6.5	35.9	0	42.4	
Lights	711	57	0	768	8	37	0	45	93	487	0	580	1393
% Lights	95.7	93.4	0	95.5	100	97.4	0	97.8	96.9	92.1	0	92.8	94.4
Other Vehicles	32	4	0	36	0	1	0	1	3	42	0	45	82
% Other Vehicles	4.3	6.6	0	4.5	0	2.6	0	2.2	3.1	7.9	Ō	7.2	5.6

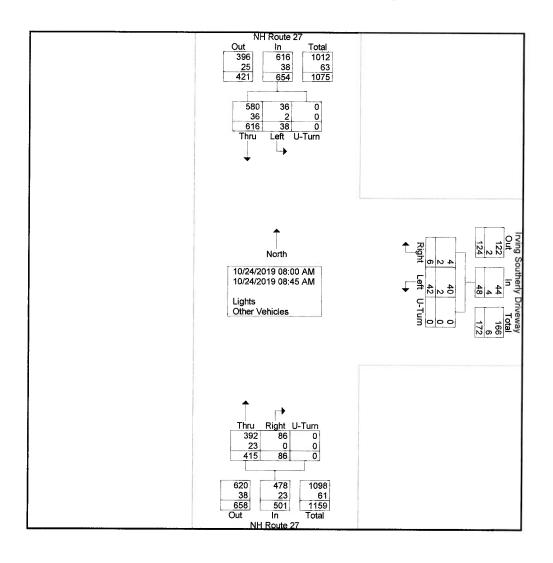


Concord, New Hampshire 03302

File Name: 1941A_INT_A_AM

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

			oute 27 n North		Irvi		nerly Drive n East	eway			loute 27		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
08:00 AM	186	13	0	199	2	11	0	13	20	100	0	120	332
08:15 AM	166	8	0	174	1	10	0	11	25	115	0	140	325
08:30 AM	130	6	0	136	1	10	0	11	26	105	Ö	131	278
08:45 AM	134	11	0	145	2	11	0	13	15	95	Ō	110	268
Total	616	38	0	654	6	42	0	48	86	415	0	501	1203
Grand Total	616	38	0	654	6	42	0	48	86	415	0	501	1203
Apprch %	94.2	5.8	0		12.5	87.5	0		17.2	82.8	Ö		
Total %	51.2	3.2	0	54.4	0.5	3.5	0	4	7.1	34.5	0	41.6	
Lights	580	36	0	616	4	40	0	44	86	392	0	478	1138
% Lights	94.2	94.7	0	94.2	66.7	95.2	0	91.7	100	94.5	0	95.4	94.6
Other Vehicles	36	2	0	38	2	2	0	4	0	23	0	23	65
% Other Vehicles	5.8	5.3	0	5.8	33.3	4.8	0	8.3	0	5.5	0	4.6	5.4

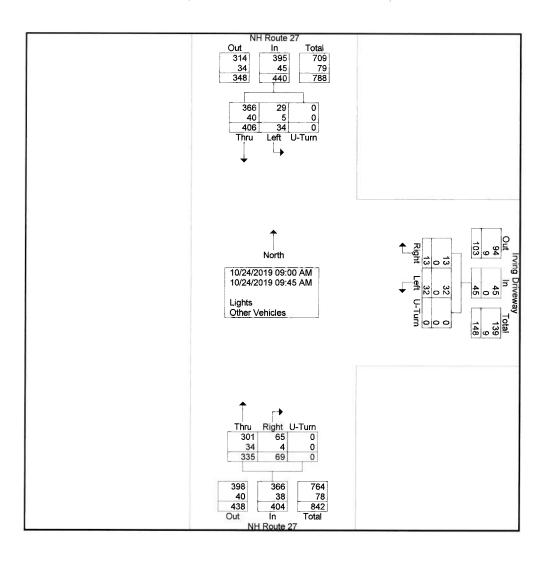


Concord, New Hampshire 03302

File Name: 1941A_INT_C_6_hr_764833_10-24-2019

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

			oute 27 North				Driveway n East					oute 27 South		
Start Time	Thru	Left	U-Turn Ap	p. Total	Right	Left	U-Turn	App. To	otal	Right	Thru	U-Turn	App. Total	Int. Total
09:00 AM	108	7	0	115	1	9	0		10	21	74	0	95	220
09:15 AM	97	12	0	109	4	10	0		14	22	97	0	119	242
09:30 AM	111	13	0	124	1	8	0		9	13	86	0	99	232
09:45 AM	90	2	0	92	7	5	0		12	13	78	0	91	195
Total	406	34	0	440	13	32	0		45	69	335	0	404	889
Grand Total	406	34	0	440	13	32	0		45	69	335	0	404	889
Apprch %	92.3	7.7	0		28.9	71.1	0			17.1	82.9	0		
Total %	45.7	3.8	0	49.5	1.5	3.6	0		5.1	7.8	37.7	0	45.4	
Lights	366	29	0	395	13	32	0		45	65	301	0	366	806
% Lights	90.1	85.3	0	89.8	100	100	0	•	100	94.2	89.9	0	90.6	90.7
Other Vehicles	40	5	0	45	0	0	0		0	4	34	0	38	83
% Other Vehicles	9.9	14.7	0	10.2	0	0	0		0	5.8	10.1	0	9.4	9.3



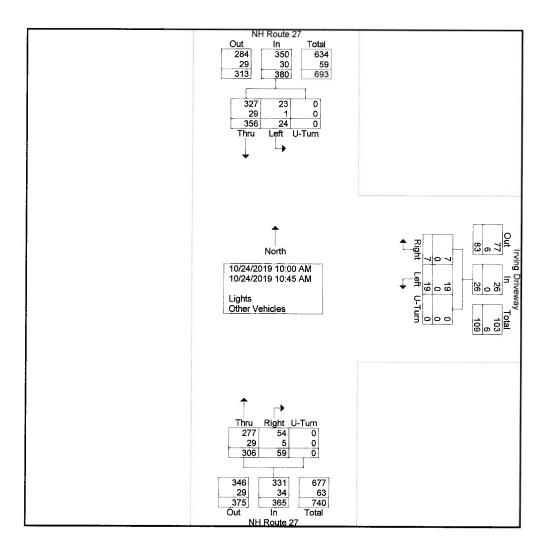
Concord, New Hampshire 03302

File Name: 1941A_INT_C_6_hr_764833_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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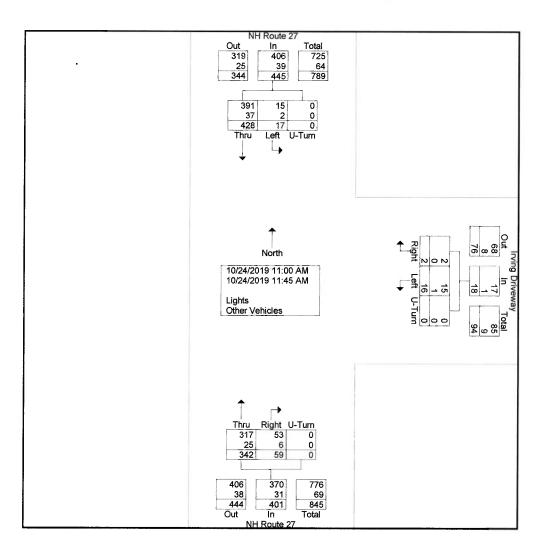
			oute 27 North				Oriveway n East					oute 27 South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. T	otal	Right	Thru	U-Turn	App. Total	Int. Total
10:00 AM	87	8	0	95	1	5	0		6	12	71	0	83	184
10:15 AM	90	6	0	96	3	2	0		5	17	66	0	83	184
10:30 AM	99	7	0	106	2	3	0		5	16	87	0	103	214
10:45 AM	80	3	0	83	1	9	0		10	14	82	0	96	189
Total	356	24	0	380	7	19	0		26	59	306	0	365	771
Grand Total	356	24	0	380	7	19	0		26	59	306	0	365	771
Apprch %	93.7	6.3	0		26.9	73.1	0			16.2	83.8	Ō		
Total %	46.2	3.1	0	49.3	0.9	2.5	0		3.4	7.7	39.7	0	47.3	
Lights	327	23	0	350	7	19	0		26	54	277	0	331	707
% Lights	91.9	95.8	0	92.1	100	100	0		100	91.5	90.5	0	90.7	91.7
Other Vehicles	29	1	0	30	0	0	0		0	5	29	Ō	34	64
Other Vehicles	8.1	4.2	0	7.9	0	0	0		0	8.5	9.5	Ō	9.3	8.3



Concord, New Hampshire 03302

Start Date : 10/24/2019 Page No : 1

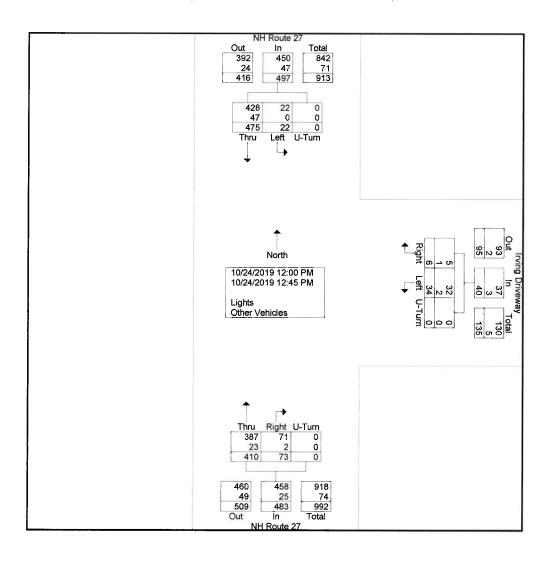
			oute 27 North				Oriveway n East				loute 27 n South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
11:00 AM	81	7	0	88	1	3	0	4	13	76	0	89	181
11:15 AM	122	8	0	130	0	7	0	7	11	90	0	101	238
11:30 AM	103	1	0	104	1	2	0	3	19	88	0	107	214
11:45 AM	122	1	0	123	0	4	0	4	16	88	0	104	231
Total	428	17	0	445	2	16	0	18	59	342	0	401	864
Grand Total	428	17	0	445	2	16	0	18	59	342	0	401	864
Apprch %	96.2	3.8	0		11.1	88.9	0		14.7	85.3	0		
Total %	49.5	2	0	51.5	0.2	1.9	0	2.1	6.8	39.6	0	46.4	
Lights	391	15	0	406	2	15	0	17	53	317	0	370	793
% Lights	91.4	88.2	0	91.2	100	93.8	0	94.4	89.8	92.7	Ó	92.3	91.8
Other Vehicles	37	2	0	39	0	1	0	1	6	25	0	31	71
% Other Vehicles	8.6	11.8	0	8.8	0	6.2	0	5.6	10.2	7.3	0	7.7	8.2



Concord, New Hampshire 03302

File Name : 1941A_INT_C_6_hr_764833_10-24-2019 Site Code : 1941A Start Date : 10/24/2019 Page No : 1

			oute 27 North				Driveway n East				loute 27 n South		
Start Time	Thru	Left	U-Turn A	App. Total	Right	Left	U-Turn	App. Tota	l Right	Thru	U-Turn	App. Total	Int. Total
12:00 PM	117	3	0	120	1	8	0	9	20	114	0	134	263
12:15 PM	105	9	0	114	3	13	0	16	16	94	0	110	240
12:30 PM	118	7	0	125	1	7	0	8	3 21	112	0	133	266
12:45 PM	135	3	0	138	1	6	0	7	16	90	0	106	251
Total	475	22	0	497	6	34	0	40	73	410	0	483	1020
Grand Total	475	22	0	497	6	34	0	40	73	410	0	483	1020
Apprch %	95.6	4.4	0		15	85	0		15.1	84.9	0		
Total %	46.6	2.2	0	48.7	0.6	3.3	0	3.9	7.2	40.2	0	47.4	
Lights	428	22	0	450	5	32	0	37	71	387	0	458	945
% Lights	90.1	100	0	90.5	83.3	94.1	0	92.5	97.3	94.4	0	94.8	92.6
Other Vehicles	47	0	0	47	1	2	0	3	3 2	23	0	25	75
% Other Vehicles	9.9	0	0	9.5	16.7	5.9	0	7.5	2.7	5.6	0	5.2	7.4



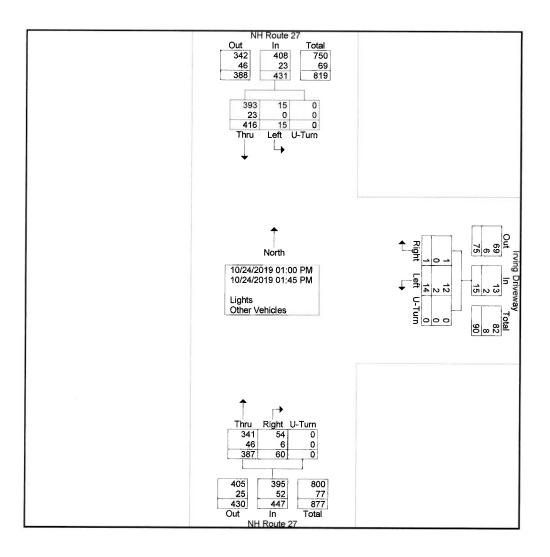
Concord, New Hampshire 03302

File Name: 1941A_INT_C_6_hr_764833_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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		oute 27	NH R		T	ıy	Driveway	-			oute 27			
		South	From				n East	Fron			North	From		
Int. Total	pp. Total	U-Turn Ap	Thru	Right	Total	n App.	U-Turn	Left	Right	App. Total	U-Turn	Left	Thru	Start Time
240	123	0	101	22	4	0	Ō	4	0	113	0	7	106	01:00 PM
187	83	Ó	69	14	5	0	0	5	0	99	0	1	98	01:15 PM
207	100	0	89	11	0	0	0	0	0	107	0	0	107	01:30 PM
259	141	Ō	128	13	6	0	0	5	1	112	0	7	105	01:45 PM
893	447	0	387	60	15	0	0	14	1	431	0	15	416	Total
893	447	0	387	60	15	0	0	14	1	431	0	15	416	Grand Total
		0	86.6	13.4	-	0	0	93.3	6.7		0	3.5	96.5	Apprch %
	50.1	0	43.3	6.7	1.7	0	0	1.6	0.1	48.3	0	1.7	46.6	Total %
816	395	0	341	54	13	0	0	12	1	408	0	15	393	Lights
91.4	88.4	0	88.1	90	86.7	0	0	85.7	100	94.7	0	100	94.5	% Lights
77	52	0	46	6	2	0	0	2	0	23	0	0	23	Other Vehicles
8.6	11.6	ō	11.9	10	13.3	0	0	14.3	0	5.3	0	0	5.5	% Other Vehicles



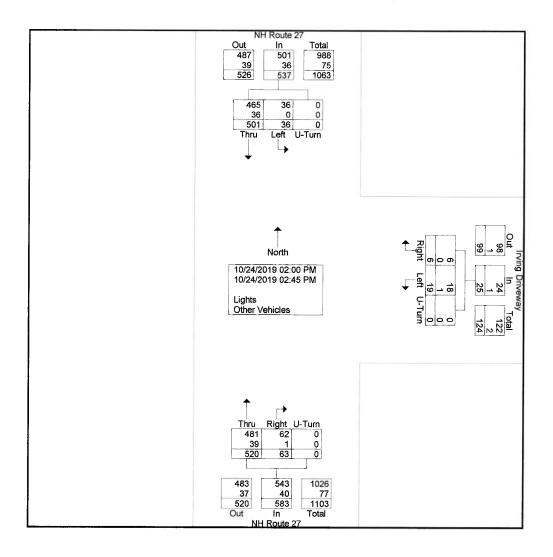
Concord, New Hampshire 03302

File Name: 1941A_INT_C_6_hr_764833_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No :1

			oute 27 North				Driveway n East					oute 27 South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. To	otal	Right	Thru	U-Turn	App. Total	Int. Total
02:00 PM	105	7	0	112	0	3	0		3	17	130	0	147	262
02:15 PM	100	6	0	106	1	3	0		4	19	161	0	180	290
02:30 PM	170	7	0	177	1	8	0		9	8	119	0	127	313
02:45 PM	126	16	0	142	4	5	0		9	19	110	0	129	280
Total	501	36	0	537	6	19	0		25	63	520	0	583	1145
Grand Total	501	36	0	537	6	19	0		25	63	520	0	583	1145
Apprch %	93.3	6.7	0		24	76	0			10.8	89.2	Ó		
Total %	43.8	3.1	0	46.9	0.5	1.7	0	2	2.2	5.5	45.4	0	50.9	
Lights	465	36	0	501	6	18	0		24	62	481	0	543	1068
% Lights	92.8	100	0	93.3	100	94.7	0		96	98.4	92.5	0	93.1	93.3
Other Vehicles	36	0	0	36	0	1	0		1	1	39	0	40	77
% Other Vehicles	7.2	0	0	6.7	0	5.3	0		4	1.6	7.5	0	6.9	6.7



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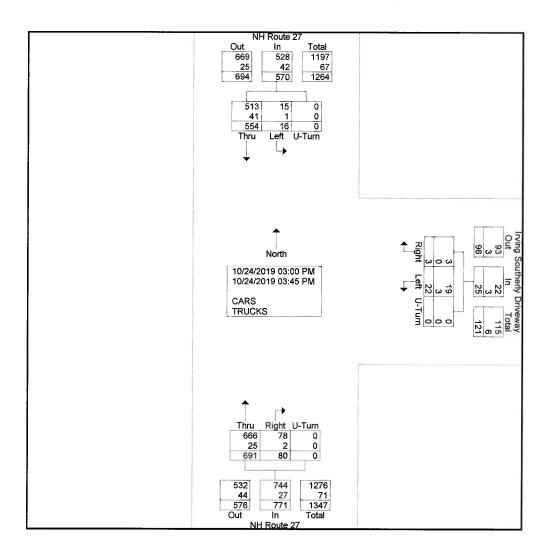
Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name: 1941A_INT_A_PM

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

Groups Printed- CARS - TRUCKS

			oute 27 North		Irvi		erly Drive n East	eway				oute 27 South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. To	tal	Right	Thru	U-Turn	App. Total	Int. Total
03:00 PM	108	5	0	113	0	7	0		7	22	173	0	195	315
03:15 PM	126	5	0	131	1	4	0		5	23	132	0	155	291
03:30 PM	148	1	0	149	1	5	0		6	23	232	0	255	410
03:45 PM	172	5	0	177	1	6	0		7	12	154	0	166	350
Total	554	16	0	570	3	22	0		25	80	691	0	771	1366
Grand Total	554	16	0	570	3	22	0	2	25	80	691	0	771	1366
Apprch %	97.2	2.8	0		12	88	0			10.4	89.6	0		
Total %	40.6	1.2	0	41.7	0.2	1.6	0	1	1.8	5.9	50.6	0	56.4	
CARS	513	15	0	528	3	19	0		22	78	666	0	744	1294
% CARS	92.6	93.8	0	92.6	100	86.4	0	{	88	97.5	96.4	0	96.5	94.7
TRUCKS	41	1	0	42	0	3	0		3	2	25	0	27	72
% TRUCKS	7.4	6.2	0	7.4	0	13.6	0		12	2.5	3.6	0	3.5	5.3



Concord, New Hampshire 03302

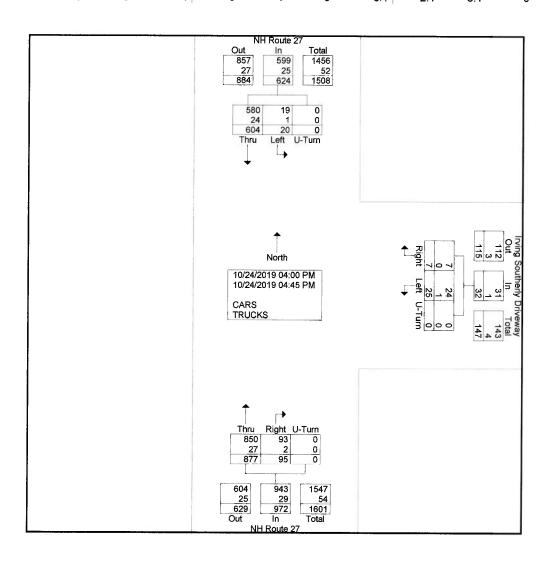
Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_A_PM

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

Groups	Printed-	CARS -	TRUCKS

			oute 27 North		Irvi		erly Drive n East	eway				oute 27 South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Tot	al	Right	Thru	U-Turn	App. Total	Int. Total
04:00 PM	129	3	0	132	0	5	0		5	27	252	0	279	416
04:15 PM	153	6	0	159	5	4	0		9	13	196	0	209	377
04:30 PM	164	4	0	168	2	12	0	1	14	30	254	0	284	466
04:45 PM	158	7	0	165	0	4	0		4	25	175	0	200	369
Total	604	20	0	624	7	25	0	3	32	95	877	0	972	1628
Grand Total	604	20	0	624	7	25	0	3	32	95	877	0	972	1628
Apprch %	96.8	3.2	0		21.9	78.1	0			9.8	90.2	0		
Total %	37.1	1.2	0	38.3	0.4	1.5	0		2	5.8	53.9	0	59.7	
CARS	580	19	0	599	7	24	0	3	31	93	850	0	943	1573
% CARS	96	95	0	96	100	96	0	96	.9	97.9	96.9	Ō	97	96.6
TRUCKS	24	1	0	25	0	1	0		1	2	27	0	29	55
% TRUCKS	4	5	0	4	0	4	0	3	.1	2.1	3.1	0	3	3.4



Concord, New Hampshire 03302

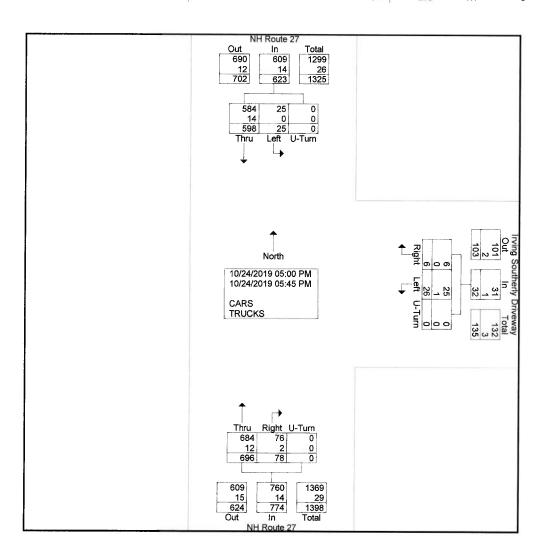
Weaer: Clear Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_A_PM

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

Groups Printed- CARS - TRUCKS

			oute 27		In	ving South		eway			Route 27		
			North			Fron	n East			Fron	n South		
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Tota	al Right	Thru	U-Turn	App. Total	Int. Total
05:00 PM	142	6	0	148	2	6	0		8 29	247	0	276	432
05:15 PM	161	3	0	164	1	4	0		5 21	176	0	197	366
05:30 PM	142	6	0	148	2	11	0	1	3 19	132	0	151	312
05:45 PM	153	10	0	163	1	5	0		6 9	141	Ō	150	319
Total	598	25	0	623	6	26	0	3	2 78	696	0	774	1429
Grand Total	598	25	0	623	6	26	0	3	2 78	696	0	774	1429
Apprch %	96	4	0		18.8	81.2	0		10.1	89.9	Ō		
Total %	41.8	1.7	0	43.6	0.4	1.8	0	2.	2 5.5	48.7	0	54.2	
CARS	584	25	0	609	6	25	0	3	1 76	684	0	760	1400
% CARS	97.7	100	0	97.8	100	96.2	0	96.	9 97.4		ō	98.2	98
TRUCKS	14	0	0	14	0	1	0		1 2	12	0	14	29
% TRUCKS	2.3	0	0	2.2	0	3.8	0	3.	1 2.6	1.7	Ō	1.8	2



Traffic Signal Warrants Analysis

NH27 / NH101 EB Ramps

Analysis not needed; left-turn departures from off-ramp range from 4 – 23 vehicles per hour; well below threshold values

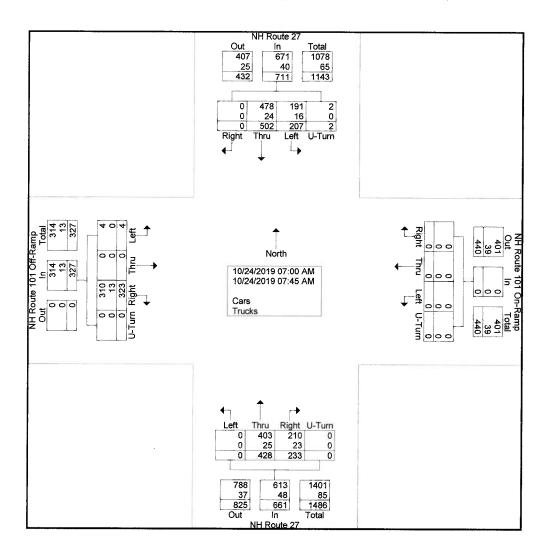
P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_B_12_hr_764829_10-24-2019

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

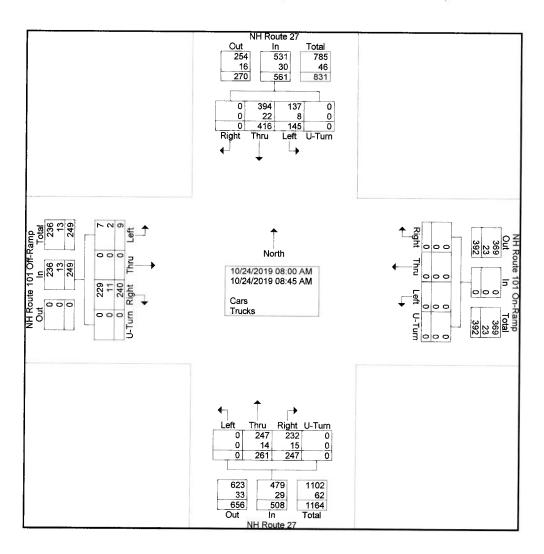
			H Route			N	H Rout	e 101 rom E		amp			Route			N	H Rout	e 101 om W		ımp	
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn		Right	Thru	Left			
07:00 AM	0	94	48	2	144	0	0	0	O-Tum	App. Total	47	196	Leit	0-1um	App. Total	55	0	3	U-Tum	App. Total 58	Int. Total 445
07:15 AM	Ŏ	121	59	ō	180	0	Ö	Õ	Ô	Õ	56	94	ñ	ñ	150	81	Ô	0	0	81	411
07:30 AM	0	125	66	Ö	191	0	ō	ō	ō	Ö	64	85	Õ	ŏ	149	95	ő	0	Ô	95	435
07:45 AM	0	162	34	0	196	0	0	0	0	0	66	53	Ō	ō	119	92	ŏ	1	ō	93	408
Total	0	502	207	2	711	0	0	0	0	0	233	428	0	0	661	323	0	4	0	327	1699
Grand Total	0	502	207	2	711	0	0	0	0	0	233	428	0	0	661	323	0	4	Ω	327	1699
Apprch %	0	70.6	29.1	0.3		0	0	0	0		35.2	64.8	Ō	Ö		98.8	ŏ	1.2	ŏ	J	1000
Total %	0	29.5	12.2	0.1	41.8	0	0	0	0	0	13.7	25.2	0	0	38.9	19	0	0.2	Ō	19.2	
Cars	0	478	191	2	671	0	0	0	Ő	0	210	403	0	0	613	310	0	4	0	314	1598
% Cars	0	95.2	92.3	100	94.4	0	0	0	0	0	90.1	94.2	0	0	92.7	96	0	100	0	96	94.1
Trucks	0	24	16	0	40	0	0	0	0	0	23	25	0	0	48	13	0	0	0	13	101
% Trucks	0	4.8	7.7	0	5.6	0	0	0	0	0	9.9	5.8	0	0	7.3	4	0	0	0	4	5.9



Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019 Page No : 1

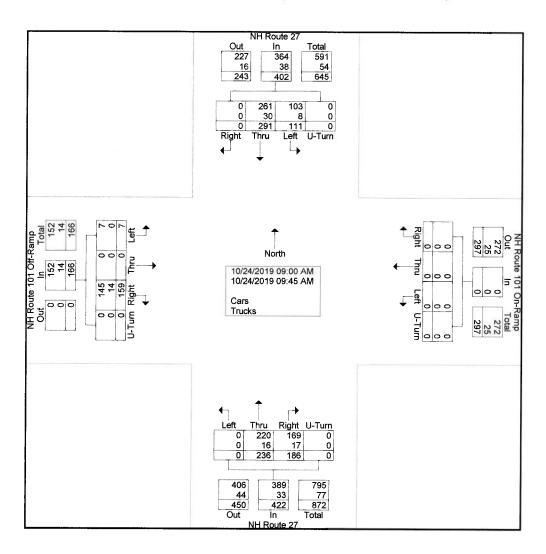
		NH	I Route	e 27		NI	H Rout			amn	<u> </u>		Route	a 27		NI	H Pau	to 101	Off-Ra	mn	1
			rom No					rom E		4111P			om So			141		rom W		amp	
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
MA 00:80	0	130	38	0	168	0	0	0	0	0	65	65	0	0	130	71	0	1	O-Tain	72	370
08:15 AM	0	116	38	0	154	0	0	0	0	0	67	70	Ō	0	137	58	ñ	1	ň	59	350
08:30 AM	0	73	33	0	106	0	0	0	0	0	61	66	Ō	ō	127	61	ñ	4	ň	65	298
08:45 AM	0	97	36	0	133	0	0	0	Õ	ō	54	60	Ô	ñ	114	50	ő	3	ő	53	300
Total	0	416	145	0	561	0	0	0	0	0	247	261	0	0	508	240	0	9	0	249	1318
Grand Total	0	416	145	0	561	0	0	0	0	0	247	261	0	0	508	240	0	9	0	249	1318
Apprch %	0	74.2	25.8	0		0	0	0	0		48.6	51.4	Ō	ō		96.4	ŏ	3.6	Õ	2.10	1010
Total %	0	31.6	11	0	42.6	0	0	0	0	0	18.7	19.8	0	0	38.5	18.2	Õ	0.7	Ŏ	18.9	
Cars	0	394	137	0	531	0	0	0	0	0	232	247	0	0	479	229	0	7	0	236	1246
% Cars	0	94.7	94.5	0	94.7	0	0	0	0	0	93.9	94.6	0	ō	94.3	95.4	Ö	77.8	ő	94.8	94.5
Trucks	0	22	8	0	30	0	0	0	0	0	15	14	0	0	29	11	0	2	0	13	72
% Trucks	0	5.3	5.5	0	5.3	0	0	0	0	0	6.1	5.4	Ō	0	5.7	4.6	Õ	22.2	ő	5.2	5.5



Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019 Page No : 1

			L .							Titteu	Cuis										4
			I Rout			NI			On-Ra	ımp		NH	l Route	e 27		N	H Rout	e 101	Off-Ra	amp	
		F	rom No	orth			F	rom E	ast			Fr	om So	uth			F	rom W	lest		
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App Total	Right	Thru	Left	U-Tum	App Total	Right	Thru	Left	U-Tum	App. Total	Int. Tota
09:00 AM	0	72	23	0	95	0	0	0	0	0	39	51	0	0	90	44	0	3	0	47	23
09:15 AM	0	70	32	0	102	0	0	0	0	0	53	73	0	0	126	44	0	1	Õ	45	27
09:30 AM	0	86	27	0	113	0	0	0	0	0	49	57	ō	ō	106	38	ō	2	Õ	40	25
09:45 AM	0	63	29	0	92	0	0	0	ō	Ö	45	55	0	0	100	33	õ	1	ő	34	22
Total	0	291	111	0	402	0	0	0	0	0	186	236	0	0	422	159	0	7	Ō	166	99
Grand Total	0	291	111	0	402	0	0	0	0	0	186	236	0	0	422	159	0	7	0	166	99
Apprch %	0	72.4	27.6	0		0	0	0	0		44.1	55.9	0	0		95.8	Ö	4.2	Õ		
Total %	0	29.4	11.2	0	40.6	0	0	0	0	0	18.8	23.8	0	0	42.6	16.1	Ō	0.7	Ö	16.8	
Cars	0	261	103	0	364	0	0	0	0	0	169	220	0	0	389	145	0	7	0	152	90
% Cars	0	89.7	92.8	0	90.5	0	0	0	0	0	90.9	93.2	0	0	92.2	91.2	ō	100	0	91.6	91
Trucks	0	30	8	0	38	0	0	0	0	0	17	16	0	0	33	14	0	0	0	14	8
% Trucks	0	10.3	7.2	0	9.5	0	0	0	0	0	9.1	6.8	ō	Ö	7.8	8.8	Ō	Õ	Õ	8.4	8

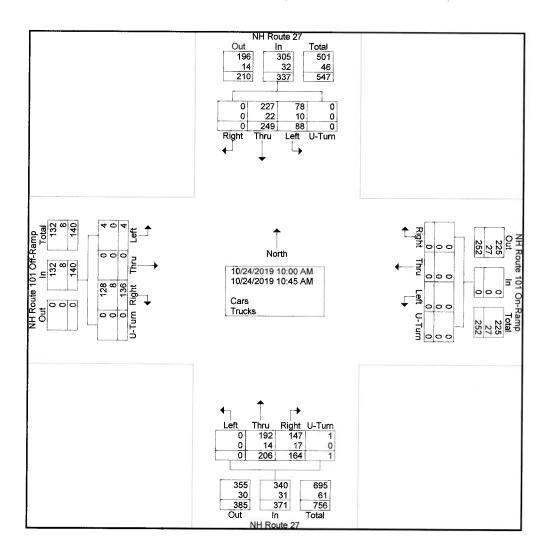


Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019

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			I Rout			N		e 101 rom E	On-Ra	amp			Route	CT-170-00		N	H Rout	e 101 rom W		mp	
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
10:00 AM	0	68	30	0	98	0	0	0	0	0	36	45	0	0	81	29	0	2	0	31	210
10:15 AM	0	54	17	0	71	0	0	0	0	0	43	46	0	0	89	44	Õ	1	ñ	45	205
10:30 AM	0	70	25	0	95	0	0	0	0	0	45	58	Ō	1	104	36	ō	1	ñ	37	236
10:45 AM	0	57	16	0	73	0	0	0	0	0	40	57	0	Ö	97	27	Õ	ó	Õ	27	197
Total	0	249	88	0	337	0	0	0	0	0	164	206	0	1	371	136	0	4	0	140	848
Grand Total	0	249	88	0	337	0	0	0	0	0	164	206	0	1	371	136	0	4	0	140	848
Apprch %	0	73.9	26.1	0		0	0	0	0		44.2	55.5	0	0.3		97.1	0	2.9	Ö		
Total %	0	29.4	10.4	0	39.7	0	0	0	0	0	19.3	24.3	0	0.1	43.8	16	0	0.5	0	16.5	
Cars	0	227	78	0	305	0	0	0	0	0	147	192	0	1	340	128	0	4	0	132	777
% Cars	0	91.2	88.6	0	90.5	0	0	0	0	0	89.6	93.2	0	100	91.6	94.1	0	100	0	94.3	91.6
Trucks	0	22	10	0	32	0	0	0	0	0	17	14	0	0	31	8	0	0	0	8	71
% Trucks	0	8.8	11.4	0	9.5	0	0	0	0	0	10.4	6.8	0	0	8.4	5.9	0	0	0	5.7	8.4



P.O. Box 1721 Concord, New Hampshire 03302

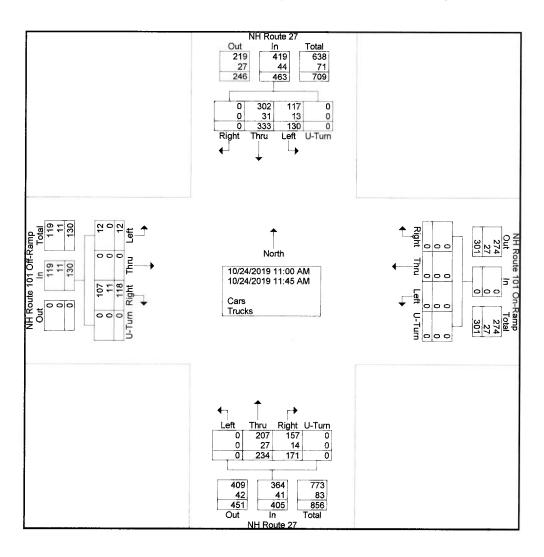
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_B_12_hr_764829_10-24-2019

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			d Route			Ni		e 101 rom E	On-Ra ast	amp			Route om So			N		te 101 rom W	Off-Ra	ımp	
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
11:00 AM	0	65	24	0	89	0	0	0	0	0	32	60	0	0	92	27	0	5	0	32	213
11:15 AM	0	108	54	0	162	0	0	0	0	0	45	66	0	0	111	30	0	0	0	30	303
11:30 AM	0	73	36	0	109	0	0	0	0	0	47	53	0	0	100	28	0	1	0	29	238
11:45 AM	0	87	16	0	103	0	0	0	0	0	47	55	0	0	102	33	0	6	0	39	244
Total	0	333	130	0	463	0	0	0	0	0	171	234	0	0	405	118	0	12	0	130	998
Grand Total	0	333	130	0	463	0	0	0	0	0	171	234	0	0	405	118	0	12	0	130	998
Apprch %	0	71.9	28.1	0		0	0	0	0		42.2	57.8	0	0		90.8	0	9.2	0		
Total %	0	33.4	13	0	46.4	0	0	0	0	0	17.1	23.4	0	0	40.6	11.8	0	1.2	0	13	
Cars	0	302	117	0	419	0	0	0	0	0	157	207	0	0	364	107	0	12	0	119	902
% Cars	0	90.7	90	0	90.5	0	0	0	0	0	91.8	88.5	0	0	89.9	90.7	0	100	0	91.5	90.4
Trucks	0	31	13	0	44	0	0	0	0	0	14	27	0	0	41	11	0	0	0	11	96
% Trucks	0	9.3	10	0	9.5	0	0	0	0	0	8.2	11.5	0	0	10.1	9.3	0	0	0	8.5	9.6



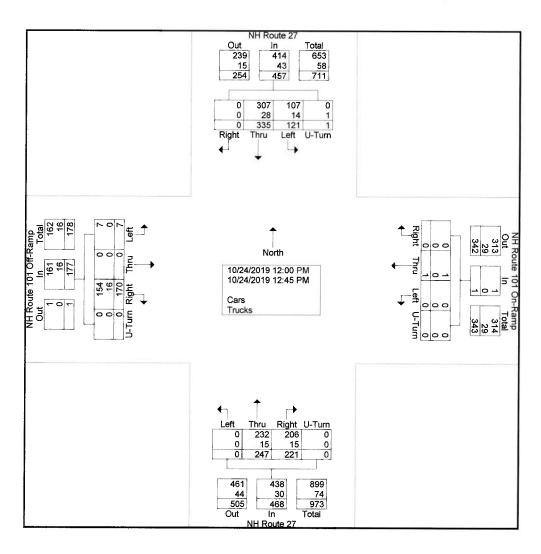
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_B_12_hr_764829_10-24-2019

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			I Rout			N			On-Ra	ımp			Route			N	H Rout			ımp	
		_		orun				rom E	ast				om So	utn			Fr	om W	est		
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
12:00 PM	0	80	29	0	109	0	1	0	0	1	68	57	0	0	125	44	0	4	0	48	283
12:15 PM	0	85	40	0	125	0	0	0	0	0	48	61	0	0	109	28	0	1	0	29	263
12:30 PM	0	84	24	0	108	0	0	0	0	0	62	71	0	0	133	40	0	1	0	41	282
12:45 PM	0	86	28	1	115	0	0	0	0	0	43	58	0	0	101	58	0	1	Ō	59	275
Total	0	335	121	1	457	0	1	0	0	1	221	247	0	0	468	170	0	7	0	177	1103
Grand Total	0	335	121	1	457	0	1	0	0	1	221	247	0	0	468	170	0	7	0	177	1103
Apprch %	0	73.3	26.5	0.2		0	100	0	0		47.2	52.8	0	0		96	0	4	Ō		1111
Total %	0	30.4	11	0.1	41.4	0	0.1	0	0	0.1	20	22.4	0	0	42.4	15.4	0	0.6	0	16	
Cars	0	307	107	0	414	0	1	0	0	1	206	232	0	0	438	154	0	7	0	161	1014
% Cars	0	91.6	88.4	0	90.6	0	100	0	0	100	93.2	93.9	0	0	93.6	90.6	0	100	0	91	91.9
Trucks	0	28	14	1	43	0	0	0	0	0	15	15	0	0	30	16	0	0	0	16	89
% Trucks	0	8.4	11.6	100	9.4	0	0	0	0	0	6.8	6.1	0	0	6.4	9.4	0	0	0	9	8.1



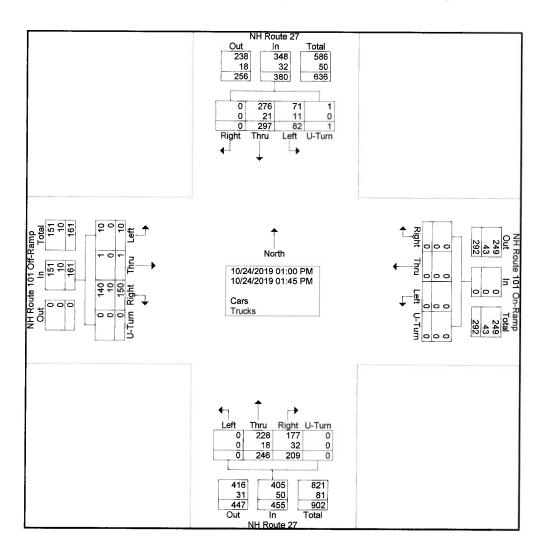
P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_B_12_hr_764829_10-24-2019

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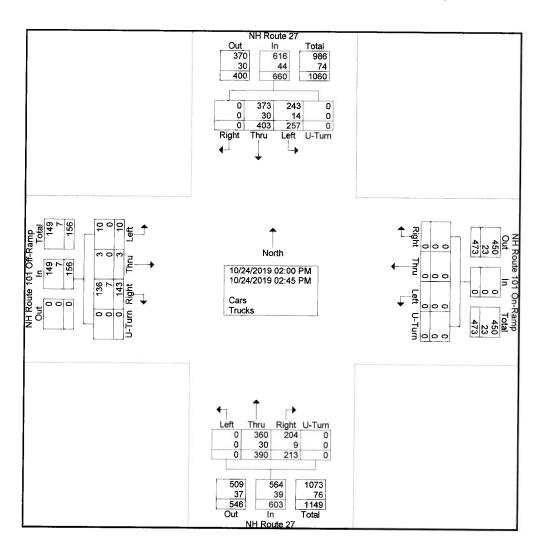
			I Route			N	H Rout F	e 101 rom E		amp			Route			N	H Rout	e 101 rom W		ımp	
Start Time	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
01:00 PM	0	69	22	0	91	0	0	0	0	0	50	70	0	0-14111	120	38	1	2	0-1411	App. 10tal	252
01:15 PM	0	78	17	0	95	0	0	0	0	Ō	43	37	Ō	ō	80	28	ó	ō	ñ	28	203
01:30 PM	0	72	15	1	88	0	0	0	0	Ō	51	61	Õ	ō	112	43	Ö	7	ŏ	50	250
01:45 PM	0	78	28	0	106	0	0	0	0	0	65	78	0	0	143	41	ō	1	ō	42	291
Total	0	297	82	1	380	0	0	0	0	0	209	246	0	0	455	150	1	10	0	161	996
Grand Total	0	297	82	1	380	0	0	0	0	0	209	246	0	0	455	150	1	10	0	161	996
Apprch %	0	78.2	21.6	0.3		0	0	0	0		45.9	54.1	0	0		93.2	0.6	6.2	ō	. • .	000
Total %	0	29.8	8.2	0.1	38.2	0	0	0	0	0	21	24.7	0	0	45.7	15.1	0.1	1	0	16.2	
Cars	0	276	71	1	348	0	0	0	0	0	177	228	0	0	405	140	1	10	0	151	904
% Cars	0	92.9	86.6	100	91.6	0	0	0	0	0	84.7	92.7	0	0	89	93.3	100	100	0	93.8	90.8
Trucks	0	21	11	0	32	0	0	0	0	0	32	18	0	0	50	10	0	0	0	10	92
% Trucks	0	7.1	13.4	0	8.4	0	0	0	0	0	15.3	7.3	0	0	11	6.7	0	0	0	6.2	9.2



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Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019 Page No : 1

			1 Route			N	H Rout		On-Ra	mp		NE	l Route	e 27	*****	N	H Rout	e 101	Off-Ra	ımp	1
		F	rom No	orth			F	rom E	ast			Fr	rom So	outh				om W			
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
02:00 PM	0	85	31	0	116	0	0	0	0	0	46	102	0	0	148	27	1	1	0 1411	29	293
02:15 PM	0	73	30	0	103	0	0	0	0	0	54	129	ō	ō	183	33	,	2	ñ	37	323
02:30 PM	0	132	99	0	231	0	0	0	Ō	Õ	53	83	Õ	Õ	136	48	ñ	2	ň	51	418
02:45 PM	0	113	97	0	210	0	0	Õ	Õ	ñ	60	76	ñ	ñ	136	35	ő	4	0	39	385
Total	0	403	257	0	660	0	0	0	0	0	213	390	0	0	603	143	3	10	0	156	1419
0		400	057			_	_		_												
Grand Total	0	403	257	0	660	0	0	0	0	0	213	390	0	0	603	143	3	10	0	156	1419
Apprch %	0	61.1	38.9	0		0	0	0	0		35.3	64.7	0	0		91.7	1.9	6.4	0		
Total %	0	28.4	18.1	0	46.5	0	0	0	0	0	15	27.5	0	0	42.5	10.1	0.2	0.7	Ō	11	
Cars	0	373	243	0	616	0	0	0	0	0	204	360	0	0	564	136	3	10	0	149	1329
% Cars	0	92.6	94.6	0	93.3	0	0	0	0	Ó	95.8	92.3	ō	Õ	93.5	95.1	100	100	ő	95.5	93.7
Trucks	0	30	14	0	44	0	0	0	0	0	9	30	0	0	39	7		100	0	7	90
% Trucks	0	7.4	5.4	0	6.7	0	Ō	ō	Ō	Ŏ	4.2	7.7	ŏ	ŏ	6.5	4.9	Ö	ő	Ö	4.5	6.3



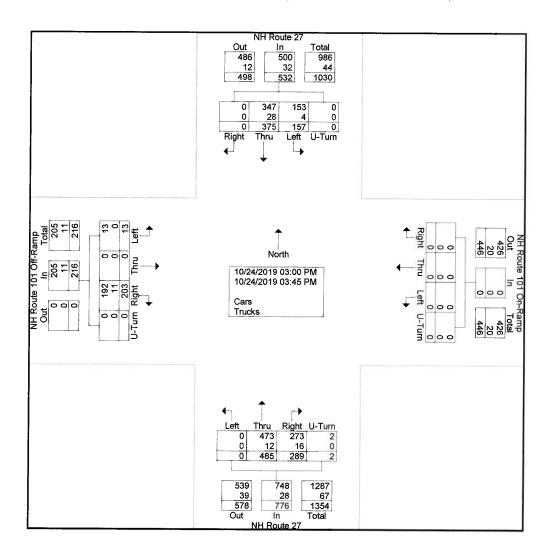
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_B_12_hr_764829_10-24-2019

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			I Rout			N.		e 101	On-Ra		Juit	NH	Route	e 27		N	H Rout	e 101	Off-Ra	amp	ĺ
		F	rom No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est	•	
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
03:00 PM	0	76	43	0	119	0	0	0	0	0	73	117	0	0	190	40	0	3	0	43	352
03:15 PM	0	85	34	0	119	0	0	0	0	0	67	94	0	1	162	43	0	2	ō	45	326
03:30 PM	0	90	42	0	132	0	0	0	0	0	82	163	0	1	246	62	ō	2	Õ	64	442
03:45 PM	0	124	38	0	162	0	0	0	0	0	67	111	0	Ó	178	58	ŏ	6	Õ	64	404
Total	0	375	157	0	532	0	0	0	0	0	289	485	0	2	776	203	0	13	0	216	1524
Grand Total	0	375	157	0	532	0	0	0	0	0	289	485	0	2	776	203	0	13	0	216	1524
Apprch %	0	70.5	29.5	0		0	0	0	0		37.2	62.5	0	0.3		94	ō	6	ō		.02.
Total %	0	24.6	10.3	0	34.9	0	0	0	0	0	19	31.8	Ó	0.1	50.9	13.3	Õ	0.9	ō	14.2	
Cars	0	347	153	0	500	0	0	0	0	0	273	473	0	2	748	192	0	13	0	205	1453
% Cars	0	92.5	97.5	0	94	0	0	0	0	0	94.5	97.5	0	100	96.4	94.6	ō	100	0	94.9	95.3
Trucks	0	28	4	0	32	0	0	0	0	0	16	12	0	0	28	11	0	0	0	11	71
% Trucks	0	7.5	2.5	0	6	0	0	0	0	0	5.5	2.5	ō	ŏ	3.6	5.4	Ö	ŏ	Õ	5.1	4.7



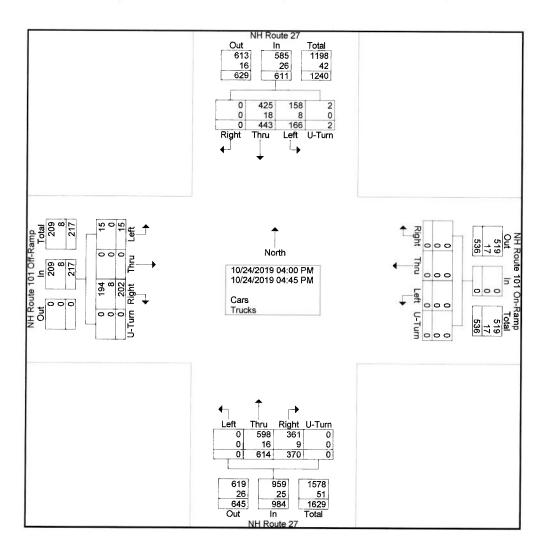
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name: 1941A_INT_B_12_hr_764829_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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			Route			NI		e 101 rom E	On-Ra	amp			Route om So			Ni	H Rout Fi	e 101 rom W		imp	
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
04:00 PM	0	101	30	2	133	0	0	0	0	0	92	176	0	0	268	44	0	3	0	47	448
04:15 PM	0	112	46	0	158	0	0	0	0	0	74	155	0	0	229	49	Ō	Õ	ō	49	436
04:30 PM	0	116	49	0	165	0	0	0	0	0	118	166	0	Ō	284	61	ō	7	Õ	68	517
04:45 PM	0	114	41	0	155	0	0	0	0	0	86	117	Ó	0	203	48	ō	5	Ö	53	411
Total	0	443	166	2	611	0	0	0	0	0	370	614	0	0	984	202	0	15	0	217	1812
Grand Total	0	443	166	2	611	0	0	0	0	0	370	614	0	0	984	202	0	15	0	217	1812
Apprch %	0	72.5	27.2	0.3		0	0	0	0		37.6	62.4	0	0		93.1	Ō	6.9	Ö		
Total %	0	24.4	9.2	0.1	33.7	0	0	0	0	0	20.4	33.9	0	0	54.3	11.1	0	0.8	0	12	
Cars	0	425	158	2	585	0	0	0	0	0	361	598	0	0	959	194	0	15	0	209	1753
% Cars	0	95.9	95.2	100	95.7	0	0	0	0	0	97.6	97.4	0	0	97.5	96	0	100	Ō	96.3	96.7
Trucks	0	18	8	0	26	0	0	0	0	0	9	16	0	0	25	8	0	0	0	8	59
% Trucks	0	4.1	4.8	0	4.3	0	0	0	0	0	2.4	2.6	0	0	2.5	4	Ö	ō	ō	3.7	3.3



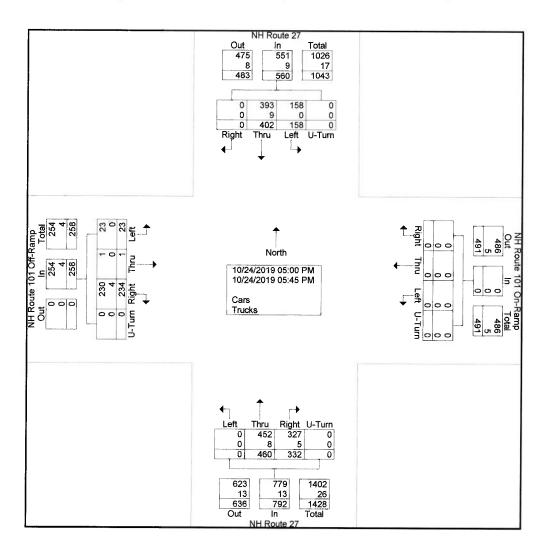
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name: 1941A_INT_B_12_hr_764829_10-24-2019

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			Route			N		te 101 rom E	On-Ra ast	imp			Route om Sc			N	H Rout Fr	e 101 rom W		ımp	
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
05:00 PM	0	95	46	0	141	0	0	0	0	0	108	168	0	0	276	54	1	3	0	58	475
05:15 PM	0	121	44	0	165	0	0	0	0	0	96	101	0	Ó	197	51	Ó	7	ō	58	420
05:30 PM	0	91	30	0	121	0	0	0	0	0	68	97	Ō	Ō	165	58	ō	7	Õ	65	351
05:45 PM	0	95	38	0	133	0	0	0	0	0	60	94	Ō	ō	154	71	Ō	6	Õ	77	364
Total	0	402	158	0	560	0	0	0	0	0	332	460	0	0	792	234	1	23	Ö	258	1610
Grand Total	0	402	158	0	560	0	0	0	0	0	332	460	0	0	792	234	1	23	0	258	1610
Apprch %	0	71.8	28.2	0		0	0	0	0		41.9	58.1	0	0		90.7	0.4	8.9	Ó		
Total %	0	25	9.8	0	34.8	0	0	0	0	0	20.6	28.6	0	0	49.2	14.5	0.1	1.4	0	16	
Cars	0	393	158	0	551	0	0	0	0	0	327	452	0	0	779	230	1	23	0	254	1584
% Cars	0	97.8	100	0	98.4	0	0	0	0	0	98.5	98.3	0	0	98.4	98.3	100	100	Ö	98.4	98.4
Trucks	0	9	0	0	9	0	0	0	0	0	5	8	0	0	13	4	0	0	0	4	26
% Trucks	0	2.2	0	0	1.6	0	0	0	0	0	1.5	1.7	0	0	1.6	1.7	ŏ	Ö	ŏ	1.6	1.6



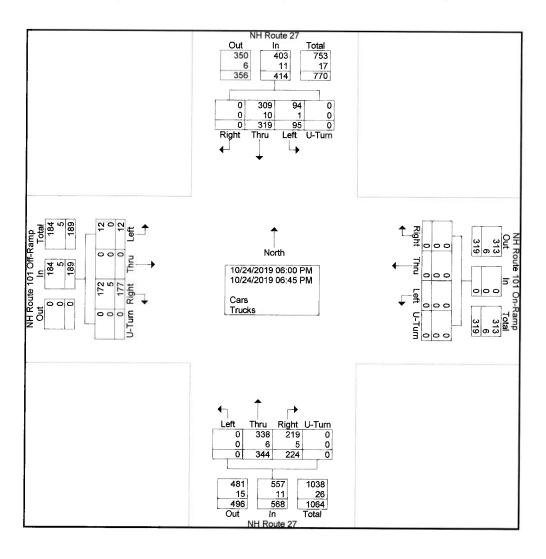
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name: 1941A_INT_B_12_hr_764829_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

			1 Rout			N			On-Ra	mp			Route			N	H Rout			ımp	
			rom No	ortn				rom E	ast			- Fr	om So	outh			Fr	rom W	est		
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
06:00 PM	0	101	36	0	137	0	0	0	0	0	63	80	0	0	143	49	0	3	0	52	332
06:15 PM	0	80	26	0	106	0	0	0	0	0	58	82	Ō	0	140	52	ŏ	5	ñ	57	303
06:30 PM	0	79	18	0	97	0	0	0	0	0	51	99	Ō	0	150	31	Ō	ō	ñ	31	278
06:45 PM	0	59	15	0	74	0	0	0	0	0	52	83	ō	ō	135	45	Õ	4	Õ	49	258
Total	0	319	95	0	414	0	0	0	0	0	224	344	0	0	568	177	Ö	12	0	189	1171
Grand Total	0	319	95	0	414	0	0	0	0	0	224	344	0	0	568	177	0	12	0	189	1171
Apprch %	0	77.1	22.9	0		0	0	0	0		39.4	60.6	0	0		93.7	0	6.3	0		
Total %	0	27.2	8.1	0	35.4	0	0	0	0	0	19.1	29.4	0	0	48.5	15.1	0	1	Ō	16.1	
Cars	0	309	94	0	403	0	0	0	0	0	219	338	0	0	557	172	0	12	0	184	1144
% Cars	0	96.9	98.9	0	97.3	0	0	0	0	0	97.8	98.3	0	0	98.1	97.2	ō	100	0	97.4	97.7
Trucks	0	10	1	0	11	0	0	0	0	0	5	6	0	Ō	11	5	0	0	0	5	27
% Trucks	0	3.1	1.1	0	2.7	0	0	0	0	0	2.2	1.7	0	Ō	1.9	2.8	Ō	ŏ	Ŏ	2.6	2.3



Traffic Signal Warrants Analysis

NH27 / NH101 WB Ramps

2031 Average-Month Build Volumes

TRAFFIC SIGNAL WARRANTS - INPUT VOLUMES

NH27 / North Site Driveway / NH101 WB Ramps

					0	ctober	2019 TI	мс					
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	;
7-8 AM	37	463		232	2	246		254	183				
8-9 AM	19	308		96	1	246		108	162				
9-10 AM	14	246		75	0	157		113	128				
10-11 AM	15	172		61	0	159		89	120				
11-12 PM	7	297		79	0	161		114	127				
12-1 PM	10	232		107	0	207		114	140				
1-2 PM	11	202		96	2	177		107	148				
2-3 PM	9	491		141	2	163		193	214				1
3-4 PM	15	314		212	3	219		206	290				1
4-5 PM 5-6 PM	14	359		234	1	245		266	363				1
001 III	20	337		241	1	225		224	237				1
		· ·		2031 A	verage	Month	No Buil	d (0.96	X 1.13)				
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	
7-8 AM	40	505	0	253	2	268	0	277	199	0	0	0	1
8-9 AM	21	336	0	105	1	268	0	118	177	0	0	0	1
9-10 AM	15	268	0	82	0	171	0	123	140	0	0	0	
10-11 AM	16	187	0	66	0	173	0	97	131	0	0	0	
11-12 PM	8	324	0	86	0	175	0	124	138	0	0	0	
12-1 PM	11	253	0	117	0	226	0	124	153	0	0	0	;
1-2 PM	12	220	0	105	2	193	0	117	161	0	0	0	;
2-3 PM	10	535	0	154	2	178	0	210	233	0	0	0	1
3-4 PM	16	342	0	231	3	239	0	225	316	0	0	0	1
4-5 PM	15	391	0	255	1	267	0	290	396	0	0	0	1
5-6 PM	22	367	0	263	1	245	0	244	258	0	0	0	1
	186	3728	0	1717	12	2403	0	1949	2302	0	0	0	12
					Other E	Develop	ment P	rojects					
7-8 AM	SBR	SBT 40	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	
8-9 AM	L	27					I	9	10 7				1
9-10 AM		21						9 7	•				
10-11 AM		17						6	5 4				;
11-12 PM		22						8	6				:
12-1 PM		10						14	19				;
1-2 PM		9						13	17				
2-3 PM		15						20	28				;
3-4 PM		15						21	20 29				(
	Г	18					Г	25	34				
4-5 PM													
4-5 PM 5-6 PM	L	16					L	22	29				

TRAFFIC SIGNAL WARRANTS - INPUT VOLUMES

NH27 / North Site Driveway / NH101 WB Ramps

Site	Gen	erat	ted \	/olu	mes

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	
7-8 AM		41				32		41	32				146
8-9 AM		22				17		24	20				83
9-10 AM		14				12		14	12				52
10-11 AM		16				12		16	12				56
11-12 PM		18				13		18	13				62
12-1 PM		17				13		17	13				60
1-2 PM		16				12		16	12				56
2-3 PM		25				20		26	20				91
3-4 PM		26				20		26	20				92
4-5 PM		32				25		31	24				112
5-6 PM		47				38		49	39				173
						5							0

2031 Average Month Build

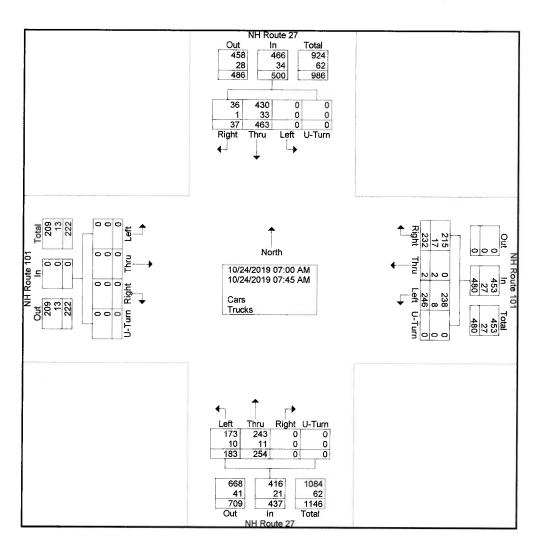
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL		Mainline	EB	WB
7-8 AM	40	586	0	253	2	300	0	332	241	0	0	0	1754	1199	0	555
8-9 AM	21	385	0	105	1	285	0	151	204	0	0	0	1152	761	0	391
9-10 AM	15	303	0	82	0	183	0	144	157	0	0	0	884	619	0	265
10-11 AM	16	220	0	66	0	185	0	119	147	0	0	0	753	502	0	251
11-12 PM	8	364	0	86	0	188	0	150	157	0	0	0	953	679	0	274
12-1 PM	11	280	0	117	0	239	0	155	185	0	0	0	987	631	0	356
1-2 PM	12	245	0	105	2	205	0	146	190	0	0	0	905	593	0	312
2-3 PM	10	575	0	154	2	198	0	256	281	0	0	0	1476	1122	0	354
3-4 PM	16	383	0	231	3	259	0	272	365	0	0	0	1529	1036	0	493
4-5 PM	15	441	0	255	1	292	0	346	454	0	0	0	1804	1256	0	548
5-6 PM	22	430	0	263	1	283	0	315	326	0	0	0	1640	1093	0	547
	186	4212	0	1717	12	2617	0	2386	2707	0	0	0	13837	9491	0	4346

Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name: 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

			Route om No					Route rom E					Route om Sc					Route rom W			
Start Time	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	9	90	0	0	99	110	1	52	0	163	0	151	48	0	199	0	0	0	0	0	461
07:15 AM	7	119	0	0	126	77	1	59	0	137	0	54	47	0	101	0	0	0	0	Ō	364
07:30 AM	7	143	0	0	150	18	0	50	0	68	0	33	50	0	83	0	Ō	ō	Õ	Ō	301
07:45 AM	14	111	0	0	125	27	0	85	0	112	0	16	38	0	54	Ó	0	0	Ō	Ŏ	291
Total	37	463	0	0	500	232	2	246	0	480	0	254	183	0	437	0	0	0	0	0	1417
Grand Total	37	463	0	0	500	232	2	246	0	480	0	254	183	0	437	0	0	0	0	0	1417
Apprch %	7.4	92.6	0	0		48.3	0.4	51.2	0		0	58.1	41.9	0		0	Ō	Ō	Ŏ	•	
Total %	2.6	32.7	0	0	35.3	16.4	0.1	17.4	0	33.9	0	17.9	12.9	0	30.8	0	0	0	0	0	
Cars	36	430	0	0	466	215	0	238	0	453	0	243	173	0	416	0	0	0	0	ō	1335
% Cars	97.3	92.9	0	0	93.2	92.7	0	96.7	0	94.4	0	95.7	94.5	0	95.2	0	0	Ō	ō	Õ	94.2
Trucks	1	33	0	0	34	17	2	8	0	27	0	11	10	0	21	0	0	0	0	0	82
% Trucks	2.7	7.1	0	0	6.8	7.3	100	3.3	0	5.6	0	4.3	5.5	0	4.8	0	0	Ō	Õ	Ō	5.8

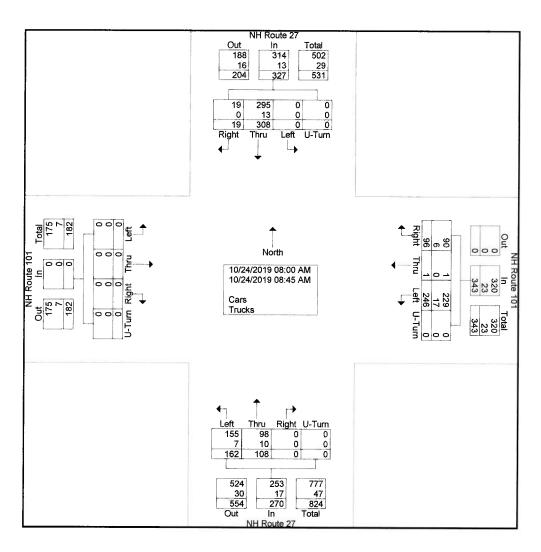


P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name : 1941A_INT_A__12_hr_764825_10-24-2019 Site Code : 1941A Start Date : 10/24/2019

Page No : 1

		NH	Rout	e 27			NH	Route	101			N	H Rout	e 27			NH	Route	101		
		Fr	om No	orth			F	rom E	ast			F	rom So	outh			F	rom W	est		
Start Time	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
MA 00:80	4	93	0	0	97	23	1	71	0	95	0	25	38	0	63	0	0	0	0	0	255
08:15 AM	5	86	0	0	91	21	0	68	0	89	0	27	44	0	71	0	0	Ō	Ō	0	251
08:30 AM	4	57	0	0	61	28	0	47	0	75	0	30	39	0	69	0	0	0	0	0	205
08:45 AM	6	72	0	0	78	24	0	60	0	84	0	26	41	0	67	0	0	0	Ō	ō	229
Total	19	308	0	0	327	96	1	246	0	343	0	108	162	0	270	0	0	0	0	0	940
Grand Total	19	308	0	0	327	96	1	246	0	343	0	108	162	0	270	0	0	0	0	0	940
Apprch %	5.8	94.2	0	0		28	0.3	71.7	0		0	40	60	0		0	Ö	Ō	Ö	_	
Total %	2	32.8	0	0	34.8	10.2	0.1	26.2	0	36.5	0	11.5	17.2	0	28.7	0	0	0	Ō	0	
Cars	19	295	0	0	314	90	1	229	0	320	0	98	155	0	253	0	0	0	0	0	887
% Cars	100	95.8	0	0	96	93.8	100	93.1	0	93.3	0	90.7	95.7	0	93.7	0	ō	Ō	Ō	ō	94.4
Trucks	0	13	0	0	13	6	0	17	0	23	0	10	7	0	17	0	Ō	0	ō	0	53
% Trucks	0	4.2	0	0	4	6.2	0	6.9	0	6.7	0	9.3	4.3	0	6.3	Ŏ	Ō	Ō	ō	ő	5.6



Concord, New Hampshire 03302

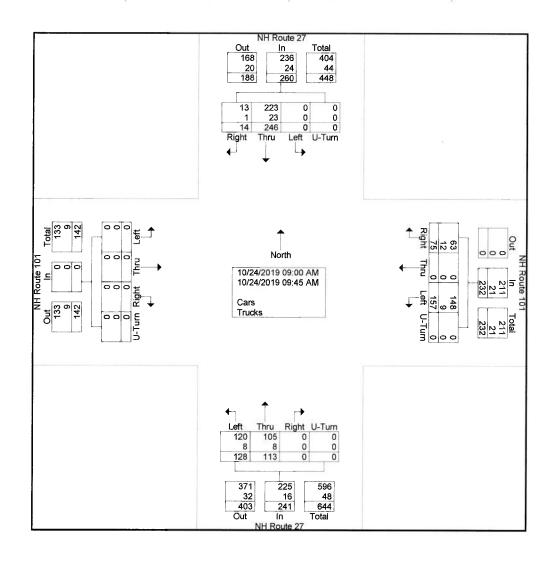
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

			Route om No					Route rom E					H Routerom Sc					Route rom W	-		
Start Time	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App Total	Int. Total
09:00 AM	5	57	0	0	62	23	0	41	0	64	0	25	29	0	54	0	0	0	0	0	180
09:15 AM	3	60	0	0	63	15	0	39	0	54	0	40	34	0	74	0	0	0	0	0	191
09:30 AM	4	76	0	0	80	19	0	37	0	56	0	25	34	0	59	0	0	0	0	0	195
09:45 AM	2	53	0	0	55	18	0	40	0	58	0	23	31	0	54	0	0	0	0	0	167
Total	14	246	0	0	260	75	0	157	0	232	0	113	128	0	241	0	0	0	0	0	733
Grand Total	14	246	0	0	260	75	0	157	0	232	0	113	128	0	241	0	0	0	0	0	733
Apprch %	5.4	94.6	0	0		32.3	0	67.7	0		0	46.9	53.1	0		0	0	0	0		
Total %	1.9	33.6	0	0	35.5	10.2	0	21.4	0	31.7	0	15.4	17.5	0	32.9	0	0	0	0	0	
Cars	13	223	0	0	236	63	0	148	0	211	0	105	120	0	225	0	0	0	0	0	672
% Cars	92.9	90.7	0	0	90.8	84	0	94.3	0	90.9	0	92.9	93.8	0	93.4	0	0	0	0	0	91.7
Trucks	1	23	0	0	24	12	0	9	0	21	0	8	8	0	16	0	0	0	0	0	61
% Trucks	7.1	9.3	0	0	9.2	16	0	5.7	0	9.1	0	7.1	6.2	0	6.6	0	0	0	0	0	8.3



P.O. Box 1721 Concord, New Hampshire 03302

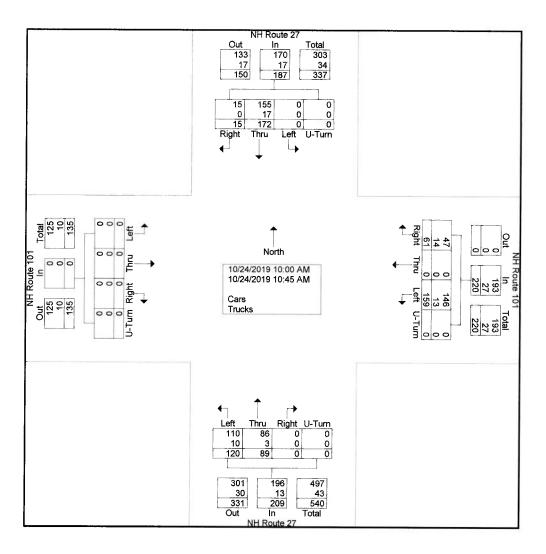
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

50.00			Route om No					Route rom E					Route rom So					Route rom W			
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
10:00 AM	4	49	0	0	53	18	0	42	0	60	0	23	26	0	49	0	0	0	0	0	162
10:15 AM	5	41	0	0	46	14	0	30	0	44	0	25	23	0	48	0	0	0	0	Õ	138
10:30 AM	2	47	0	0	49	18	0	48	0	66	0	21	38	0	59	0	ō	ō	ō	ŏ	174
10:45 AM	4	35	0	0	39	11	0	39	0	50	0	20	33	0	53	0	0	Õ	ō	Ö	142
Total	15	172	0	0	187	61	0	159	0	220	0	89	120	0	209	0	0	0	0	0	616
Grand Total	15	172	0	0	187	61	0	159	0	220	0	89	120	0	209	0	0	0	0	0	616
Apprch %	8	92	0	0		27.7	0	72.3	0		0	42.6	57.4	0		0	Ó	0	Ō	_	
Total %	2.4	27.9	0	0	30.4	9.9	0	25.8	0	35.7	0	14.4	19.5	0	33.9	0	0	Ō	Ō	0	
Cars	15	155	0	0	170	47	0	146	0	193	0	86	110	0	196	0	0	0	0	0	559
% Cars	100	90.1	0	0	90.9	77	0	91.8	0	87.7	0	96.6	91.7	0	93.8	0	0	Ō	0	0	90.7
Trucks	0	17	0	0	17	14	0	13	0	27	0	3	10	0	13	0	0	0	0	0	57
% Trucks	0	9.9	0	0	9.1	23	0	8.2	0	12.3	0	3.4	8.3	0	6.2	0	Ō	0	0	ō	9.3

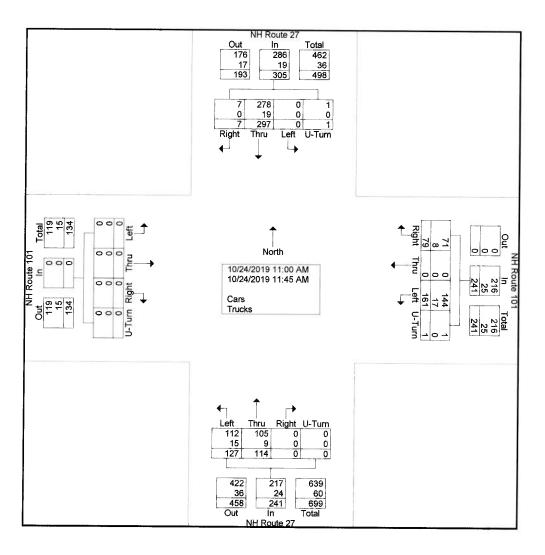


P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019

Page No : 1

	r									-iiiileu-	Cars -										
			Route				NH	Route	€ 101			NI	1 Rout	e 27			NH	Route	101		1
		Fr	om No	orth			F	rom E	ast			F	rom So	outh			Fr	om W	est		
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	1	43	0	0	44	15	0	42	0	57	0	33	30	0	63	0	0	0	0-1411	O O	164
11:15 AM	2	121	0	0	123	21	0	35	0	56	0	30	39	ō	69	0	Õ	ň	ñ	Ô	248
11:30 AM	0	69	0	1	70	21	0	41	0	62	Ō	23	25	ō	48	ő	Ō	ñ	ñ	0	180
11:45 AM	4	64	0	0	68	22	0	43	1	66	Ō	28	33	ŏ	61	ŏ	õ	ñ	ñ	Ô	195
Total	7	297	0	1	305	79	0	161	1	241	0	114	127	0	241	0	0	0	0	0	787
						'								•		·	·	·	Ū	Ū	101
Grand Total	7	297	0	1	305	79	0	161	1	241	0	114	127	0	241	0	0	0	0	0	787
Apprch %	2.3	97.4	0	0.3		32.8	0	66.8	0.4		ō	47.3	52.7	ŏ		ő	ñ	Õ	ñ	U	701
Total %	0.9	37.7	0	0.1	38.8	10	0	20.5	0.1	30.6	Ö		16.1	0	30.6	ŏ	Õ	Õ	0	٥	
Cars	7	278	0	1	286	71	0	144	1	216	0	105	112	0	217	0	0	0	0	0	719
% Cars	100	93.6	Ō	100	93.8	89.9	0	89.4	100	89.6	0		88.2	Õ	90	0	0	0	0	0	
Trucks	0	19	0	0	19	8	0	17	0	25	0	9	15	0	24	0	0	0	0	0	91.4
% Trucks	ō	6.4	Õ	õ	6.2	10.1	ő	10.6	Õ	10.4	0	7.9	11.8	0			0		0	Ü	68
, Tuono		0.7	U	U	0.2	10.1	U	10.0	U	10.4	U	7.9	11.0	0	10	0	0	0	0	0	8.6



Concord, New Hampshire 03302

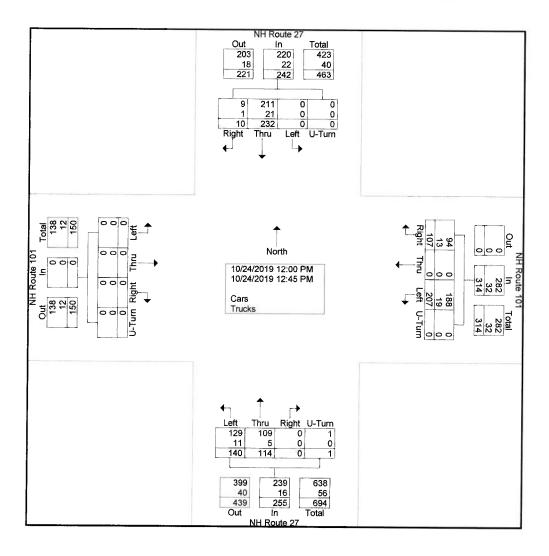
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

			Route					Route rom E					H Route					Route rom W			
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
12:00 PM	3	51	0	0	54	30	0	53	0	83	0	31	34	0	65	0	0	0	OFIGIN	App. Total	202
12:15 PM	2	73	0	0	75	18	0	48	0	66	0	26	39	1	66	ň	ő	ñ	ñ	0	207
12:30 PM	3	50	0	0	53	39	0	52	Ō	91	ō	33	35	ò	68	ő	ñ	ñ	ň	ň	212
12:45 PM	2	58	0	0	60	20	Ō	54	0	74	ō	24	32	ñ	56	0	ñ	ő	n	0	190
Total	10	232	0	0	242	107	0	207	0	314	0	114	140	1	255	0	ő	0	0	0	811
Grand Total	10	232	0	0	242	107	0	207	0	314	0	114	140	1	255	0	0	0	0	0	811
Apprch %	4.1	95.9	0	0		34.1	0	65.9	0		0	44.7	54.9	0.4		0	ō	ō	ō	ŭ	U.,
Total %	1.2	28.6	0	0	29.8	13.2	0	25.5	0	38.7	0	14.1	17.3	0.1	31.4	0	Ŏ	Ö	0	0	
Cars	9	211	0	0	220	94	0	188	0	282	0	109	129	1	239	0	0	0	0	0	741
% Cars	90	90.9	0	0	90.9	87.9	0	90.8	0	89.8	0	95.6	92.1	100	93.7	ō	ō	0	Õ	õ	91.4
Trucks	1	21	0	0	22	13	0	19	0	32	0	5	11	0	16	0	0	0	0	0	70
% Trucks	10	9.1	0	0	9.1	12.1	0	9.2	0	10.2	0	4.4	7.9	0	6.3	Ö	Ö	ŏ	Ö	ŏ	8.6



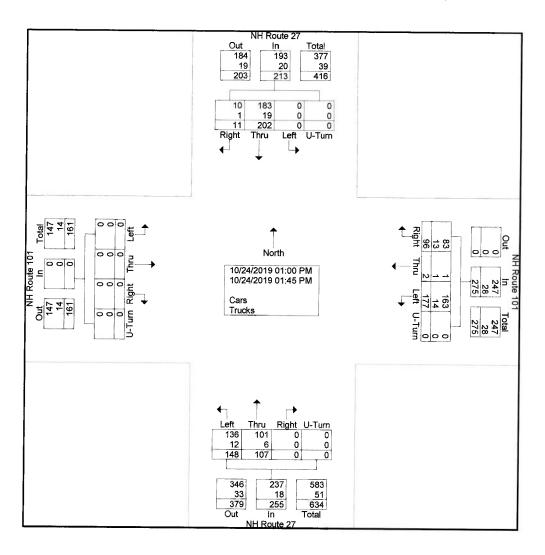
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

Start Date : 10/24/2019

Page No : 1

			Rout				NH	Route	101			N	- I Rout	e 27			NH	Route	101		
		Fr	om No	orth			F	rom E	ast			F	rom Sc	outh			Fı	om W	est		
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
01:00 PM	2	46	0	0	48	16	0	43	0	59	0	26	49	0	75	0	0	0	0	App. rotal	182
01:15 PM	3	55	0	0	58	19	0	39	Ō	58	Ō	15	19	ñ	34	ň	ň	ñ	0	0	150
01:30 PM	4	38	0	0	42	30	ō	49	ñ	79	ñ	30	42	ň	72	ň	0	ŏ	0	0	
01:45 PM	2	63	Ō	0	65	31	2	46	ñ	79	ñ	36	38	ñ	74	0	0	0	0	0	193
Total	11	202	0	0	213	96	2	177	Ö	275	0	107	148	0	255	0	0	0	0	0	218 743
Grand Total	11	202	0	0	213	96	2	177	0	275	0	107	148	0	255	0	0	0	0	0	743
Apprch %	5.2	94.8	0	0		34.9	0.7	64.4	0		0	42	58	0		0	Õ	Õ	ň		1.0
Total %	1.5	27.2	0	0	28.7	12.9	0.3	23.8	0	37	0	14.4	19.9	ō	34.3	Ö	ñ	ñ	ñ	n	(
Cars	10	183	0	0	193	83	1	163	0	247	0	101	136	0	237	0	0	0	ň	- 0	677
% Cars	90.9	90.6	0	0	90.6	86.5	50	92.1	0	89.8	Ō	94.4	91.9	ň	92.9	ő	ñ	ñ	ň	0	91.1
Trucks	1	19	0	0	20	13	1	14	0	28	0	6	12	0	18	0	0	0	0	0	66
% Trucks	9.1	9.4	0	0	9.4	13.5	50	7.9	ő	10.2	ŏ	5.6	8.1	ŏ	7.1	ő	Ö	Ö	0	0	8.9



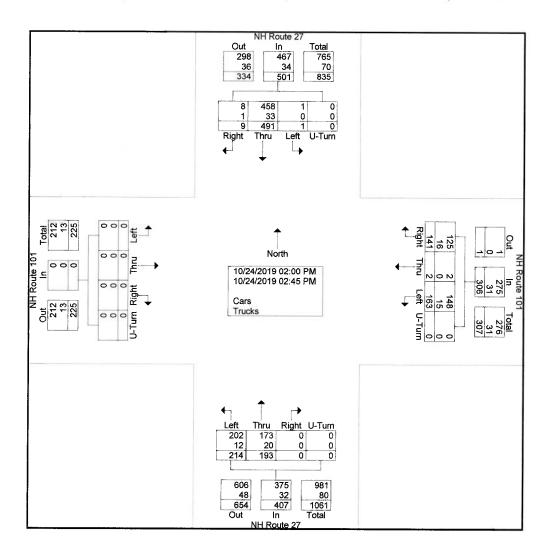
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name: 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

			I Route				NH	Route	101	-		Ni	H Rout	e 27			NH	Route	101		
L		Fı	rom No	orth			F	rom E	ast			Fi	rom Sc	outh			Fr	om W	est		
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
02:00 PM	3	64	0	0	67	33	1	49	0	83	0	62	44	0	106	0	0	0	0	0	256
02:15 PM	1	65	1	0	67	32	0	37	0	69	0	51	73	0	124	0	0	0	Ō	Ō	260
02:30 PM	4	199	0	0	203	39	1	40	0	80	0	40	52	0	92	0	Ō	Ō	Õ	ō	375
02:45 PM	1	163	0	0	164	37	0	37	0	74	0	40	45	0	85	0	0	Ō	Ō	ō	323
Total	9	491	1	0	501	141	2	163	0	306	0	193	214	0	407	0	0	0	0	0	1214
Grand Total	9	491	1	0	501	141	2	163	0	306	0	193	214	0	407	0	0	0	0	0	1214
Apprch %	1.8	98	0.2	0		46.1	0.7	53.3	0		0	47.4	52.6	0		0	0	0	Ō	-	
Total %	0.7	40.4	0.1	0	41.3	11.6	0.2	13.4	0	25.2	0	15.9	17.6	0	33.5	0	0	0	0	0	
Cars	8	458	1	0	467	125	2	148	0	275	0	173	202	0	375	0	0	0	0	0	1117
% Cars	88.9	93.3	100	0	93.2	88.7	100	90.8	0	89.9	0	89.6	94.4	0	92.1	0	0	0	Ō	0	92
Trucks	1	33	0	0	34	16	0	15	0	31	0	20	12	0	32	0	0	0	ō	0	97
% Trucks	11.1	6.7	0	0	6.8	11.3	0	9.2	0	10.1	0	10.4	5.6	0	7.9	0	0	0	Ŏ	Ō	8

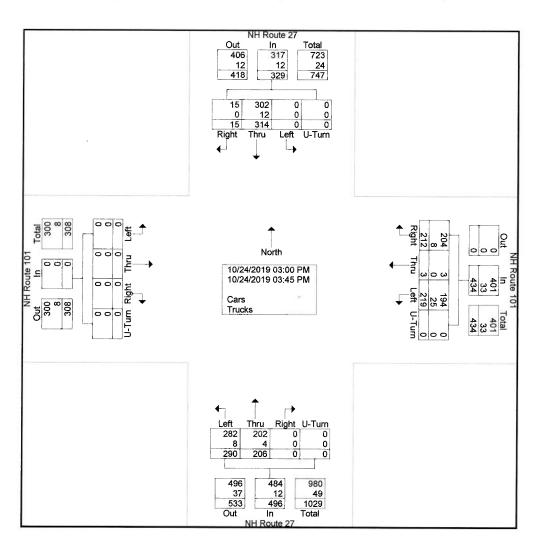


Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019

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		NH Route 27 NH Route 101 From North From East											H Route					Route			
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
03:00 PM	5	76	0	0	81	57	3	44	0	104	0	49	63	0	112	0	0	0	0	0	297
03:15 PM	4	64	0	0	68	59	0	54	0	113	0	46	55	0	101	0	0	0	0	0	282
03:30 PM	3	83	0	0	86	51	0	51	0	102	0	54	111	0	165	0	0	0	0	0	353
03:45 PM	3	91	0	0	94	45	0	70	0	115	0	57	61	0	118	0	0	0	0	Ö	327
Total	15	314	0	0	329	212	3	219	0	434	0	206	290	0	496	0	0	0	0	0	1259
Grand Total	15	314	0	0	329	212	3	219	0	434	0	206	290	0	496	0	0	0	0	0	1259
Apprch %	4.6	95.4	0	0		48.8	0.7	50.5	0		0	41.5	58.5	0		0	0	0	0		
Total %	1.2	24.9	0	0	26.1	16.8	0.2	17.4	0	34.5	0	16.4	23	0	39.4	0	0	0	0	0	
Cars	15	302	0	0	317	204	3	194	0	401	0	202	282	0	484	0	0	0	0	0	1202
% Cars	100	96.2	0	0	96.4	96.2	100	88.6	0	92.4	0	98.1	97.2	0	97.6	0	0	0	0	0	95.5
Trucks	0	12	0	0	12	8	0	25	0	33	0	4	8	0	12	0	0	0	0	0	57
% Trucks	0	3.8	0	0	3.6	3.8	0	11.4	0	7.6	0	1.9	2.8	0	2.4	0	0	0	0	0	4.5



Concord, New Hampshire 03302

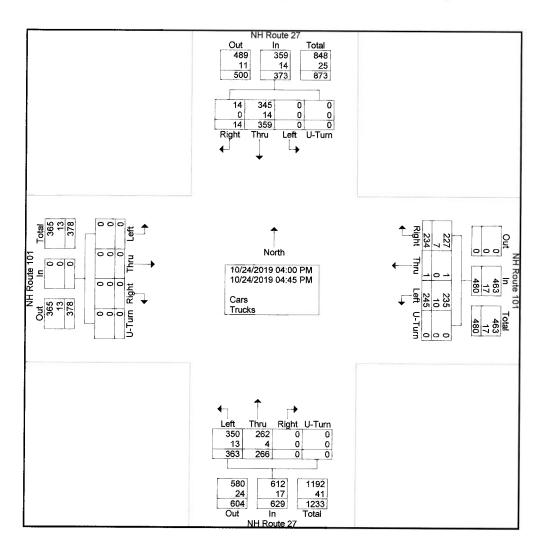
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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			Route					Route rom E					H Rout					Route			
Start Time	Right	Thru	Left	U-Tum		Right	Thru	Left			Dight	Thru	Left			Distr		rom W			-
04:00 PM	6	68	LOIL	0-14m	App. Total	57	4		U-Tum	App. Total	Right			U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Tota
	0		U	-			1	62	0	120	0	73	102	U	175	0	0	0	0	0	369
04:15 PM	2	107	0	0	109	68	0	49	0	117	0	63	94	0	157	0	0	0	0	0	383
04:30 PM	4	101	0	0	105	44	0	61	0	105	0	80	93	0	173	0	0	0	0	0	383
04:45 PM	2	83	0	0	85	65	0	73	0	138	0	50	74	0	124	0	0	0	Ō	Ō	347
Total	14	359	0	0	373	234	1	245	0	480	0	266	363	0	629	0	0	Ō	0	0	1482
Grand Total	14	359	0	0	373	234	1	245	0	480	0	266	363	0	629	0	0	0	0	0	1482
Apprch %	3.8	96.2	0	0		48.8	0.2	51	0		0	42.3	57.7	Ō		ō	0	ō	Õ	·	
Total %	0.9	24.2	0	0	25.2	15.8	0.1	16.5	0	32.4	0	17.9	24.5	Ö	42.4	ō	Ō	ō	ŏ	0	
Cars	14	345	0	0	359	227	1	235	0	463	0	262	350	0	612	0	o.	0	0	0	1434
% Cars	100	96.1	0	0	96.2	97	100	95.9	0	96.5	0	98.5	96.4	0	97.3	Ō	Õ	Õ	Õ	Õ	96.8
Trucks	0	14	0	0	14	7	0	10	0	17	0	4	13	0	17	0	0	0	0	0	48
% Trucks	0	3.9	0	0	3.8	3	0	4.1	0	3.5	0	1.5	3.6	0	2.7	Ö	ŏ	Ö	ő	ŏ	3.2



P.O. Box 1721 Concord, New Hampshire 03302

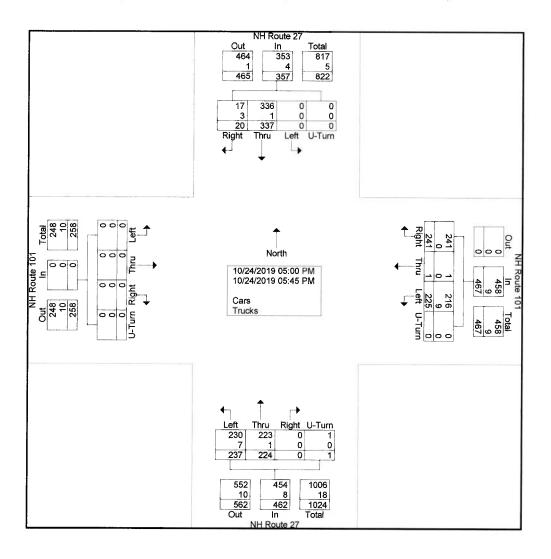
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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		ИН	Route	27		1	NH	Route		micou		NIL	H Rout	0.27			NL	Route	101		1
		7	om No	ortn				rom E	ast			F	rom Sc	outh			Fr	om W	est		
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
05:00 PM	6	93	0	0	99	54	1	48	0	103	0	69	94	0	163	0	0	0	0	0	365
05:15 PM	4	99	0	0	103	72	0	65	0	137	0	56	52	0	108	0	0	0	0	Ö	348
05:30 PM	3	71	0	0	74	51	0	56	0	107	0	46	48	1	95	0	0	0	0	Ō	276
05:45 PM	7	74	0	0	81	64	0	56	0	120	0	53	43	0	96	0	0	0	0	0	297
Total	20	337	0	0	357	241	1	225	0	467	0	224	237	1	462	0	0	0	0	0	1286
Grand Total	20	337	0	0	357	241	1	225	0	467	0	224	237	1	462	0	0	0	0	0	1286
Apprch %	5.6	94.4	0	0		51.6	0.2	48.2	0		0	48.5	51.3	0.2		0	0	0	0	-	
Total %	1.6	26.2	0	0	27.8	18.7	0.1	17.5	0	36.3	0	17.4	18.4	0.1	35.9	0	0	0	0	0	
Cars	17	336	0	0	353	241	1	216	0	458	0	223	230	1	454	0	0	0	0	0	1265
% Cars	85	99.7	0	0	98.9	100	100	96	0	98.1	0	99.6	97	100	98.3	0	0	0	0	0	98.4
Trucks	3	1	0	0	4	0	0	9	0	9	0	1	7	0	8	0	0	0	0	0	21
% Trucks	15	0.3	0	0	1.1	0	0	4	0	1.9	0	0.4	3	0	1.7	0	0	0	0	0	1.6



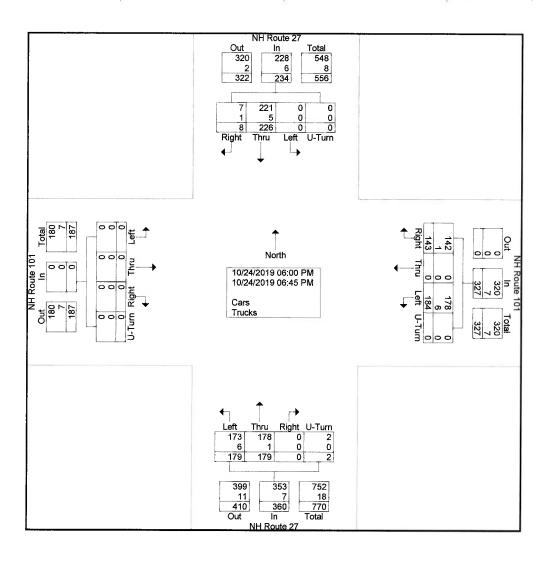
P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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			Rout				NH	Route	∋ 101			NE	H Rout	e 27			NH	Route	101		1
		Fr	om No	orth			F	rom E	ast			- F	rom So	outh			Fr	om W	est		
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
06:00 PM	4	85	0	0	89	39	0	53	0	92	0	44	45	1	90	0	0	0	0	0	271
06:15 PM	1	53	0	0	54	40	0	47	0	87	0	40	48	0	88	0	0	0	0	0	229
06:30 PM	1	48	0	0	49	40	0	49	0	89	0	52	45	1	98	0	0	0	0	0	236
06:45 PM	2	40	0	0	42	24	0	35	0	59	0	43	41	0	84	0	0	0	0	0	185
Total	8	226	0	0	234	143	0	184	0	327	0	179	179	2	360	0	0	0	0	0	921
Grand Total	8	226	0	0	234	143	0	184	0	327	0	179	179	2	360	0	0	0	0	0	921
Apprch %	3.4	96.6	0	0		43.7	0	56.3	0		0	49.7	49.7	0.6		0	0	0	0		
Total %	0.9	24.5	0	0	25.4	15.5	0	20	0	35.5	0	19.4	19.4	0.2	39.1	0	0	0	0	0	
Cars	7	221	0	0	228	142	0	178	0	320	0	178	173	2	353	0	0	0	0	0	901
% Cars	87.5	97.8	0	0	97.4	99.3	0	96.7	0	97.9	0	99.4	96.6	100	98.1	0	0	0	0	0	97.8
Trucks	1	5	0	0	6	1	0	6	0	7	0	1	6	0	7	0	0	0	0	0	20
% Trucks	12.5	2.2	0	0	2.6	0.7	0	3.3	0	2.1	0	0.6	3.4	0	1.9	0	0	0	0	0	2.2



Warrants Summary Report

1: NH27 / NH101 WB Ramps - 2031 Build

Intersection Information

	Major Street	Minor Street
Street Name	NH27	NH101 WB Off Ramp
Direction	NB/SB	WB
Number of Lane	2	1
Approach Speed	40	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Ve	hicular Volur	me
	Yes	
Condition A or B Met	Yes	9 Hours met (8 required)
Condition A and B M	No	6 Hours met (8 required)
Warrant 2, Four-Hour Ve	hicular Volum	ne
	Yes	9 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

Major Street Vehicles

(Total of Both Approaches)

1: NH27 / NH101 WB Ramps

Intersection Information

Major Street Name: NH27
Major Street Direction: NB/SB
Minor Street Direction: WB

WARRANT 1 MET?	Yes

Details:

Hour

Condition A Met?	9 Hours met (8 required)	
Condition B Met?	No 8 6 Hours met (8 required)	

High Volume Minor

Approach Vehicles

100% Standard Met?

Cond. A OR Cond. B

Condition A Condition B

100%

100%

80% Standard Met?

Cond. A AND Cond. B

Condition A Condition B

80%

80%

					Column	Column	Column	Column
07:00 to 08:00	1,19	9	555		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes				

08:00 to 09:00	761		391		Yes* No	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	Yes			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes			

09:00 to 10:00	619		265		Yes*	No	Yes	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: NH27 / NH101 WB Ramps

10:00 to 11:00	502		251		No	No	Yes	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	Yes			,	
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	Yes	- N-W			
11:00 to 12:00	679		274		Yes*	No	Yes	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	Yes				
12:00 to 13:00	631		356		Yes*	No	Yes	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	Yes				
13:00 to 14:00	593		312		No	No	Yes	No
13:00 to 14:00 Condition A	593 Volume >= 100% column (600)?	No	312 Volume >= 100% column (900)?	Yes	No	No	Yes	No
	Volume >= 100% column (600)?	No Yes	Volume >= 100%	Yes Yes	No	No	Yes	No
	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)?	Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)?	Yes Yes	No	No	Yes	No
Condition A	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100%	Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100%	Yes	No	No	Yes	No
Condition A	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80%	Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80%	Yes Yes	No Yes*	No Yes*	Yes*	No Yes*
Condition A Condition B	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)?	Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)?	Yes Yes				
Condition A Condition B 14:00 to 15:00	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,122 Volume >= 100% column (600)?	Yes No No	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)?	Yes Yes Yes				
Condition A Condition B 14:00 to 15:00	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,122 Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)?	Yes No No Yes Yes Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 354 Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)?	Yes Yes Yes Yes Yes Yes				
Condition A Condition B 14:00 to 15:00 Condition A	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,122 Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)?	Yes No No Yes Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 354 Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100%	Yes Yes Yes Yes Yes				
Condition A Condition B 14:00 to 15:00 Condition A	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,122 Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (900)? Volume >= 80%	Yes No No Yes Yes Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 354 Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (75)? Volume >= 80%	Yes Yes Yes Yes Yes Yes				
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (900)? Volume >= 80% column (900)? Volume >= 80% column (900)?	Yes No No Yes Yes Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 354 Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (75)? Volume >= 80% column (75)? Volume >= 80% column (60)?	Yes Yes Yes Yes Yes Yes	Yes*	Yes*	Yes*	Yes*
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,122 Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,036 Volume >= 100% column (600)?	Yes No No Yes Yes Yes Yes Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 354 Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 493 Volume >= 100%	Yes Yes Yes Yes Yes Yes Yes Yes	Yes*	Yes*	Yes*	Yes*
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,122 Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 1,036 Volume >= 100% column (600)? Volume >= 80% column (600)? Volume >= 80% column (600)? Volume >= 80% column (600)? Volume >= 100% column (480)? Volume >= 100% column (900)?	Yes No No Yes Yes Yes Yes Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 354 Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% column (60)? 493 Volume >= 100% column (900)? Volume >= 80% column (900)? Volume >= 80% column (900)?	Yes Yes Yes Yes Yes Yes Yes	Yes*	Yes*	Yes*	Yes*

Warrant 1: Eight-hour Vehicular Volume

1: NH27 / NH101 WB Ramps

16:00 to 17:00	1,25	6	548		Yes* Yes*	Yes* Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes		
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes		
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes		
	Volume >≃ 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes		
17:00 to 18:00	1,09	3	547		Yes* Yes*	Yes* Yes*
Condition A	Volume >= 100%	Yes	Volume >= 100%	Yes		

17:00 to 18:00	1,09	3	547		Yes* Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes			

Warrant 2: Four-hour Vehicular Volume

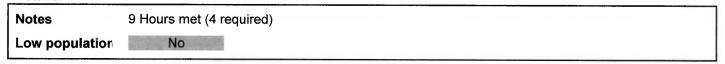
1: NH27 / NH101 WB Ramps

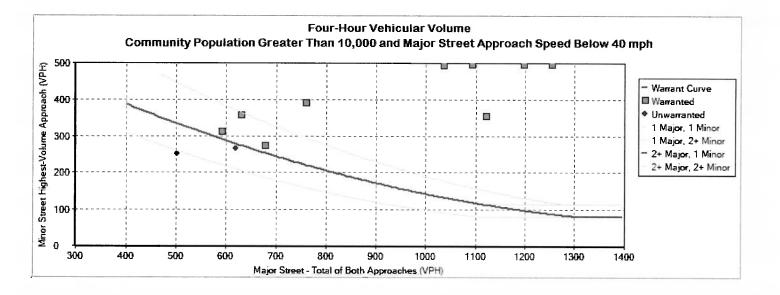
Intersection Information

	Major Street	Minor Street
Street Name	NH27	NH101 WB Off Ramp
Direction	NB/SB	WB
Number of Lanes	2	1
Approch Speed	40	30

Warrant 2 Met? Yes

Details:





1: NH27 / NH101 WB Ramps

Hourly Volumes

	nourly volumes	
Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	0	0
07:00:00 - 08:00:00	1,199 🗸	555 √
08:00:00 - 09:00:00	761 🗸	391
09:00:00 - 10:00:00	619 🗸	265
10:00:00 - 11:00:00	502 🗸	251
11:00:00 - 12:00:00	679 🗸	274
12:00:00 - 13:00:00	631	356
13:00:00 - 14:00:00	593	312
14:00:00 - 15:00:00	1,122 🖍	354
15:00:00 - 16:00:00	1,036	493
16:00:00 - 17:00:00	1,256	548
17:00:00 - 18:00:00	1,093	547
18:00:00 - 19:00:00	0	0
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0
23:00:00 - 00:00:00	0	0

1: NH27 / NH101 WB Ramps

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
07:00:00 - 08:00:00	1,199.00	555.00
08:00:00 - 09:00:00	761.00	391.00
11:00:00 - 12:00:00	679.00	274.00
12:00:00 - 13:00:00	631.00	356.00
13:00:00 - 14:00:00	593.00	312.00
14:00:00 - 15:00:00	1,122.00	354.00
15:00:00 - 16:00:00	1,036.00	493.00
16:00:00 - 17:00:00	1,256.00	548.00
17:00:00 - 18:00:00	1,093.00	547.00

Note: Only data of hours warranted is represented in the above table.

Traffic Signal Warrants Analysis

NH27 / NH101 WB Ramps

2019 Average-Month Build Volumes

TRAFFIC SIGNAL WARRANTS - INPUT VOLUMES

NH27 / North Site Driveway / NH101 WB Ramps

5-6 PM

1715 2027

					_											
					0	ctober 2	2019 TN	ИС								
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SUM			
7-8 AM	37	463		232	2	246		254	183				1417			
8-9 AM	19	308		96	1	246		108	162				940			
9-10 AM	14	246		75	0	157		113	128				733			
10-11 AM	15	172		61	0	159		89	120				616			
11-12 PM	7	297		79	0	161		114	127				785			
12-1 PM	10	232		107	0	207		114	140				810			
1-2 PM	11	202		96	2	177		107	148				743			
2-3 PM	9	491		141	2	163		193	214				1213			
3-4 PM	15	314		212	3	219		206	290				1259			
4-5 PM	14	359		234	1	245		266	363				1482			
5-6 PM	20	337		241	1	225		224	237				1285			
				201	0 4	ana Mari	-46 NJ- 1	D.::Lel /0	00)				0.00			
				201	9 Avera	ge ivioi	nth No l	Bulla (U	.96)	-			0.96			
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL		Mainline	EB	WB
7-8 AM	36	444	0	223	2	236	0	244	176	0	0	0	1361	900	0	461
8-9 AM	18	296	0	92	1	236	0	104	156	0	0	0	903	574	0	329
9-10 AM	13	236	0	72	0	151	0	108	123	0	0	0	703	480	0	223
10-11 AM	14	165	0	59	0	153	0	85	115	0	0	0	591	379	0	212
11-12 PM	7	285	0	76	0	155	0	109	122	0	0	0	754	523	0	231
12-1 PM	10	223	0	103	0	199	0	109	134	0	0	0	778	476	0	302
1-2 PM	11	194	0	92	2	170	0	103	142	0	0	0	714	450	0	264
2-3 PM	9	471	0	135	2	156	0	185	205	0	0	0	1163	870	0	293
3-4 PM	14	301	0	204	3	210	0	198	278	0	0	0	1208	791	0	417
4-5 PM	13	345	0	225	1	235	0	255	348	0	0	0	1422	961	0	461
C C DNA	4.0	004	_				_									

Stephen G. Pernaw & Company, Inc. P.O. Box 1721 Concord, New Hampshire 03302

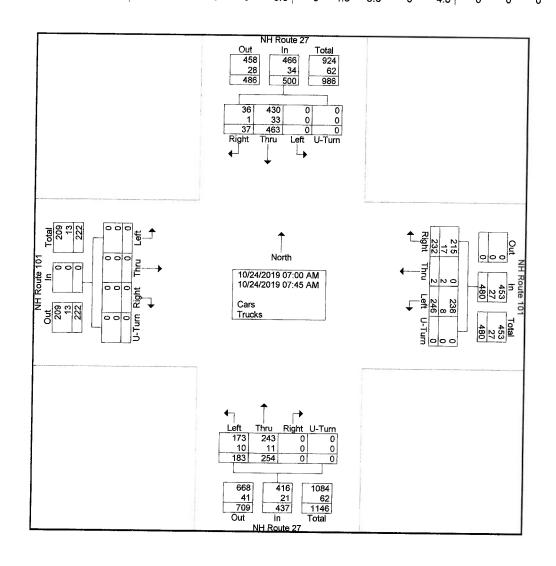
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

	,							G	roups l	Printed-	Cars -	Truck	s								
		NH	Route	e 27			NH	Route					1 Rout	e 27			NH	Route	101		1
		Fr	om No	orth			F	rom E	ast		i	F	rom Sc	uth				rom W			
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn		
07:00 AM	9	90	0	0	99	110	1	52	0	163	0	151	48	0	199	n n	0	2011	O-Tum	App. Total	Int. Total
07:15 AM	7	119	0	0	126	77	1	59	0	137	o	54	47	ő	101	۸	0	0	0	0	461
07:30 AM	7	143	0	0	150	18	0	50	Õ	68	ñ	33	50	Õ	83	0	0	0	0	0	364
07:45 AM	14	111	0	0	125	27	ō	85	ő	112	١	16	38	0	54	0	0	0	Ü	0	301
Total	37	463	0	0	500	232	2	246	0	480	0	254	183	0		0	<u> </u>	0	0	0	291
	'		_	_	-	,	-	2.0	Ū	700	U	254	103	U	437	U	U	0	0	0	1417
Grand Total	37	463	0	0	500	232	2	246	0	480	0	254	183	0	407	^	_	•	_	_	
Apprch %	7.4	92.6	ñ	ō	000	48.3	0.4	51.2	Ö	700	0			_	437	0	0	0	0	0	1417
Total %	2.6	32.7	ñ	ő	35.3	16.4	0.1	17.4	0	22.0	0	58.1	41.9	0		Ü	0	0	0		
Cars	36	430		0	466					33.9		17.9	12.9	0	30.8	0	0	0	0	0	
% Cars			0	_		215	0	238	0	453	0	243	173	0	416	0	0	0	0	0	1335
	97.3	92.9	0	0	93.2	92.7	0	96.7	0	94.4	0	95.7	94.5	0	95.2	0	0	0	0	0	94.2
Trucks	1	33	0	0	34	17	2	8	0	27	0	11	10	0	21	0	0	0	0	0	82
% Trucks	2.7	7.1	0	0	6.8	7.3	100	3.3	0	5.6	0	4.3	5.5	0	4.8	Ŏ	ñ	ň	ñ	ñ	5.2



Concord, New Hampshire 03302

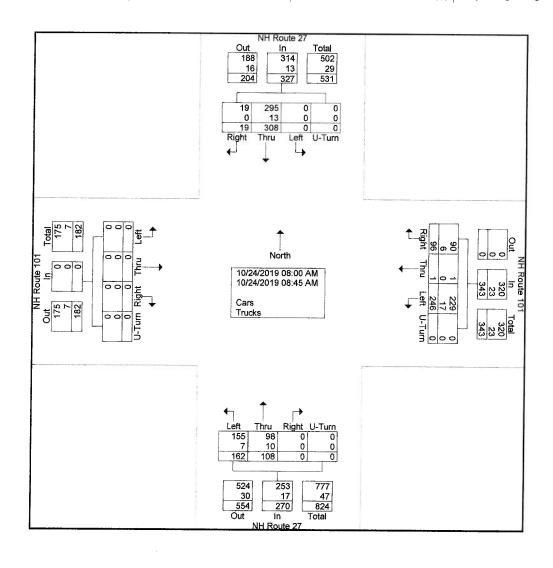
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name: 1941A_INT_A_12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

				l Route				NH	Route	101			NH	I Route	e 27			NH	Route	101		
			Fr	rom No	orth			F	rom E	ast			F	om So	uth				om W			
	Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
	08:00 AM	4	93	0	0	97	23	1	71	0	95	. 0	25	38	0	63	0	0	0	0	0	255
	08:15 AM	5	86	0	0	91	21	0	68	0	89	0	27	44	0	71	0	Õ	ō	ō	Õ	251
	08:30 AM	4	57	0	0	61	28	0	47	0	75	0	30	39	0	69	0	ō	ō	Õ	ñ	205
	08:45 AM	6	72	0	0	78	24	0	60	0	84	0	26	41	ō	67	ő	Ö	Õ	ñ	ñ	229
	Total	19	308	0	0	327	96	1	246	0	343	0	108	162	0	270	0	Ō	Ō	0	0	940
															_		-		•	•	• 1	
	Grand Total	19	308	0	0	327	96	1	246	0	343	0	108	162	0	270	0	0	0	Ω	0	940
	Apprch %	5.8	94.2	0	0		28	0.3	71.7	0		0	40	60	Ō		ō	Õ	ñ	õ		0.40
	Total %	2	32.8	0	0	34.8	10.2	0.1	26.2	0	36.5	0	11.5	17.2	Ō	28.7	Õ	Õ	Ô	ō	n	
	Cars	19	295	0	0	314	90	1	229	0	320	0	98	155	0	253	n	0	0	0	0	887
	% Cars	100	95.8	0	0	96	93.8	100	93.1	ō	93.3	ō	90.7	95.7	Õ	93.7	ñ	ñ	ñ	ň	0	94.4
•	Trucks	0	13	0	0	13	6	0	17	0	23	0	10	7	0	17	<u> </u>	<u> </u>	0		- 0	53
	% Trucks	Ō	4.2	ō	Ō	4	6.2	ő	6.9	Õ	6.7	ñ	9.3	4.3	0	6.3	0	0	0	0	0	
		_		•	•		V	•	0.0	v	Q. <i>1</i>	0	3.3	7.0	U	0.5	U	U	U	U	U	5.6

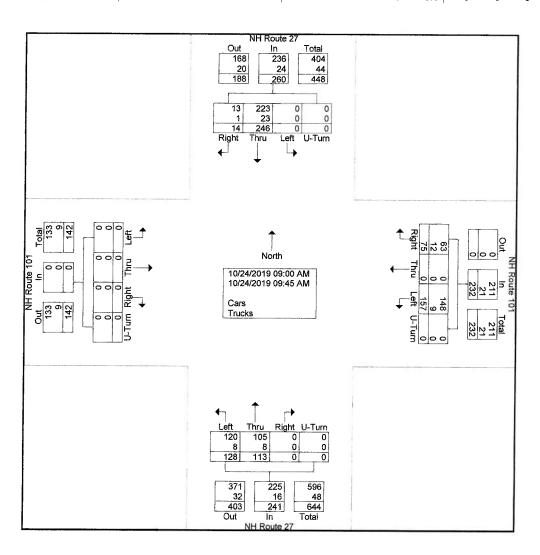


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P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH Start Date : 10/24/2019 Page No : 1

			Rout				NH	Route	≥ 101			NI	I Route	e 27			NH	Route	101		
		Fr	om No	orth			F	rom E	ast			F	rom So	uth				rom W			
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
09:00 AM	5	57	0	0	62	23	0	41	0	64	0	25	29	0	54	0	0	0	0	0	180
09:15 AM	3	60	0	0	63	15	0	39	0	54	0	40	34	0	74	0	0	0	0	0	191
09:30 AM	4	76	0	0	80	19	0	37	0	56	0	25	34	0	59	0	0	0	0	0	195
09:45 AM	2	53	0	0	55	18	0	40	0	58	0	23	31	0	54	0	0	0	0	0	167
Total	14	246	0	0	260	75	0	157	0	232	0	113	128	0	241	0	0	0	0	0	733
																				ļ	1
Grand Total	14	246	0	0	260	75	0	157	0	232	0	113	128	0	241	0	0	0	0	0	733
Apprch %	5.4	94.6	0	0		32.3	0	67.7	0		0	46.9	53.1	0		0	0	0	0		
Total %	1.9	33.6	0	0	35.5	10.2	0	21.4	0	31.7	0	15.4	17.5	0	32.9	0	0	0	0	0	
Cars	13	223	0	0	236	63	0	148	0	211	0	105	120	0	225	0	0	0	0	0	672
% Cars	92.9	90.7	0	0	90.8	84	0	94.3	0	90.9	0	92.9	93.8	0	93.4	0	0	Ō	Ō	ō	91.7
Trucks	1	23	0	0	24	12	0	9	0	21	0	8	8	0	16	0	0	0	0	0	61
% Trucks	7.1	9.3	0	0	9.2	16	0	5.7	0	9.1	0	7.1	6.2	0	6.6	0	0	0	Ö	ō	8.3



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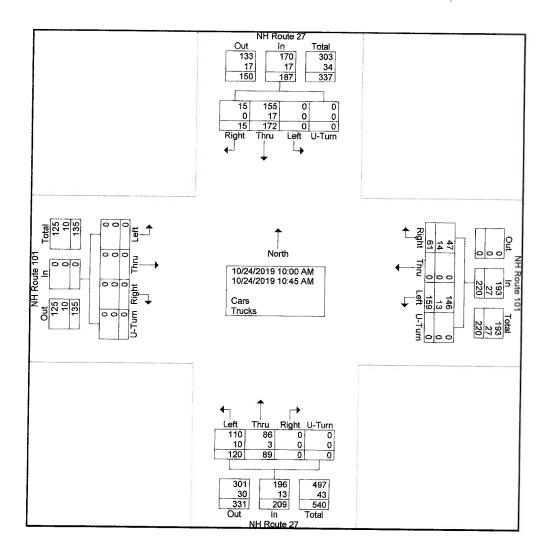
P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019 Page No : 1

		NIL	Rout	27		T	N.I.I	D	404												_
								Route					H Rout				NH	Route	101		}
0	-		om No	orth			F	rom E	ast	_		F	rom Sc	outh			Fr	om W	est		l
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	4	Int Total
10:00 AM	4	49	0	0	53	18	0	42	0	60	0	23	26	0	49	g.i.		0	0-1011	App. Total	Int. Tota
10:15 AM	5	41	0	0	46	14	Ō	30	ō	44	ň	25	23	Ô	48	0	0	0	0	Ū	162
10:30 AM	2	47	0	Ö	49	18	ő	48	Õ	66	0			0		0	U	U	Ü	0	138
10:45 AM	4	35	ň	ŏ	39	10	Ö		-		0	21	38	U	59	U	0	0	0	0	174
Total	15	172	0			01	<u> </u>	39	0	50		20	33	0	53	0	0	0	0	0	142
rotal	15	1/2	U	0	187	61	0	159	0	220	0	89	120	0	209	0	0	0	0	0	616
Grand Total	15	172	0	0	187	61	0	159	0	220	0	89	120	0	209	٥	Ω	0	0	0	616
Apprch %	8	92	0	0		27.7	0	72.3	0		Õ	42.6	57.4	ő	200	0	ñ	0	0	U	010
Total %	2.4	27.9	0	0	30.4	9.9	Ō	25.8	ō	35.7	ő	14.4	19.5	Ô	33.9	0	ő	0	0	^	
Cars	15	155	0	0	170	47	0	146	0	193		86	110	0		0	<u>-</u>	- 0	- 0	0	
% Cars	100	90.1	Õ	ñ	90.9	77	0		_		0			U	196	0	0	0	0	0	559
Trucks	100	17	0	- 0		11	0	91.8	0	87.7	0	96.6	91.7	0	93.8	0	0	0	0	0	90.7
		• • •	0	0	17	14	0	13	0	27	0	3	10	0	13	0	0	0	0	0	57
% Trucks	0	9.9	O	0	9.1	23	0	8.2	0	12.3	0	3.4	8.3	0	6.2	0	0	0	0	0	9.3



Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

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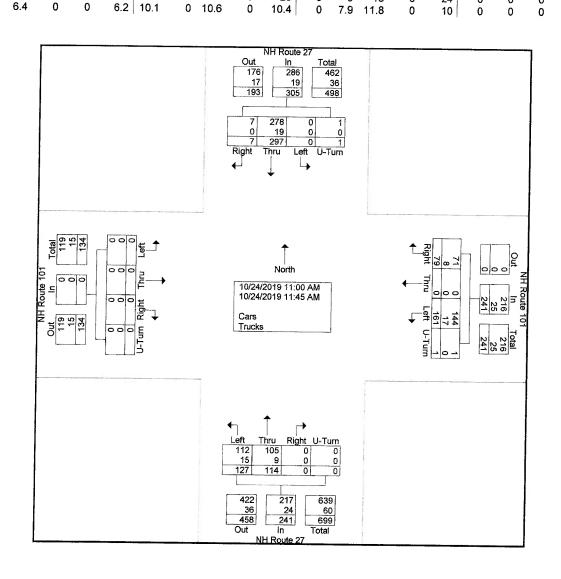
8.6

0

Start Date : 10/24/2019

Page No : 1

46.000								G	roups l	Printed-	Cars -	Truck	s								
		F	Rout Nome	orth				Route rom E	101			N	H Route					Route			
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Tota
11:00 AM	1	43	0	0	44	15	0	42	0	57	0	33	30	0	63	0	0	0	0-1001	App. Total	164
11:15 AM	2	121	0	0	123	21	0	35	0	56	0	30	39	ŏ	69	n	Õ	0	0	0	
11:30 AM	0	69	0	1	70	21	0	41	Ō	62	n	23	25	ň	48	,	0	0	0	Ů	248
11:45 AM	4	64	0	0	68	22	ŏ	43	1	66	ň	28	33	0	61	0	Ü	0	0	0	180
Total	7	297	0	1	305	79	0	161	1	241	0	114				0	0	0	0	0	195
				•	000	, , ,	Ü	101		241	U	114	127	0	241	0	0	0	0	0	787
Grand Total	7	297	0	1	305	79	0	161	1	241	0	114	127	٥	241	0	0	0	0	0	787
Apprch %	2.3	97.4	0	0.3		32.8	0	66.8	0.4		ň	47.3	52.7	ő	271	0	0	0	-	U	101
Total %	0.9	37.7	0	0.1	38.8	10	ō	20.5	0.1	30.6	ő	14.5	16.1	0	30.6	-	0	- 7	0		
Cars	7	278	0	1	286	71	0	144	1	216	- 0	105				0		0		0	
% Cars	100	93.6	Õ	100	93.8	89.9			100		0		112	Ū	217	0	0	0	0	0	719
Trucks	100	19	- 0	0		09.9	0	89.4	100	89.6	U	92.1	88.2	0	90	0	0	0	0	0	91.4
% Trucks	0		Ü	-	19	8	0	17	0	25	0	9	15	0	24	0	0	0	0	0	68
70 HUCKS	, 0	6.4	0	0	6.2	10.1	0	10.6	0	10.4	0	79	118	Ω	10	Λ	Λ	Λ	0	0	0.6



Stephen G. Pernaw & Company, Inc.

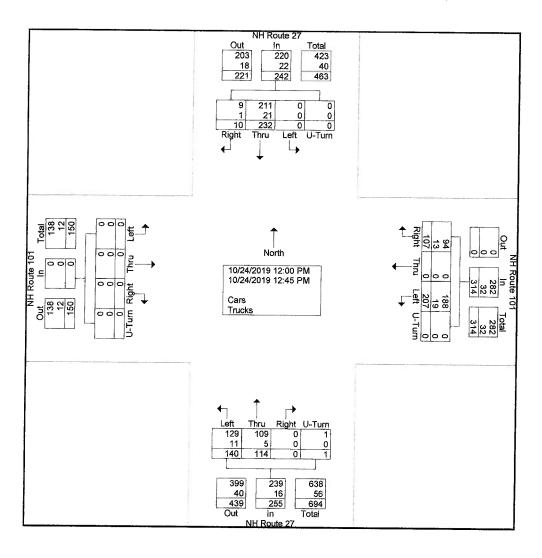
P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

				l Route				NH	Route	101			NF	Route	e 27			NH	Route	101		
				om No	orth			F	rom Ea	ast			Fr	om So	uth			Fr	om W	est		
	Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
	12:00 PM	3	51	0	0	54	30	0	53	0	83	0	31	34	0	65	0	0	0	0 7	λρρ. Total	202
	12:15 PM	2	73	0	0	75	18	0	48	0	66	0	26	39	1	66	ñ	ñ	ñ	ñ	ő	207
	12:30 PM	3	50	0	0	53	39	0	52	0	91	ō	33	35	'n	68	n	Õ	ñ	ň	0	212
	12:45 PM	2	58	0	0	60	20	Ō	54	ō	74	ñ	24	32	ñ	56	ň	0	0	0	0	190
	Total	10	232	0	0	242	107	0	207	0	314	0	114	140	1	255	0		- 0		0	
	'							•		J	0.11	Ŭ	117	140		233	U	Ų	U	0	U J	811
	Grand Total	10	232	0	0	242	107	0	207	0	314	0	114	140	1	255	0	0	0	0	0	811
	Apprch %	4.1	95.9	0	0		34.1	0	65.9	0		ō	44.7	54.9	0.4	200	n	ñ	ň	ŏ	0	011
	Total %	1.2	28.6	0	0	29.8	13.2	ō	25.5	ō	38.7	ő	14.1	17.3	0.1	31.4	۸	0	0	0		
	Cars	9	211	0	0	220	94	0	188	0	282	0	109	129	1	239	0	0	0	- 0	- 0	741
	% Cars	90	90.9	0	0	90.9	87.9	ō	90.8	Õ	89.8	Ô	95.6	92.1	100	93.7	0	0	0	0	0	
-	Trucks	1	21	0	0	22	13	0	19	0	32	0		11					<u> </u>	<u>0</u>	0	91.4
	% Trucks	10	9.1	ő	ŏ	9.1	12.1	0	9.2	Ö		0	5	70	0	16	0	U	0	0	0	70
	70 Tradito		J. 1	U	U	9.1	14.1	U	9.2	U	10.2	U	4.4	7.9	0	6.3	0	0	0	0	0	8.6



Concord, New Hampshire 03302

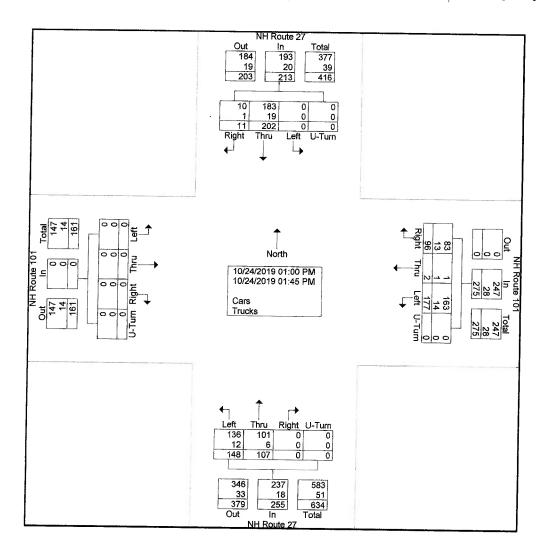
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_A__12_hr_764825_10-24-2019

Site Code : 1941A Start Date : 10/24/2019

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1	
1	
ırn App. Total İn	Int. Tota
0 0	182
0 0	150
0 0	193
0 0	218
0 0	743
0 01	740
0 0	743
0	
0 0	
0 0	677
0 0	91.1
0 0	66
0 0	8.9
	0 0



Concord, New Hampshire 03302

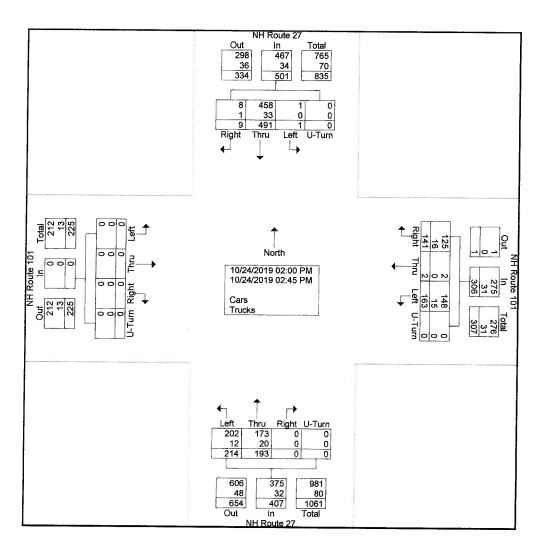
Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

 $\label{eq:file_name} \mbox{File Name} \ : 1941 \mbox{A_INT_A} \mbox{_12_hr_764825_10-24-2019}$

Site Code : 1941A Start Date : 10/24/2019

Page No : 1

	-		Route				NH	Route	101			NI	I Route	e 27			NH	Route	101		
		Fr	om No	orth			F	rom E	ast			Fi	rom So	uth			F	rom W	est		
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
02:00 PM	3	64	0	0	67	33	1	49	0	83	0	62	44	0	106	0	0	0	0-14/11	7 () () () () () () () ()	256
02:15 PM	1	65	1	0	67	32	0	37	Ó	69	0	51	73	Õ	124	ñ	ñ	0	ő	0	260
02:30 PM	4	199	0	0	203	39	1	40	Ō	80	n	40	52	ñ	92	ő	ñ	0	ŏ	0	375
02:45 PM	1	163	0	0	164	37	0	37	ō	74	Õ	40	45	ñ	85	ň	ň	0	0	0	373
Total	9	491	1	0	501	141	2	163	0	306	0	193	214	0	407	0	0	0	0	0	1214
									-	,				Ŭ	401	U	U	Ū	U	U	1214
Grand Total	9	491	1	0	501	141	2	163	0	306	0	193	214	0	407	0	0	0	0	0	1214
Apprch %	1.8	98	0.2	0		46.1	0.7	53.3	0		0	47.4	52.6	ñ	,0,	ñ	ñ	ň	0	0	1214
_ Total %	0.7	40.4	0.1	0	41.3	11.6	0.2	13.4	Ō	25.2	ō	15.9	17.6	ñ	33.5	ñ	n	ñ	ň	0	
Cars	8	458	1	0	467	125	2	148	0	275	0	173	202	0	375	0	- 0	0	_ 0	0	1117
% Cars	88.9	93.3	100	0	93.2	88.7	100	90.8	ō	89.9	Õ	89.6	94.4	ñ	92.1	ñ	0	0	0	0	92
Trucks	1	33	0	0	34	16	0	15	0	31	0	20	12	<u> </u>	32	0		0		0	97
% Trucks	11.1	6.7	Ō	ō	6.8	11.3	Õ	9.2	ñ	10.1	Õ	10.4	5.6	0		0	0	-	0	0	97
		,	•	·	3.0	11.0	U	J.Z	U	10.1	U	10.4	0.0	U	7.9	U	U	0	0	0	8

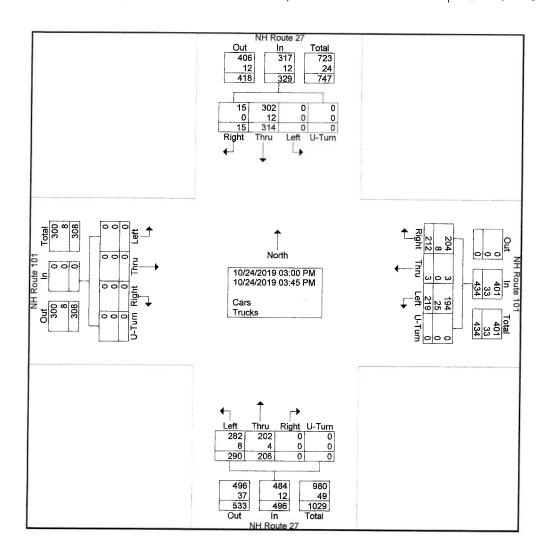


Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name : 1941A_INT_A__12_hr_764825_10-24-2019 Site Code : 1941A Start Date : 10/24/2019

Page No : 1

									oupo .	mitou	Ours	HUCK	3								
			Route				NH	Route	101			NI	I Rout	e 27			NH	Route	101		1
		Fr	om No	orth			F	rom E	ast			F	rom So	outh			Fr	om W	est		
Start Time		Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App, Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
03:00 PM	5	76	0	0	81	57	3	44	0	104	0	49	63	0	112	0	0	0	0	App. Total	297
03:15 PM	4	64	0	0	68	59	0	54	0	113	0	46	55	0	101	0	ā	ñ	Õ	ñ	282
03:30 PM	3	83	0	0	86	51	0	51	0	102	0	54	111	ō	165	0	ñ	ñ	ñ	ñ	353
03:45 PM	3	91	0	0	94	45	0	70	0	115	0	57	61	Õ	118	Õ	ñ	ñ	ñ	n	327
Total	15	314	0	0	329	212	3	219	0	434	0	206	290	0	496	0	0	0	ő	0	1259
															,		•	•	·	•	1200
Grand Total	15	314	0	0	329	212	3	219	0	434	0	206	290	0	496	0	0	0	0	0	1259
Apprch %	4.6	95.4	0	0		48.8	0.7	50.5	Ō		Ō	41.5	58.5	ñ	.00	ñ	ñ	Õ	0	U	1200
Total %	1.2	24.9	0	0	26.1	16.8	0.2	17.4	Ō	34.5	0	16.4	23	ñ	39.4	ñ	ñ	Õ	0	٥	
Cars	15	302	0	0	317	204	3	194	0	401	0	202	282	<u> </u>	484	0	0	0	0	0	1202
% Cars	100	96.2	0	0	96.4	96.2	100	88.6	Ō	92.4	o o	98.1	97.2	ñ	97.6	õ	0	ñ	0	0	95.5
Trucks	0	12	0	0	12	8	0	25	0	33	0	4	8		12	0	0	0	0	0	
% Trucks	Ö	3.8	Õ	ŏ	3.6	3.8	ő	11.4	ñ	7.6	0	1.9	2.8	0	1	0	0		U	0	57
,	, 0	0.0	U	U	3.0	0.0	U	11.4	U	7.0	U	1.9	2.0	U	2.4	U	U	0	U	0	4.5

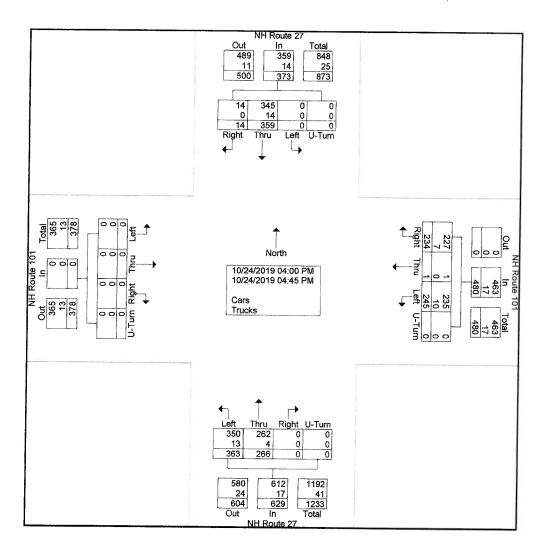


Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name : 1941A_INT_A__12_hr_764825_10-24-2019 Site Code : 1941A Start Date : 10/24/2019

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	1	NH Route 27 From North					NH	Route	101			NI	I Route	e 27		NH Route 101				1	
		Fr	om No	orth			F	rom E	ast		From South				From West						
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum		Int. Total
04:00 PM	6	68	0	0	74	57	1	62	0	120	0	73	102	0	175	7.0g.lt	0		O-Tum	App. Total	369
04:15 PM	2	107	0	0	109	68	0	49	0	117	ñ	63	94	ő	157	ő	Ö	٥	0	0	1
04:30 PM	4	101	0	0	105	44	ñ	61	ő	105	n	80	93	0	173	0	0	0	0	0	383
04:45 PM	2	83	ō	ō	85	65	ñ	73	ő	138	0	50	74	0		0	Ü	0	Ü	Ü	383
Total	14	359	0	0	373	234	1	245			<u>v</u>			<u>0</u>	124	0	0	0	0	0	347
, otal	, , , ,	000	Ü	U	3/3	234		245	0	480	0	266	363	0	629	0	0	0	0	0	1482
Grand Total	14	359	0	0	373	234	1	245	0	480	0	266	363	n	629	0	0	0	0	0	1482
Apprch %	3.8	96.2	0	0		48.8	0.2	51	0		Ō	42.3	57.7	ñ	020	ñ	Ô	0	0	· ·	1402
Total %	0.9	24.2	0	0	25.2	15.8	0.1	16.5	Õ	32.4	ñ	17.9	24.5	ñ	42.4	ő	ň	n	0	0	1
Cars	14	345	0	0	359	227	1	235	0	463	0	262	350	0	612	0	0	0	- 0		1404
% Cars	100	96.1	0	0	96.2	97	100	95.9	Õ	96.5	ň	98.5	96.4	0		_	0	-	Ū	0	1434
Trucks	0	14		0	14	7	0	10		17		30.5			97.3	0	<u> </u>	0	<u> </u>	0	96.8
% Trucks	Ö	3.9	0	0		,			0		Ū	4	13	U	17	0	0	0	0	0	48
70 TUCKS	U	5.9	U	U	3.8	3	0	4.1	U	3.5	0	1.5	3.6	0	2.7	0	0	0	0	0	3.2



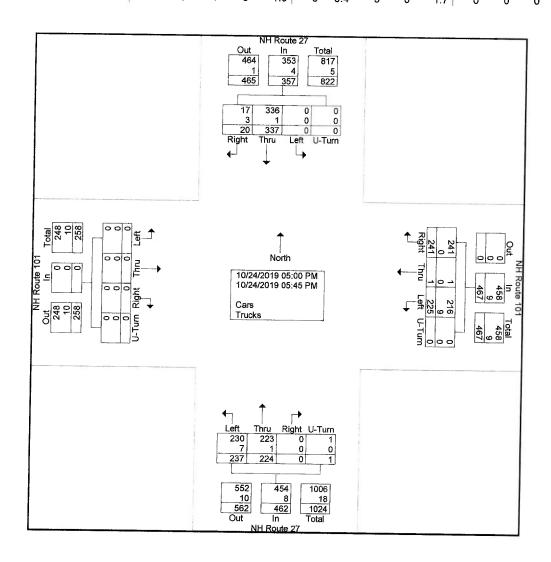
Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH

File Name : 1941A_INT_A__12_hr_764825_10-24-2019 Site Code : 1941A

Start Date : 10/24/2019 Page No : 1

	r							G	roups l	Printed-	Cars -	Truck	s								
		Fr	Route om No					Route	101		NH Route 27 From South				NH Route 101 From West						
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left			
05:00 PM	6	93	0	0	99	54	1	48	0	103	0	69	94	O-Tulli	163	O	0		U-Turn	App. Total	Int. Total
05:15 PM	4	99	0	0	103	72	0	65	ō	137	0	56	52	0			0	0	0	0	365
05:30 PM	3	71	Ô	0	74	51	õ	56	Õ	107	0	46		0	108	0	0	0	0	0	348
05:45 PM	7	74	ñ	ñ	81	64	0	56	0		0		48	7	95	0	0	0	0	0	276
Total	20	337	0	0	357	241	- 1			120	0	53	43	0	96	0	0	0	0	0	297
10101		001	U	U	337	241	,	225	0	467	0	224	237	1	462	0	0	0	0	0	1286
Grand Total	20	337	0	0	357	241	1	225	0	467	0	224	237	1	462	0	0	0	0	0	4000
Apprch %	5.6	94.4	0	0		51.6	0.2	48.2	Ó		ň	48.5	51.3	0.2	702	0	0	0	-	U	1286
Total %	1.6	26.2	0	0	27.8	18.7	0.1	17.5	ŏ	36.3	0	17.4	18.4	0.2	35.9	-		Ü	0		
Cars	17	336	0	0	353	241	1	216	0	458	0	223	-	0.1		0	0	0	0	0	
% Cars	85	99.7	Ö	Õ	98.9	100	100	96	070004		0		230	100	454	0	0	0	0	0	1265
Trucks	3	1	0	0	30.9				0	98.1	0	99.6	97	100	98.3	0	0	0	0	0	98.4
% Trucks	15	0.3	0	_		0	0	9	0	9	0	1	7	0	8	0	0	0	0	0	21
70 TIUCKS	15	0.3	U	0	1.1	0	0	4	0	1.9	0	0.4	3	0	1.7	0	0	0	0	0	1.6

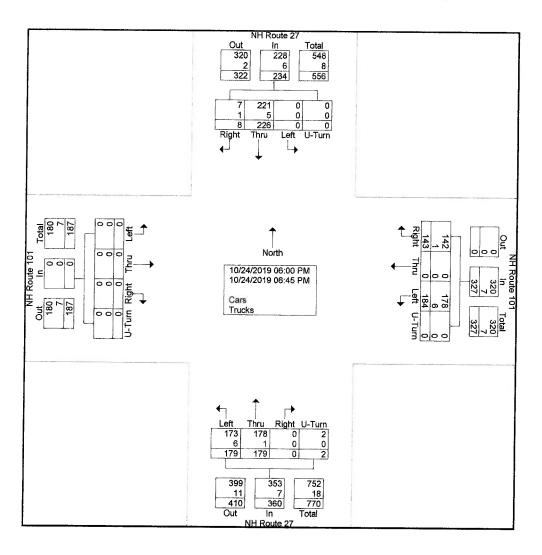


Stephen G. Pernaw & Company, Inc. P.O. Box 1721 Concord, New Hampshire 03302

Weather: Fair Collected By: MV Job Number: 1941A Town/State: Exeter, NH File Name : 1941A_INT_A__12_hr_764825_10-24-2019 Site Code : 1941A Start Date : 10/24/2019

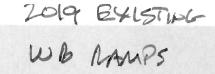
Page No :1

			Route	_			NH	Route	101			NI	l Route	e 27		NH Route 101				1	
		Fr	om No	orth			F	rom E	ast		From South				From West						
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
06:00 PM	4	85	0	0	89	39	0	53	0	92	0	44	45	1	90	0	0	0	0	App. Total	271
06:15 PM	1	53	0	0	54	40	0	47	0	87	0	40	48	'n	88	ñ	ñ	ő	ő	ñ	229
06:30 PM	1	48	0	0	49	40	0	49	0	89	0	52	45	1	98	ñ	ñ	ñ	n	Ô	236
06:45 PM	2	40	0	0	42	24	0	35	Ö	59	ō	43	41	'n	84	n	ň	ñ	ň	0	185
Total	8	226	0	0	234	143	0	184	0	327	0	179	179	2	360	0	0	0	0	0	921
Grand Total	8	226	0	0	234	143	0	184	0	327	0	179	179	2	360	0	0	0	0	0	921
Apprch %	3.4	96.6	0	0		43.7	0	56.3	0		ō	49.7	49.7	0.6	000	ñ	Ô	ñ	ñ	U	321
Total %	0.9	24.5	0	0	25.4	15.5	0	20	0	35.5	Ō	19.4	19.4	0.2	39.1	ő	ñ	ñ	ñ	0	
Cars	7	221	0	0	228	142	0	178	0	320	0	178	173	2	353	0	0	0	0	0	901
% Cars	87.5	97.8	0	0	97.4	99.3	0	96.7	0	97.9	Ō	99.4	96.6	100	98.1	Õ	ñ	ñ	ñ	0	97.8
Trucks	1	5	0	0	6	1	0	6	0	7	0	1	6	0	7	0	<u> </u>	0	0	0	20
% Trucks	12.5	2.2	0	0	2.6	0.7	0	3.3	Ō	2.1	Ö	0.6	3.4	ő	1.9	Ö	Ö	ő	Ö	Ö	2.2



Warrants Summary Report

1: NH27 / NH101 WB Ramps



Intersection Information

	Major Street	Minor Street
Street Name	NH27	NH101 WB Off Ramp
Direction	NB/SB	WB
Number of Lanes	2	1
Approach Speed	40	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vo	ehicular Volun	ne
	No	I
Condition A or B Met	No	5 Hours met (8 required)
Condition A and B Me	No	5 Hours met (8 required)
Warrant 2, Four-Hour Ve	hicular Volum	ne
	Yes	6 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

1: NH27 / NH101 WB Ramps

Intersection Information

Major Street Name:	NH27
Major Street Direction:	NB/SB
Minor Street Direction:	WB

WARRANT 1 MET?	No
----------------	----

Details:

Condition A Met?	No	5 Hours met (8 required)
Condition B Met?	No	5 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles		dard Met? R Cond. B	80% Standard Met? Cond. A AND Cond. B		
			Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column	
:00 to 08:00	900	<i>A</i> 61	Vec*	Vec*	Voe*	Voc*	

07:00 to 08:00	900		461	Yes*	Yes*	Yes*	Yes*	
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes				

08:00 to 09:00	574	329	No No	Yes No
Condition A	Volume >= 100% No column (600)?	Volume >= 100% Yes column (900)?		
	Volume >= 80% Yes column (480)?	Volume >= 80% Yes column (720)?		
Condition B	Volume >= 100% No column (900)?	Volume >= 100% Yes column (75)?		
	Volume >= 80% No column (720)?	Volume >= 80% Yes column (60)?	1	

09:00 to 10:00	480	223		No No	Yes	No
Condition A	Volume >= 100% No column (600)?	Volume >= 100% column (900)?	Yes			
	Volume >= 80% Yes column (480)?	Volume >= 80% column (720)?	Yes			
Condition B	Volume >= 100% No column (900)?	Volume >= 100% column (75)?	Yes			
	Volume >= 80% No column (720)?	Volume >= 80% column (60)?	Yes			

Warrant 1: Eight-hour Vehicular Volume

1: NH27 / NH101 WB Ramps

10:00 to 11:00	379	212	No No	No No
Condition A	Volume >= 100% No column (600)?	Volume >= 100% Yes		
	Volume >= 80% No column (480)?	column (900)? Volume >= 80% Yes column (720)?		
Condition B	Volume >= 100% No column (900)?	Volume >= 100% Yes column (75)?		
	Volume >= 80% No column (720)?	Volume >= 80% Yes column (60)?		
11:00 to 12:00	523	231	No No	Yes No
Condition A	Volume >= 100% No column (600)?	Volume >= 100% Yes column (900)?		
	Volume >= 80% Yes column (480)?	Volume >= 80% Yes column (720)?		
Condition B	Volume >= 100% column (900)?	Volume >= 100% Yes column (75)?		
	Volume >= 80% No column (720)?	Volume >= 80% Yes column (60)?		
12:00 to 13:00	476	302	No No	No No
Condition A	Volume >= 100% No column (600)?	Volume >= 100% Yes column (900)?		
	Volume >= 80% No column (480)?	Volume >= 80% Yes column (720)?		
Condition B	Volume >= 100% column (900)? Volume >= 80%	Volume >= 100% Yes column (75)? Volume >= 80% Yes		
	column (720)?	column (60)?		
13:00 to 14:00	450	264	No No	No No
13:00 to 14:00 Condition A	450 Volume >= 100%	264 Volume >= 100% Yes column (900)?	No No	No No
	Volume >= 100% No	Volume >= 100% Yes	No No	No No
	Volume >= 100%	Volume >= 100% Yes column (900)? Volume >= 80% Yes	No No	No No
Condition A	Volume >= 100%	Volume >= 100%	No No	No No
Condition A	Volume >= 100%	Volume >= 100%	No No Yes* No	No No Yes* Yes*
Condition A Condition B	Volume >= 100%	Volume >= 100% column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)?		
Condition A Condition B 14:00 to 15:00	Volume >= 100%	Volume >= 100% column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)? 293 Volume >= 100% Yes		
Condition A Condition B 14:00 to 15:00	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? No Volume >= 100% Yes column (600)? Volume >= 80% column (480)? Volume >= 100% column (480)? Volume >= 100% column (900)?	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)? 293 Volume >= 100% yes column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (720)? Volume >= 100% yes column (720)? Volume >= 100% yes column (75)?		
Condition A Condition B 14:00 to 15:00 Condition A	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? No **Tolumn (720)**	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)? 293 Volume >= 100% yes column (900)? Volume >= 80% column (720)? Volume >= 100% yes column (720)? Volume >= 100% yes		
Condition A Condition B 14:00 to 15:00 Condition A	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 870 Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (480)? Volume >= 100% column (900)? Volume >= 80% Yes column (900)? Volume >= 80% Yes	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% column (75)? Volume >= 80% yes column (60)? 293 Volume >= 100% yes column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes yes yes		
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? No Volume >= 100% Yes column (600)? Volume >= 80% Yes column (480)? Volume >= 100% column (480)? Volume >= 100% Yes column (480)? Volume >= 80% Yes column (900)? Volume >= 80% Yes column (900)? Volume >= 80% Yes column (720)?	Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)? 293 Volume >= 100% yes column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (75)? Volume >= 100% yes column (75)? Volume >= 80% yes column (75)? Volume >= 80% yes column (75)? Volume >= 80% yes column (60)?	Yes* No	Yes* Yes*
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100%	Volume >= 100% column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)? 293 Volume >= 100% yes column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (75)? Volume >= 80% yes column (60)? 417 Volume >= 100% yes	Yes* No	Yes* Yes*
Condition A Condition B 14:00 to 15:00 Condition A Condition B	Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? 870 Volume >= 100% column (600)? Volume >= 80% column (480)? Volume >= 100% column (900)? Volume >= 80% column (720)? Volume >= 80% column (720)? 791 Volume >= 100% column (600)? Volume >= 80% yes Volume >= 80% Yes Volume >= 100% column (600)? Volume >= 80% Yes	Volume >= 100% column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)? 293 Volume >= 100% yes column (900)? Volume >= 80% yes column (720)? Volume >= 100% yes column (75)? Volume >= 80% yes column (60)? 417 Volume >= 100% yes column (60)? 417 Volume >= 100% yes column (900)? Volume >= 80% yes column (900)? Volume >= 80% yes yes	Yes* No	Yes* Yes*

Warrant 1: Eight-hour Vehicular Volume

1: NH27 / NH101 WB Ramps

16:00 to 17:00	961		461		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes				
17:00 to 18:00	786		448		Yes*	No	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	Yes				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes				

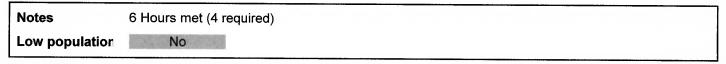
1: NH27 / NH101 WB Ramps

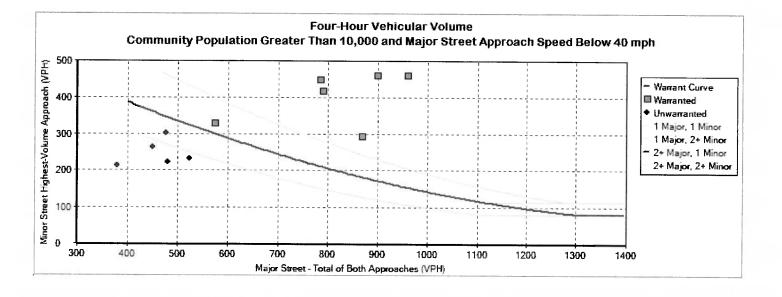
Intersection Information

	Major Street	Minor Street
Street Name	NH27	NH101 WB Off Ramp
Direction	NB/SB	WB
Number of Lanes	2	1
Approch Speed	40	30

Warrant 2 Met? Yes

Details:





1

1: NH27 / NH101 WB Ramps

Hourly Volumes

	Hourly volumes	
Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	0	0
07:00:00 - 08:00:00	900 🗸	461
08:00:00 - 09:00:00	574 🗸	329
09:00:00 - 10:00:00	480 🗸	223
10:00:00 - 11:00:00	379 🗸	212
11:00:00 - 12:00:00	523	231
12:00:00 - 13:00:00	476 🗸	302
13:00:00 - 14:00:00	450	264
14:00:00 - 15:00:00	870 🗸	293
15:00:00 - 16:00:00	791	417
16:00:00 - 17:00:00	961	461
17:00:00 - 18:00:00	786	448√
18:00:00 - 19:00:00	0	0
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0
23:00:00 - 00:00:00	0	0

1: NH27 / NH101 WB Ramps

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
07:00:00 - 08:00:00	900.00	461.00
08:00:00 - 09:00:00	574.00	329.00
14:00:00 - 15:00:00	870.00	293.00
15:00:00 - 16:00:00	791.00	417.00
16:00:00 - 17:00:00	961.00	461.00
17:00:00 - 18:00:00	786.00	448.00

Note: Only data of hours warranted is represented in the above table.

Appendix I Auxiliary Turn Lane Warrants Analysis



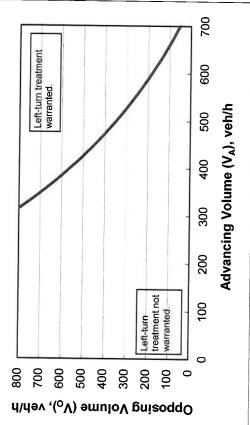
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English) INPUT

85 th percentile speed, mph: Percent of left-turns in advancing volume (V _A), %:		
ercent of left-turns in advancing volume (V_A) , %:	200	
ercent of left-turns in advancing volume (V _A), %:	200	
	70%	
(dyancing volume (V _e), veh/h:	26.2	
	103	
ipposing volume (V _O), veh/h:	1056	
	200	

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	246
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

ed, mph: 30 s in advancing volume (V_A) , %: 6% (V_A) , veh/h: 1200	Variable	Value	
%: 6% 1200	85 th percentile speed, mph;	30	Ч/
1200	Percent of left-turns in advancing volume (V ₄), %:	80%	
volume (V.) veh/h·	Advancing volume (V _a), veh/h:	1200	
	volume (V.)	1200	.(0

Left-turn treatment warranted.

 OUTPUT

Advancing Volume (VA), veh/h Left-turn treatment not warranted. Opposing Volume (V_0), veh/h

Variable	Value
Average time for making left turn co	
Target mile for manning left-fully, a.	3.0
Critical headway, s:	0 3
	0.0
Average time for left-turn vehicle to clear the advancing lane. s:	10



Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V _A), %:	%9
Advancing volume (V_A) , veh/h:	825
Opposing volume (V _o), veh/h:	537

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	447
Guidance for determining the need for a major-road left-turn bay:	oay:
Left-turn treatment warranted	

Left-turn treatment warranted. Advancing Volume (VA), veh/h Left-turn treatment not warranted. Opposing Volume (V_O), veh/h

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

Variable	Value
35th percentile speed, mph:	30
Percent of left-turns in advancing volume (V _A), %:	2%
Advancing volume (V _A), veh/h:	655
Opposing volume (V _o), veh/h:	881

Limiting advancing volume (VA), veh/h: Variable OUTPUT

Guidance for determining the need for a major-road left-turn bay:

Left-turn treatment warranted.

	200
Left-turn treatment	009
Left-turn tr warranted.	500 , veh/h
	400 me (V_A)
	200 300 400 500 Advancing Volume (V _A), veh/h
-	200 \dvanci
Left-turn treatment not warranted.	100
	0
800 700 600 500 400 300 200 100	
//dev ,(_o V) emuloV gnisoqqC	
30 5% 655 881 Value 352	

\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1.53
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s.	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

Variable	Value
5 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V _A), %:	8%
Advancing volume (V _A), veh/h:	804
Opposing volume (V _o), veh/h:	625

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	371
Guidance for determining the need for a major-road left-turn bay:	bay:
Left-turn treatment warranted.	

Left-turn treatment warranted. Advancing Volume (VA), veh/h Left-turn treatment not warranted. Opposing Volume (V_O), veh/h

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English) INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V _A), %:	4%
Advancing volume (V _A), veh/h:	640
Opposing volume (V _O), veh/h:	696

eft-turn treatment

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	374
Guidance for determining the need for a major-road left-turn bay:	ay:
Legislant troops to the state of the state o	

Left-turn treatment not warranted.

Advancing Volume (VA), veh/h

Opposing Volume (V_o), veh/h

Left-turn treatment warranted.

		ì
Variable	Value	
Average time for making left-turn, s:	3.0	1
Critical headway, s:	5.0	100
Average time for left-turn vehicle to clear the advancing lane, s.	1.9	100



Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT			
2-lane roadw ay			
Variable	Value		140
лајог-road speed, mph:	30	I/ U ÷	120
Major-road volume (one direction), veh/h:	1056		
Right-turn volume, veh/h:	105	'əu	9
		unjo	80
OUTPUT		οΛ n	9
Variable	Value	լու	4
miting right-turn volume, veh/h:	15		!
	}	4	2

Guidance for determining the need for a major-road

right-turn bay for a 2-lane roadway:

Add right-turn bay.

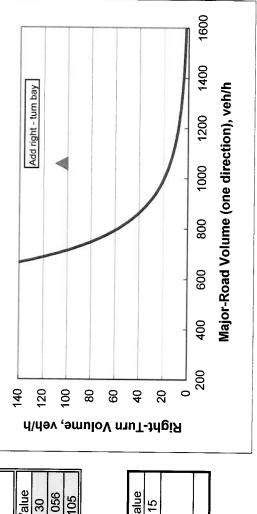
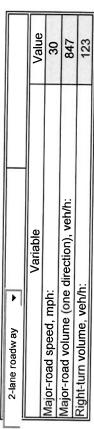




Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

_		
C	i	
2	2	



OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	43
Guidance for determining the need for a major-road	
right-turn bay for a 2-lane roadway:	
Add right-turn hav	

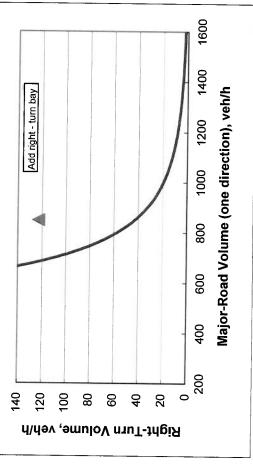




Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
2-lane roadway ▼	
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	625
Right-turn volume, veh/h:	96

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	625
Right-turn volume, veh/h:	96

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	625
Right-turn volume, veh/h:	96
OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	188
Guidance for determining the need for a major-road	
right-turn bay for a 2-lane roadway:	1
Do NOT add right-furn bay	

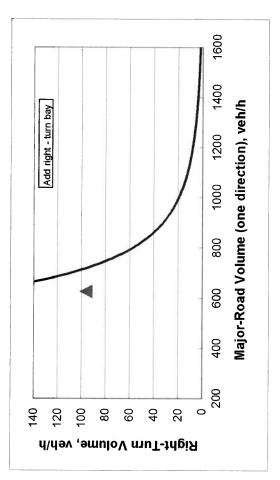




Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
2-lane roadway	
Variable	ble
Major-road speed, mph:	
Major-road volume (one direction), veh/h.	1), veh/h:
Right-turn volume, veh/h:	

Value
30
696
97
Value
23

Guidance for determining the need for a major-road

right-turn bay for a 2-lane roadway:
Add right-turn bay.

				1600	
bay				1400	h/h
Add right turn bay				1200	tion), ve
Add	4			1000	Major-Road Volume (one direction), veh/h
		/		800	o) amnjo
				009	Road Vo
				400	Major-
120	8 8	09	20	200	
	, əmulo			4	

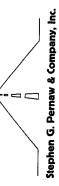


Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

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=

500 Consider two approach lanes 400	300	100	O 200 400 600 800 1000 1200 1400 1600 1800 20	Major-Road Volume (total of both directions), veh/h
irection),	ų/ųəx gp əuo) əmnic	oy bso	Я-1oniM	
Value 1819 20% 134	Value 63	8		:
Variable Major-road volume (total of both directions), veh/h: Percentage of right-turns on minor road, %: Minor-road volume (one direction), veh/h:	OUTPUT Variable Limiting minor-road volume (one direction) veh/h:	Guidance for determining minor-road approach geometry: Consider TWO approach lanes		CALIBRATION CONSTANTS

^{*} according to Table 17 - 5 of the HCM

Minor Road	Critical gap, s:	Critical gap, s: Follow-up gap, s:
		r (J-C J
Kight-turn capacity, veh/h:	6.2	3.3
		0:0
Lett-turn and through capacity veh/h·	u u	7.0
and and and and and and and and and and	2.5	5. 4



Consider two approach lanes

Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

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	2009	uoi		erik	o euc	300 e (o	ψə. wr	Voli v 200	∧ F	03(0	One approach lane is o.k.	viN	200 400 600 800	
Value	2047	20%	159				Value	38						
Variable	Major-road volume (total of both directions), veh/h:	Percentage of right-turns on minor road, %:	Minor-road volume (one direction), veh/h:			OUTPUT	Variable	Limiting minor-road volume (one direction), veh/h:	Guidance for determining minor-road approach geometry:	Consider TWO approach lanes				

Minor Road Critical gap, s. Follow-up gap, s.		Left-turn and through capacity, veh/h: 6.5 4.0
Mi	Right-turn capacity, veh/h:	Left-turn and through

CALIBRATION CONSTANTS

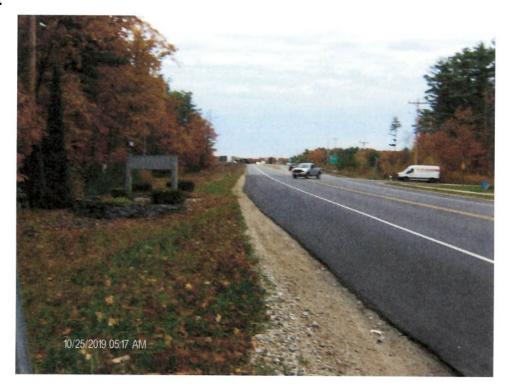
Major-Road Volume (total of both directions), veh/h

^{*} according to Table 17 - 5 of the HCM

Appendix J Sight Distance Photographs



Looking Left



Looking Right





Looking Left



Looking Right



Traffic Impact Assessment, Proposed Mixed-Use Development, Exeter, New Hampshire

Appendix K

Miscellaneous

SCOPING MEETING FOR TRAFFIC IMPACTS OF DEVELOPMENT

<u>Date</u>: July 30, 2020 <u>Town/City</u>: Exeter

Location / District: NH 27 / District 6

Consultants: Stephen G. Pernaw & Company, Inc., Hayner/Swanson, Inc.

Size & Type of Development: "Gateway at Exeter", Mixed use: multi-family housing (224 units) and a 48,560 sf commercial building consisting of office space (17,295 sf), retail space (11,225 sf), and a day care facility (20,040 sf). The commercial building will not house any restaurants.

The proposed development is on a 60-acre parcel. The back 45 acres will be used as environmental/wetland mitigation and protection. No additional build-out on these parcels is anticipated.

The proposed development is within the controlled-access right-of-way (CAROW) and the urban compact (Exeter). As noted by District 6, a previous controlled-access agreement granted 2 driveways for the proposed development's location, one for each of the two lots. NHDOT Planning explained the controlled-access rules are not eliminated even though it is within the urban compact. It is Exeter's decision to grant a permit, but with NHDOT's concurrence. After reviewing the traffic study, NHDOT Planning and Community Assistance Bureau will send a letter of concurrence or recommendation to Exeter, but will not be issuing or denying a driveway permit.

The proposed development is also within Exeter's TIF district. VHB is currently conducting a corridor study for Exeter along NH 27/Epping Road, extending from north of Exit 9 southerly to NH 111A. VHB is assessing two future conditions, including a full build-out of all the vacant parcels along the Exeter corridor and an interim condition with a three lane section. It will be important for VHB, the Town, NHDOT, and the developer to continually communicate to ensure consistent mitigation strategies are being evaluated along the corridor for the proposed development.

<u>Site Access</u>: Primary access to the site is proposed directly across from the southerly Mobil gas station driveway on NH 27/Epping Road. Secondary access is proposed 300± feet south at an exit-only driveway. The developer noted they are open to changing the access configuration at the southerly driveway.

The Town stated they would prefer one access point for the proposed development, as the lot configuration has changed since the initial grant of access for the lots.

<u>Phasing</u>: Assume an appropriate level of the overall build-out for the opening year (2022) and full-build out for the future year condition (2032).

Study Area: The study area will include:

- NH 27 @ NH 101 WB & EB ramps
- NH 27 @ Northerly Site Drive/existing gas station driveway (south)
- NH 27 @ Southerly Site Drive/Exit only
- NH 27 @ Continental Dr.

<u>Analysis Periods</u>: The weekday morning and weekday evening periods will be analyzed.

Opening Year / Future Year: 2022/2032

Additional data: NHDOT Traffic noted current traffic volumes are lower than normal due to COVID-19. The development team should use their count data collected at the end of 2019 to assess the corridor. SGP should also coordinate as needed with VHB on acquiring "pre-COVID" count data for NH 27 at Continental Drive. Any traffic data collected during Covid-19 should be adjusted to account for prepandemic levels.

NHDOT Traffic noted the use of the Group 4 Urban Highways to estimate a seasonal adjustment factor would be reasonable.

Background growth/ other development: An average annual growth rate of 1% should be used.

Three other development projects were identified during the scoping meeting:

- 1) 55+ Community 116 units across from the Exeter Decorating Center
- 2) Garrison Glen 116,288 sf light industrial on Continental Drive
- 3) Primrose School 13,000 sf on McKay Drive

<u>Site Trip Generation/Distribution/Pass-by</u>: NHDOT Traffic noted the previous trip generation using ITE is reasonable. A pass-by rate of 0% is also acceptable.

<u>Design Considerations</u>: NHDOT Highway Design requested signal warrant analyses be conducted at the NH 101 eastbound and westbound ramp intersections, and both left and right-turn lane warrants (NCHRP) be conducted at the site driveways.

Other Issues: District 6 noted concerns of Exeter High School traffic influencing the evening peak hour periods at the NH 101 ramps. SGP should review the weekday afternoon/evening school peak period at the NH 101 ramps to determine what the critical peak hour is to be used in the analyses.

Submitted by: Nick Sanders NHDOT BOT

NBS

Date: 8/5/2020

cc: All Attendees (Attached)

NHDOT Meeting Attendance Sheet

Purpose: Exeter NH 27 Gateway Mixed-Use

Date: 7/30/2020			Location: Zoom
Name	Representing	Telephone #	Email Address
Nick Sanders	NHDOT Traffic	603 271 0390	Nicholas.Sanders@dot.nh.gov
Nathan Peck	NHDOT Traffic	603 271 0391	Nathan.Peck@dot.nh.gov
Emma Bell	NHDOT Traffic	603 271 80101	Emma.Bell@dot.nh.gov
John Butler	NHDOT Highway Design	603 271 7420	John.Butler@dot.nh.gov
Jim Hewitt	NHDOT District 6	603 868 1133	James. Hewitt@dot.nh.gov
Roger Appleton	NHDOT District 6	603 868 1133	Roger.Appleton@dot.nh.gov
Kevin Russell	NHDOT Planning	603 271 3344	Kevin.Russell@dot.nh.gov
Jim Petropulos	Hayner/Swanson, Inc.		ipetropulos@hayner-swanson.com
Stephen Pernaw	Pernaw & Company, Inc.	603 731 8500	Sgp@pernaw.com
Jason Plourde	VHB	603 391 3914	iplourde@vhb.com
Dave Sharples	Exeter	603 773 6114	dsharples@exeternh.gov
Dave Walker	RPC	603 778 0885	dwalker@rpc-nh.org
Tom Monahan	Owner		